

Date	Name	Comments	Responses
February 23, 2023	Easton School District by: Aaron Kombol	The comment is about the impact on the Easton School District of possible increased enrollment due to the addition of 20+ new jobs in the area.	Thank you for your concern and comment. The 2024 Taxable Value of this parcel is \$1,078,760, according to the Kittitas County Assessors office. With this project, the taxable value will increase dramatically, providing a significant revenue boost to the Easton School District.
February 24, 2023	WA State Dept of Health Office of Drinking Water by: Russell E. Mau, PhD, PE	The comment is about the Easton Water District's water capacity and whether enough water can be provided for this site while maintaining service throughout the rest of the water system.	Thank you for your comment. As part of the project, the applicants will fund and build a large new water reservoir nearby, providing not only enough water capacity to supply the project site but also enough to increase water availability for the entire Easton Water District.
February 24, 2023	Kittitas County Public Health by: Joe Rainwater-Cummings	Public Health had no comment at this time.	Thank you for your response. The applicants are very concerned about the enviroment and look forward to working hand in hand with Kittitas Public Health to insure that all the appropriate designs and systems meet or excede specifications.
February 27, 2023	Yakama Nation by: Corrine Camuso	The comment refers to the project's location within the Yakama Ceded Lands, the traditional territory of the Pshwánapam (Kittitas/Upper Yakama) signatory to the 1855 Yakama Treaty, and the recommendation of an archaeological survey.	Thank you for your response and comment. The applicants will hire a qualified archaeological survey firm to conduct the survey and provide the report to your office once it is completed.
February 27, 2023	Dept of Natural Resources by: Scott Chambers	The comment refers to the parcel being forested land and that removing timber from the parcel may necessitate a Forest Practices Application.	Thank you for your comment. During the feasibility period, the seller of the parcel will apply for a Forest Practice Permit to remove some timber from the parcel for their own use. A 50' buffer of trees will be retained around the perimeter of the parcel to protect the parcel's rural character.
February 28, 2023	by: Michael & Lisa Jones	The comment is generally supportive of the project, with the request that the existing trail along West Sparks & Sparks Road be addressed and some mitigation provided so that the trail can be included in the Truck Stop plan.	Thank you for your comment and your support. Though this appears to be a difficult request to accommodate, particularly where the proposed entrance ramp will be built up and cross the existing trail, we will consult with the engineers to see if there is a viable solution to accommodate the trail.
February 28, 2023	WA Dept of Fish & Wildlife by: Scott Downes	The comment asks that clearing limits be kept to an absolute minimum in order to minimize overall impacts on the forested habitat, and that any added vegetation be native to the area.	Thank you for your response and comment. The applicants intend to preserve as much existing vegetation as possible while also providing visual landscapes that are typically found in rural areas and are composed of native vegetation.
February 28, 2023	Kittitas County Public Health by: Joe Rainwater-Cummings	The comment was about the restaurant, and that there did not appear to be enough information to enter a comment or request on it at this time. That they will collaborate with the owner to design the site as they build it.	Thank you again for responding and your comment. The applicants are looking forward to working with your department to create a clean and safe restaurant for the public to enjoy.

March 1, 2023	Kittitas County Fire Marshall by: Joseph A Dietzel	The comment stated that items such as fire and emergency services requirements, fire hydrant system, fire apparatus lanes/access, and fire extinguishers must be addressed, and that the KCFMO plan will provide information on any requirements.	Thank you for your response and comment. The applicants will collaborate with engineers, county planners, and the Kittitas County Fire Marshalls Office to ensure that all fire and emergency services requirements for the project are met.
March 2, 2023	Snoqualmie Tribe by: Adam Osbekoff	The Snoqualmie Tribe is a federally recognized Indian tribe that signed the Treaty of Point Elliot in 1855 and reserves certain rights and privileges granted by that Treaty, according to the comment. They had no preliminary comments to offer at the time, reserving the right to change their current position.	Thank you for your response and your comment. The applicants respect your position and rights and look forward to collaborating and cooperating with you as the project progresses.
March 2, 2023	by: Jason Bart Moulton	The comment included numerous comments and observations about the lack of safe interstate highway truck parking, snow conditions, and safety concerns.	Thank you for taking the time and making the effort to respond. It was very informative and much appreciated. You make some valid points. There isn't enough room here to adequately address your concerns. Please see the Attachment for our response. Thank you very much.
March 6, 2023	by: Lori Turnley	Concerns were expressed about noise and light pollution, loss of rural character, snow, water runoff, and other perceived negative effects.	We understand your concerns and appreciate you taking the time to share them with us. There isn't enough space here to address your concerns properly. Please see the Attachment for our response. Thank you.
March 7, 2023	by: Marty & Holly Girvan	The comment included observations on some of the project's benefits, such as additional new job opportunities, increased revenue for local businesses, expanded water district resources, recognition of the petitioners desire to create a project that complements the local rural character, and the result of a safer highway and sideroads as a result of the project.	Thank you for taking the time and providing a thoughtful response. We appreciate your feedback and your support. Thank you.
March 7, 2023	Meyer, Fluegge & Tenny, P.S. by: James Carmody	The comment was in disapproval of the project.	Thank you for your response. We appreciate it. Please see the Attachment for our response.
March 8, 2023	by: Tim Schauer	The comment was a letter to Jeremiah at the county inquiring about the outcome of Marge Brandsford's SEPA appeal.	Thank you for responding to the comment period and inquiring. Excellent questions. We've heard several versions of what happened, but the most credible is that Love's Travel Centers (which currently has more than 600 locations nationwide) was working on establishing operations in several locations. When it appeared that it would take a long time to complete the project here, they fired the team in charge of it and pursued projects in other locations instead. Love's is a nationwide corporation. The current applicants are Washington State residents who fully believe in the benefits this project will provide to the community and are committed to making it as environmentally sound and aesthetically pleasing as possible.

March 8, 2023	Confederated Tribes of the Colville Reservation by: Connor Armi	The proposed project lies within the traditional territory of the Wenatchi Tribe, 1 of the 12 constituent tribes of the Confederated Tribes of the Colville Reservation (CTCR), which is governed by the Colville Business Council (CBC). The CBC has delegated to the Tribal Historic Preservation Officer (THPO) the responsibility of representing the CTCR with regard to cultural resources management issues throughout the traditional territories of all of the constituent tribes under Resolution 1996-29.	Thank you for your response and your comment. The applicants will hire a qualified archaeological survey firm to conduct the appropriate archaeological survey and provide the report to the Tribal Historic Preservation Officer once it is completed.
March 8, 2023	Easton Water District by: Mike Gerber	The comment examined the requirements presented to previous applicants, which are also applicable to current applicants. Easton Water District also stated that it reserves the right to comment on aspects of proposed developments that may affect our groundwater supply.	Thank you for your response and comment. Because they have been in contact with the Easton Water District, the applicants are aware of the requirements. The applicants expect to be annexed into the retail service area. They intend to finance and construct an additional water reservoir for the district before transferring reservoir rights to the district. They will also assist with any necessary extension of the water main, hydrants, and valve construction.
March 9, 2023	CDS User by: Bdavid	The comment is in disapproval of the project.	Thank you for your comment. Please see the Attachment for our response.
March 9, 2023	Dept of Archaeology & Historic Preservation by: Sydney Hanson	Prior to any ground disturbing activities, the DAHP recommends that a professional archaeological survey be completed. The report must meet the referenced standards, be uploaded to WISAARD, and include the DAHP Project Tracking Number.	Thank you for your input and the information you provided. The applicants will hire a qualified archaeological survey firm to conduct the appropriate archaeological survey and ensure that the survey firm understands the requirements and uploads the report with the tracking number to the appropriate portal.
March 9, 2023	Dept of Ecology by: Lucila Cornejo	The comment included instructions for obtaining a permit if withdrawing ground water within the boundaries of WAC 173-539A, obtaining an NPDES Construction Stormwater Permit, and obtaining a permit to install underground storage tanks, as well as the timing and requirements of that permit process.	Thank you for responding and providing useful information. To be in compliance with the process, the applicants will follow the procedures and processes mentioned in your comments, as well as any additional instructions.
March 9, 2023	Kittitas County Public Works	The comments focused on ensuring that the Stormwater Plan is updated to meet all SWMMEW requirements, that the survey markers are preserved to avoid having to reset them, and that the parcel is not located in the FEMA 100-year floodplain, so no Floodplain Development Permit is required.	Thank you for responding and providing the information. The applicants will ensure that the Stormwater Plan is updated, the property markers are preserved, and any additional requirements from the Department of Public Works are met.
March 9, 2023	by: Kraig & Ann McLeod	The comment is in disapproval of the project.	Thank you for sharing your thoughts. We are grateful for them. Please see the Attachment for our response.

March 9, 2023	by: Scott & Terri Campbell	The comments include various complaints and objections to the project too numerous to list here.	Thank you for your comments and opinions. We appreciate you sharing them. Please see the Attachment for our response.
March 9, 2023	WA Dept of Transportation WSDOT by: Paul Gonseth	The comment addresses the project's driveway restrictions and requirements, as well as the relationship to, height restrictions for, and airport access needs.	Thank you for your thoughts and for providing such useful information. All of the requirements listed, as well as any additional ones discovered, will be investigated and met by the applicants.
March 10, 2023	KITTCOM by: John Storch	KITTCOM's radio signal modeling indicates the location does not have sufficient signal to support WAC requirements for Emergency Responder Radio Communications.	Thank you for your comment and recommendation. The applicants shall have an assessment performed and if needed, implement mitigation to comply with the Emergency Responder Radio coverage requirements.
March 10, 2023	by: Patti Rayfield	The comments contain several complaints and objections too numerous to list here.	Thank you for your comments. We appreciate your input. Please see the Attachment for our response.
March 11, 2023	by: Nancy Smith	The comment noted the benefit of the project to the community and to the safety of travellers on the highway.	Thank you for your comments and Thank you for your Support. We appreciate it.
March 12, 2023	by: Michelle Tignor	The comment contains numerous complaints and objections to the project.	Thank you for your comments. Please see the Attachment for our response.
March 12, 2023	by: Jeanne & Zane Johnson	The comment contains numerous complaints and objections to the project.	Thank you for your comments. Please see the Attachment for our response.
March 12, 2023	by: Kari & Jeb Thomas	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
March 12, 2023	by: Tim Ryals	The extensive comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
March 13, 2023	by: Wayne LaVassar	The comment consisted of thoughtful observations and investigations.	Thank you for your thoughtful comments. Please see the Attachment for our response.
March 13, 2023	by: Chris Johnson & Matthew Johnson	The comment included a thorough and well-written analysis of current conditions and how the project would benefit the community.	Thank you for taking the time to write such a well-thought-out and well-presented comment. We value your input and support.
March 13, 2023	Buchalter by: Todd Mitchell - Shareholder	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
March 13, 2023	by: Keri Monroe	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 2, 2023	by: Dennis & Barb Davidson	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 2, 2023	by: Jason Bart Moulton	A second comment submission from the same person in disapproval of the project.	Thank you for your additional comment.

May 4, 2023	by: Stefani Porter	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 5, 2023	by: Justin Packard	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 8, 2023	by: Shawn Hebert	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 9, 2023	by: David Yager	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 10, 2023	by: Cindy McLaughlin	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 10, 2023	by: Patsy Hebert	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 10, 2023	WA Dept of Fish & Wildlife by: Scott Downes	The comment asks that clearing limits be kept to an absolute minimum in order to minimize overall impacts on the forested habitat, and that any added vegetation be native to the area. Also WDFW requests the ability to review and comment on the drainage plan when completed.	Thank you for your response and comment. The applicants intend to preserve as much existing vegetation as possible while also providing visual landscapes composed of native vegetation that are typically found in rural areas. The applicants will provide a detailed drainage plan demonstrating that there will be no drainage from the site, that it will be completely contained and controlled on-site, so that the drainage will be properly handled and will not contribute to the degradation of nearby fish-bearing waters.
May 10, 2023	by: Marge Brandsrud	The comment is in disapproval of the project.	Thank you for your comment. Please see the Attachment for our response.
May 10, 2023	Dept of Ecology by: Lucila Cornejo	The comment included instructions for obtaining a permit if withdrawing ground water within the boundaries of WAC 173-539A, obtaining an NPDES Construction Stormwater Permit, and obtaining a permit to install underground storage tanks, as well as the timing and requirements of that permit process.	Thank you for responding and providing useful information. To be in compliance with the process, the applicants will follow the procedures and processes mentioned in your comments, as well as any additional instructions.
May 10, 2023	by: John Jensen	The comment is in disapproval of the project.	Thank you for your comment and for your community service. Please see the Attachment for our response.
May 10, 2023	by Lyn and Judy zwiefelhofer	The comment is in disapproval of the project.	Thank you for your concerns and comments. Please see the Attachment for our response.
May 10, 2023	by: Peggy & Jay Berline	The comments are in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 11, 2023	by: Jackson Purcell	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.
May 11, 2023	WA Dept of Transportation WSDOT by: Paul Gonseth	The comment addresses WSDOT's right-of-ways, airport access and height restrictions, the long term goals to widen I-90 and lighting and signage requirements.	Thank you for providing these additional comments. We have made note of them and will contact the appropriate departments for further information and guidance as we proceed through the process of completing the project.
May 11, 2023	by: Tom Rayfield	The comment is in disapproval of the project.	Thank you for your comments. Please see the Attachment for our response.

Variance Application Comments – General Response

Applicant:

According to Google, Love's Travel Stops has over 600 locations in 41 states across the United States. Love's Travel Stops & Country Stores, headquartered in Oklahoma City, provides professional truck drivers and motorists with 24-hour access to clean and safe places to purchase gasoline, diesel fuel, restaurant offerings, and more. The Love's Family of Companies employs over 38,000 people across the country in their travel stops.

Though Love's Travel Stops is a fantastic company, as previously stated, they are a large national corporation. They are also the previous applicants for a variance to construct a travel center in Easton. They are, however, not the current applicants.

Mountview Group LLC is the current applicant. They are not a large, national corporation. They are primarily Washington state farmers. They own organic orchards in the Oroville area of Eastern Washington, as well as farmland in the Auburn Valley of Western Washington. They value the beauty of our state and the environment and have no intention of harming either.

Existing Truck Traffic Situation:

*The following data is from the Washington State Dept. of Transportation, (WSDOT)
Appendix H: Washington Truck Parking Assessment - Draft: July 29, 2022*

Trucks require safe and adequate truck parking to efficiently move goods to, from, within, and through Washington State. Truck drivers need parking to fulfill federal hours-of-service (HOS) regulations, and access basic amenities (e.g., restrooms, food, fuel).

The US Department of Transportation (USDOT) Federal Motor Carrier Safety Administration (FMCSA) issues HOS regulations that define the maximum amount of time that truck drivers can be on-duty, drive, and the breaks drivers must take to reset their maximum on-duty and drive time when moving a commercial load. Drivers need truck parking for “long HOS breaks”, which requires drivers to spend either 10 consecutive hours off-duty or split that 10 hours into one period that is at least seven consecutive hours in the sleeper berth and a second period that is off-duty and at least two-hours long. Truck drivers also need parking for “short HOS breaks” to fulfill the 30-minute driving break regulation, which requires drivers take a 30-minute break after driving for eight consecutive hours.

Highway Safety: When drivers are unable to find truck parking, they may park in undesignated areas, such as on corridor and on/off ramp shoulders, which poses a risk to other highway users. When crashes do occur involving a truck parked on a ramp or roadside, they are more likely to result in a fatality. Alternatively, drivers may continue to drive while fatigued when unable to find parking. Fatigue is a contributing factor in 16 percent of truck collisions and 8 percent of fatal truck collisions, according to FMCSA. Among WSDOT survey respondents, 60 percent reported that they frequently (three to five days per week) or regularly (six to 30 seven days per week) drive fatigued to a shortage of truck parking.

Heavy Truck Crashes

Due to the size, weight, and volume, heavy trucks pose a higher risk of crashes that result in death and serious injuries. Between 2015-2017, the number of fatalities involving heavy trucks increased 46 percent and the number of serious injuries involving heavy trucks increased 36 percent, compared to 2012-2014. Among heavy truck-involved crashes, heavy truck drivers cause only 27 percent, as revealed by an internal review of fatal crash reports.

As part of the 2022 Washington State Freight System Plan, the Washington Department of Transportation (WSDOT) has undertaken a state truck parking assessment to inventory the current supply of truck parking and identify locations of undesignated truck parking statewide.

Undesignated truck parking refers to trucks parked in unmarked locations and serves as an observable indicator of inadequate truck parking.

Mountain Passes: Outreach participants frequently pointed to Snoqualmie Pass and the surrounding areas on I-90 as problem locations for unofficial truck parking. Snoqualmie Pass on I-90 is the state’s primary east-west corridor, crossing the Cascade Mountain range. During winter and weather-related closures on Snoqualmie Pass, official truck parking locations in the area fill up quickly, and trucks often park in undesignated areas, such as corridor shoulders, on/off ramps, and city streets as they wait for the pass to re-open. North Bend and Ellensburg – located west and east of Snoqualmie Pass, respectively, were identified as two locations that experience high truck parking demand during these closures.

As shown in Figure 31, I-90 between North Bend and Ellensburg experiences the highest levels of undesignated truck parking. Compared to other key corridors reviewed, this section of the I-90 corridor through Snoqualmie Pass has lower truck volumes, but a significantly higher number of undesignated truck stops during the sample period. I-90 between North Bend and Ellensburg also has fewer truck parking spaces compared to the I-5 section and the eastern I-90 section. The remainder of this section reviews each of the clusters along key corridors.

Figure 31: Truck Parking Conditions Along Key Corridors I-90 (between North Bend and Ellensburg)

Length – 76 miles

Number of Undesignated Stops in Sample – 2,855

Truck Parking Spaces – 416

Combination Vehicle Miles Travelled – 406,100

Source: CPCS analysis of INRIX, 2021 – Private Truck Parking Locations, WSDOT, Highway Performance Monitoring System (HPMS)

Figure 37: Undesignated Truck Parking Clusters on I-90 Between North Bend and Ellensburg Corridor and On/Off Ramp Shoulders: Along I-90 from Exit 70 to Exit 74

Total Count – 305

Total Duration (hours) – 624

Median stop duration (hours) – 0.9

Average stop duration (hours) – 2.1

% of stops < 3hours – 82%

% of stops 3-7 hours – 12%

% of stops > 7 hours – 6%

Source: CPCS analysis of INRIX, 2021

Many efforts have been completed in recent years to understand truck parking needs and issues in Washington State, including the WSDOT Washington Truck Parking Study (2016), WSDOT and FHWA Truck Parking Workshop (2021), Washington JTC Truck Parking Action Plan (2021), Washington State Enforcement Survey (2019), and WSDOT I-5 Fort Lewis Weigh Station Study. Findings are consistent across these efforts, with truck drivers citing difficulties finding truck parking in Washington State, especially for short-term staging and for overnight parking. Within the state, locations (e.g., urban areas, state borders, mountain passes, ports) and corridors (I-5, I-405, I-90) with high freight traffic experience the worst truck parking issues. Current truck parking capacity has become increasingly strained as the demand for truck transportation increases faster than the supply of safe and adequate truck parking, while a variety of additional factors contribute to the growing imbalance between truck parking supply and demand and create challenges for the implementation of truck parking strategies.

To summarize, these are the current conditions as they stand. This is the current documented amount of undesignated truck parking along our highways and on/off ramps.

Existing Easton Traffic Situation:

Easton is in a strategic location. It is situated along Interstate 90 at a point where westbound I-90 traffic is halted during the winter months when Snoqualmie Pass is closed. This location and situation create conditions that are unique to Easton. Drivers heading west in this situation face a variety of challenges. Many people are not ready to be stopped. They could be returning home with their families. They could be hungry, tired, running low on fuel, or completely unfamiliar with the area. They may be completely unprepared to sit in their vehicles for hours in the cold. These drivers include families, individuals, and drivers of large trucks.

If they are close to the exit, travelers may naturally want to get off the freeway to see if they can find food, a warm place to shelter, fuel, or restroom facilities. Currently, if they are able to exit the ramp, they will encounter unmaintained roads that may be impassable. If they are a large truck, there is nowhere to turn around. There are no restrooms, and if it's late, there's nowhere to eat or fuel up. If anyone is behind them, they will almost certainly be unable to re-enter the freeway and will either become stuck in the snow or remain where they are until traffic clears or they can make their way back to the freeway.

This is the current state of affairs. This situation does not exist because we have a travel center there, but partially at least, because we do not.

The Travel Center's Impact on the Traffic Situation: One of the benefits of the proposed travel center's location is that there are no turns required to enter the center. The entrance is located at the end of the overpass road. There will be no need to take back roads in search of services in town. The travel center will have its own snow removal equipment on site and will be responsible for maintaining the road sections that involve the travel center. Furthermore, if deemed beneficial, they will collaborate with WSDOT and Kittitas County to have their snow equipment positioned on-site at specific times. The travel center will serve as a stop for travelers to get a quick meal, take a break from driving, refuel, and use the restrooms. At the Sparks Road intersection, signage will be placed to remind motorists to keep the intersection clear, and to inform truck drivers that there are no turnarounds on Easton roads or intersections. The only turnaround is the travel center. Of course, the center will not be able to handle the miles of winter backups or completely solve the truck parking problem, but we believe it will certainly help.

Existing Easton Business Situation:

It seems as though it must be tough running a business in Easton. One of the main reasons is that no one knows the businesses are there. Unless you are a campground that can be found with an internet search no one is coming here to find you. If a traveler knows the area and is heading west, they probably fueled up and got coffee or something to eat in Ellensburg. If they forgot or didn't pay attention to their fuel gauge, they would probably stop in Cle Elum. There would be no reason to stop in Easton. And some might think that is a good thing. For anyone who wants to run a business, it probably is not. As you know, local businesses not only help the business owner, but it also helps the local residents as well. If the local businesses don't succeed the local residents would be forced to go to other towns to get necessities, or whatever it is the business provides. They would also take the tax revenue generated by small businesses to those other locations, away from the much needed revenue at home. Some of the tax revenues generated by small businesses are property taxes, business license fees, B&O taxes, and sales taxes. These revenues support local law enforcement, fire services, road maintenance, schools, and other needs of the community. Having struggling businesses or no businesses at all may not be a good thing for the town of Easton.

The Travel Center's Impact on Easton Businesses: The travel center has numerous benefits for local businesses and tax revenue generation. Other small businesses in town will be openly advertised by the Travel Center. This will be accomplished by having signage visible even before entering the center, directing visitors to other businesses such as Mountain High Hamburgers, the Shell Station, camping facilities, coffee stands, and any other business that wishes to be present. Additionally, information about other local businesses will be displayed inside the convenience store. There will be a special stand where local businesses can display flyers and brochures. The center will give visitors a reason to stop in Easton and see that there are other places to visit besides the center. Visitors may decide to return and stay at the nearby ranches and campgrounds, or they may simply come back to enjoy what the Easton area has to offer.

The Travel Center will generate significant tax revenue. These funds will give the local economy and infrastructure a much-needed boost. Funds will be available for use by schools, law enforcement, emergency services, and road maintenance.

Existing Easton Water Supply Situation: The current status of the Easton Water District is that the district is nearing the full capacity of the current reservoir supply. Additional capacity would be needed for any large new construction projects such as Marian Meadows, or other future developments.

The applicants have had preliminary discussions with the water district about the district's basic procedures and requirements for creating additional water resources. In addition, the applicants have begun discussions with a local landowner about forming a joint venture to privately fund, build, and connect a new water reservoir for the district. The new reservoir would be linked to the existing system, significantly increasing the capacity of the district. The capacity would be sufficient to meet the needs of the Travel Center as well as additional water for future projects. To accomplish this, the applicants will completely fund the project, including the construction of the reservoir, the purchase of water rights, the extension of the water main, the provision of necessary hydrants, and the provision of necessary valving. After the water reservoir project is completed, the applicants intend to turn over ownership of the reservoir to the district.

Impervious Surface and use area:

The large amount of impervious area and allowed use area for the project are two of the major issues with the variance. We agree, it is a large area. For those who are unfamiliar, here is the text from the LAMIRD:

17.15.070 Allowed Uses in Rural LAMIRD Lands

Note to Reader: All allowed uses within Type 3 LAMIRDs, other than manufacturing, outdoor recreation, and natural resource processing will be limited to 30,000 square feet in area, and that impervious surfaces on lots greater than one acre in size are limited to one third (1/3) of the lot.

Here are the numbers:

This project parcel is 16.51 acres.

The proposed impervious area is 12.22 acres

One third of the lot equals 5.5 acres

That seems to mean that according to the LAMIRD text, this area of land can only have an impervious surface area of 5.5 acres, and an allowed use area of 30,000 sq ft.

Or does it?

The subject property is one of the larger if not the largest parcel of land in the LAMIRD.

Neighboring properties in this LAMIRD area are as small as 0.24 ac; 0.26 ac; 0.44 ac; and 0.64 acres.

These parcels are under 1 acre each in size and could, according to the rules, be covered more extensively by impervious area. If the Travel Center was not built and the current owner subdivided the parcel to 1 acre parcels and they were developed, the resulting impervious area could potentially be greater than the 12.22 acres of impervious area proposed by the Travel Center. Certainly more than 5.5 acres.

The same logic could be applied to limiting the allowed use area on this parcel to 30,000 square feet.

If the Travel Center was not built and the current parcel owner subdivided the 16.51 acres into 2 acre lots, for example, and they were developed, the 8 resulting lots could potentially have 30,000 square feet of use area each, for a total of 240,000 square feet of use area permitted on these same 16.51 acres.

We feel these circumstances should be considered when looking at:

“Unusual circumstances or conditions applying to the property and/or the intended use that do not apply generally to other property in the same vicinity or district, such as topography.”

Water Runoff and Contamination:

The benefits of the Travel Center's impervious area: One advantage of the impervious area of the Travel Center is that it protects the aquifer that supplies the community's water supply from contamination. The impervious area will be graded to direct surface water from rain and snow melt off into the site's catch basins, where it will flow into oil separators before entering the site's water storage ponds. There will be no water allowed to leave the site. Though it will reduce the Travel Center's parking capacity by an estimated 25%, the accumulated snow will be stored onsite to ensure that any contaminants in the snow are removed by the system and not allowed to leave the site.

According to the WSDOT report cited above, during the study period, the Number of Undesignated Stops in the Sample, *Undesignated Truck Parking Clusters on I-90 Between North Bend and Ellensburg Corridor and On/Off Ramp Shoulders: Along I-90 from Exit 70 to Exit 74, was 305.*

That's 305 parking events on shoulders and on/off ramps that were most likely not on impervious surfaces. Any oil, diesel, or other contaminants that leaked or were spilled there could enter the soil without restriction or treatment. Furthermore, any litter or other substances discarded at those undesignated parking events were not in a monitored area and, as a result, were not cleaned up as they would have been in the Travel Center.

Idling Trucks: Idling trucks is a large concern for local residents.

Idling Trucks: In the past, it was common practice for truck drivers to idle their engines when stopped. The power from the engine runs the heaters, air conditioning, lights, and other electrical devices. Many truckers have a small living space with all the necessary amenities for their time on the road. To avoid draining the batteries, they would idle the truck. In cold weather, idling the truck's engine also ensured that the engine block remained warm, eliminating the need to worry about it restarting, and it kept the fuel warm, preventing it from gelling or freezing if it contained a high water content.

However, much has changed in the trucking industry in the last decade or so. The proliferation of anti-idling laws in every state and in Canada was one of the most difficult issues that long-haul fleets faced. The initial push for these laws was driven by communities that wanted to control both noise and air pollution. Rising diesel prices, on the other hand, have turned what was once an annoyance into a viable method of controlling fuel and maintenance costs. It is now an opportunity to save money.

Today, it is estimated that an APU is installed in 95% of all large new trucks sold in the United States. The majority of trucks purchased without an APU get one installed. They are costly, but they pay for themselves over time. APU is an abbreviation for Auxiliary Power Supply. A small diesel-powered unit that powers the heater, air conditioner, and electrical needs without requiring the truck's main engine to idle. Some models will also keep the main engine and the fuel warm.

In addition, large diesel engines now have sophisticated emission control systems. Idling a large diesel engine for an extended period of time can cause damage to the emission systems, reducing performance and necessitating expensive repairs.

Because of the reasons stated most drivers today do not idle their trucks' engines while parked.

Noise from the Travel Center: Noise from the Travel Center is another major concern for local residents.

Perceived noise issues from the Travel Center are understandable. When one thinks about diesel trucks moving around and idling, it makes you think about a lot of noise generated, especially for a small rural town like Easton. Just so you know, noise testing will be completed before any permits are issued and those test results will be compared to scientifically estimated noise levels that would come from the proposed Travel Center based on data gathered from other Travel Centers.

One thing we might keep in mind is that, despite being a small rural town, Easton has a major Interstate Highway running right down the middle of it. Trucks with "Jake Brakes" and automobiles and motorcycles with loud exhaust can be found on that interstate highway at all hours of the day and night. The proposed Travel Center is only a few hundred feet away from the Interstate Highway. The Travel Center's noise levels may not significantly add to the existing noise levels in that location. As previously stated, truck engine idling may not be as serious as initially perceived at the site.

In addition to the noise generated from the current existing Interstate Highway, in a letter from WSDOT commenting on the project, the following comment was made:

• WSDOT has long-range plans to widen I-90 to six lanes in the project vicinity. The plans are only preliminary, and no alternatives have been selected. If at some point funding is procured, the applicant should anticipate traffic delays and detours due to construction-related activities to last multiple construction seasons.

Light from the Travel Center: Light coming from the Travel Center is another concern for local residents.

The applicants will make every effort to control the lighting in the Travel Center so that it is not disruptive to neighboring parcels. To comply with WSDOT Aviation, the lighting must be pointed down towards the site and away from I-90 and the airport. Additionally, the fact that the site is approximately 11 feet lower than Sparks Road at the entrance area, combined with the perimeter buffer of large trees, should limit the site's horizontal light emission.

Keeping Rural Character: Maintaining Rural Character is the Applicants and everyone else's highest priority.

Since the applicants first considered establishing a Travel Center here, they have been considering how to give it a genuine rustic charm. They are inspired to keep a rural and rustic theme alive through the use of river rock, rustic cedar siding, and pitched roofs that would give a mountain chalet feeling. They welcome community suggestions for how to accomplish this. Ideas will be considered and researched for viability as part of the planning process.

Conclusion:

In conclusion, it appears that the Travel Center is in great demand. This location appears to be the ideal location for the Travel Center: at the point where I-90 is stopped westbound when Snoqualmie Pass is closed, in addition to being the last exit with services before climbing up the mountain pass, in addition to the parcel's location right off the overpass without the need to route traffic through town.

The big question is, can it be built and operated with minimum disturbance to the community and the environment? We think it can.

And do the benefits outweigh the disadvantages?

Here are some of the benefits:

- Increased tax revenues for education, law enforcement, emergency services, and road maintenance.
- A new water reservoir and an extension of the Easton Water District's water main.
- A place for travelers to rest, fuel up, get something to eat, and learn about the town.
- A location where local residents can refuel, get supplies, eat, or possibly find a local job.
- A Travel Center that provides partial relief from the truck parking crisis.
- Snow removal from the roadways leading to and from the Travel Center.
- A Center with a rural theme that locals can be proud of.
- A location to promote your local business.
- A travel Center that will make our highways and local roads safer for everyone.
- A place for tired truck drivers to park and rest that is better for the environment and safer for all drivers.