

Bradley Gasawski

From: Bob Cain <bobcain6@yahoo.com>
Sent: Thursday, April 30, 2026 4:23 PM
To: CDS User
Cc: Bradley Gasawski
Subject: Easton Travel Center (SE-26-00001)

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Dear Mr. Gasawski and KCCDS Staff

I am providing comments in opposition to the approval of this Truck Stop Business application. This is at least the third attempt by applicants associated with this property to develop land within the Easton community proper. And, with few modifications, the current application mirrors these previously deficient applications.

This project does not fit with the community's desire for a livable lifestyle commensurate with the rural character, tourism economy and quality of life.

Further, this community has worked very hard to develop a sub-area plan, in conjunction with direct resources from KCCDS, that is so close to being presented to the County Commissioners in just a few weeks that specifically define such desires that preclude the obnoxious introduction of a large scale truck center.

I am a recently retired transportation/logistics executive with specific experience in large scale truck, trailer, ocean container terminals and related support operations. My review of this application grossly understates the negative impact to this Community.

First, air quality will be harmed. The application states "...Once completed emissions will occur from vehicles entering and exiting the Travel Stop."

This "casual answer" attempts to underscore that this is primarily a round the clock, 24 hour truck stop operation serving 100's of trucks and highway tractors daily. Trucks will be operating in and out and sitting in the large parking area idling full time. The applicant provides absolutely no proposed measures that minimize or control ongoing emissions that represent an entirely new detriment to those living, recreating and going to school in Easton.

As to Water, applicant states sewage will be treated and discharged into the ground. The very nature of a commercial fuel operation means fuel tanks will be built, fuel will be spilled and leaked. Truck engines will drip fuels, oils and antifreeze throughout the site. Given the amount of projected vehicle activity, principally diesel trucks and related amount of pollutants, this CARA designated site will be at risk. The applicant minimizes this impact and inadequately describes in detail mitigation. It also does not address heavy rain and large quantities of snowfall that Easton experiences.

Under threats to wildlife, the applicant provides a list of animals and wildlife, including 6 endangered or threatened species. This site also is an elk migration path. Here is the response to proposed measures to preserve or enhance wildlife: None Proposed. This flies in the face of the desire of this community to live in, enjoy and protect the rural qualities Easton offers.

The design of the SEPA application really dials in to Health, Safety and Environmental concerns. In several of these areas, the application is distressingly deficient in addressing real issues caused by a 24 hour truck stop operation. For noise, the applicant totally ignores truck engine running while parked 24 hours a day, and traveling along the sites easements to access fuel, services and in finding parking space. This is a new, big nuisance given 100's of daily trips and continuous movements accessing and using this truck stop. The surrounding area that includes housing, camping and wildlife space will be detrimentally impacted by the lights from hundreds of truck movements, which will only grow as truck activities grows to meet business needs. The applicants propose to do absolutely nothing to control impacts on adjacent and nearby recreation & camping activities. Why would anyone want to camp next to a truck stop? By not providing any mitigation efforts or even recognizing such impact to existing businesses and recreational users and the desired community character should sufficiently support a denial of this application.

The traffic impact and supporting studies submitted by this applicant is not current and is defective in support detail. Further, the application does not address the traffic congestion on the adjacent roads o Sparks or I-90's Exit 70 Overpass and both Exit 70's Westbound on and off ramps. Multiple long highway rigs will be collecting at the intersection of these traffic points. This specific area has very tight and limited turning and sitting space that will greatly backup. Backups will occur and will require further road mobility improvements that is not addressed by applicants.

This application, including supporting studies, insufficiently detail emergency response plans. Of particular concern is the applicants stated perceptions that the operational nature of a large truck stop operation will not require any increase fire, police or other types of emergency services. And, such is even positioned in a community already lacking robust services. Trucks will be entering this area and accessing the truck stop property carrying all kinds of hazardous commodities, including flammables, explosives, poison and other health designated threats. Nowhere do I read that interstate traffic such as chemical tank trucks or fuel trucks will be banned.

Emergency services must be increased to address these threats and protect life and property in Easton. Mishaps occur all the time and require immediate response to mitigate harm. Applicants fully miss this point.

The other missing element to the applicant's SEPA statement is any recognition to other nuisances this truck stop brings such to a very local, nearby community with a school, homes and campgrounds: drugs, prostitution and related criminal activities. A truck stop is not a YMCA church camp. As long as a truck stop operates 24 hours a day, these bad & dangerous activities will also operate 24 hours a day. Immediate police response will be needed. It does not exist today to support public safety requirements timely and using adequately staffed responders.

I strongly oppose this application receiving an approval. It is deficient in its impact, uses support data that is not current, seeks to quantify support that is inappropriately lacking in detailed analysis.

This application should be denied because it does not meet its LAMIRD's principles and requirements.

Kindly ensure my comment is part of the official record for SE-26-00001. I kindly ask I be notified of any hearings or decisions.

Kind Regards,
Bob Cain
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The applicant
Sent from my iPhone