

Bradley Gasawski

From: Cary & Kerri White <caryandkerri@gmail.com>
Sent: Wednesday, April 29, 2026 9:49 PM
To: Bradley Gasawski; cary.white@bhhsbmre.com
Subject: Easton Travel Center

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Hello Bradley...

We are Cary and Kerri White and we live at 1301 Hawthorn Lane, Easton, WA 98925.

We are writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop and travel center development in Easton Washington. I request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed. Based on the information currently available there are significant concerns that the proposal may result in probable adverse environmental impacts that have not been sufficiently evaluated.

For the reasons outlined below I respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS). In reviewing the SEPA Checklist filed with CDS on 4-1-2026 there are numerous responses which are either not descriptive enough in the project proposal to assess the actual impact and/or the responses submitted lack sufficient detail to address the following concerns:

Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on our local Easton roads and at nearby Interstate 90 interchanges. This raises concerns regarding:

- Increased collision risk at rural intersections.
- Degradation of level of service (LOS)
- Impacts on emergency response times and evacuation routes:
 - A- Specifically the impact to the Easton Volunteer Fire Department(Kittitas County Fire District #3) and the Kittitas County Sheriff'sOffice based in Ellensburg 38 miles away (there is currently no precinct office serving Upper County)
- Pedestrian and local traffic safety.
- Increased opportunities for criminal activity to include theft, robbery, sex and human trafficking created by the nature of transitory stop services and overnighting at a travel center.

A detailed traffic impact analysis should be required including peak-hour truck volumes turning movements and safety mitigation measures given the actual volume of vehicle and commercial traffic anticipated for this particular project (and the County should not rely on a traffic report created for a prior similar project- which was rejected at this same site). Public safety concerns including Fire/ EMS/ HAZMAT response capabilities as well as crime prevention/response should be analyzed in detail by working with the impacted service agencies to determine the reasonable impacts and levels of service which would be required by the proposed project to include the number of anticipated stops for services persons present by hour of day plus overnighters at the travel center.

Groundwater and Drinking Water Protection: The project's use of underground storage tanks and high-volume fuel dispensing presents a significant risk to groundwater resources. Many residents in the area rely on private wells from groundwater in underground aquifers as does the Easton Water District (proposed as the water utility for the site). The SEPA checklist does not appear to include adequate hydrogeologic analysis or spill risk assessment nor does it clearly define the actual anticipated volume of fuel diesel and other hazardous materials which will be present and/or stored at the site.

A comprehensive groundwater study should be required including:

- Aquifer vulnerability assessment.
- Spill containment and response measures.
- Long-term monitoring plans.

Surface Water, Stormwater, and Wetland Impacts: The project site is clearly within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade water quality.

The submitted SEPA Checklist and inadequate project description fails to specify the volume of impervious surfaces (such as the large parking aprons necessary for commercial vehicles both in fueling as well as overnighting) anticipated at the site, other than it will not exceed 33%.

The EIS Checklist also does not address water-oil recovery systems which should be present for spills and to contain the regular discharge of fuel and oil as a result of frequent commercial vehicle traffic and the overnight parking of large trucks.

Additional surface water, stormwater, and wetland analysis are needed regarding:

- Stormwater runoff treatment and discharge, to include water-oil separators.
- The capture and recovery of heavy metals and other contaminants.
- Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roads leading to and from) flowing into ditches, streams, and waterways which drain to the lake and/or Yakima River Basin.
- Strict compliance with state and federal water quality standards to protect groundwater, potable water sources (local wells), and the environment.

Noise Lighting and Rural Character: The proposed 24-hour operation will introduce continuous noise from engines, braking systems and refrigeration units as well as high-intensity lighting at all hours of the day and night. These impacts are inconsistent with the rural character of the Easton area as identified under the county's Limited Areas of More Intense Rural Development (LAMIRD) designation as outlined in KCC 17.15.070.

Cumulative Impacts/ Adequacy of the SEPA Checklist: The SEPA review must evaluate cumulative impacts including the combined effects of this project with existing Interstate-90 traffic regional growth and other current community characteristics (which tend to be small businesses serving the rural area consisting primarily of homes, school, vacation cabins, and local outdoor recreational opportunities). The current documentation appears insufficient in this regard. The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Wildlife and Habitat Impacts: The Easton area provides important habitat and movement corridors for wildlife. Increased traffic lighting and development intensity may result in habitat fragmentation and increased wildlife-vehicle collisions. Further review should evaluate impacts on local species and habitat connectivity including those associated with the nearby lake and river basin.

Surface Water Stormwater and Wetland Impacts: The project site is clearly within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade water quality. The submitted SEPA Checklist and inadequate project description fails to specify the volume of impervious surfaces (such as the large parking aprons necessary for commercial vehicles both in fueling as well as overnighting) anticipated at the site other than it will not exceed 33%.

The EIS Checklist also does not address water-oil recovery systems which should be present for spills and to contain the regular discharge of fuel and oil as a result of frequent commercial vehicle traffic and the overnight parking of large trucks. Additional surface water stormwater and wetland analysis are needed regarding:

- Stormwater runoff treatment and discharge to include water-oil separators.
- The capture and recovery of heavy metals and other contaminants.
- Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roads leading to and from) flowing into ditches, streams and waterways which drain to the lake and/or Yakima River Basin.
- Strict compliance with state and federal water quality standards to protect groundwater potable water sources (local wells) and the environment.

Given the scope and potential impacts of this project a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your time and consideration of these comments.
Please include us in all future notices and decisions related to this proposal.

Regards, Cary and Kerri White