

## Bradley Gasawski

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**From:** Patti Hebert <pattigrandmama777@gmail.com>  
**Sent:** Thursday, April 30, 2026 1:13 PM  
**To:** Bradley Gasawski  
**Cc:** CDS User; Laura Osiadacz  
**Subject:** URGENT: Public Comment - SE-26-00001 (Easton Travel Center) - Patsy J Hebert -  
**Attachments:** coment on se-26-00001.pdf

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To: Kittitas County Community Development Services

Attn: Bradley Gasawski, Planner  
411 N. Ruby St., Suite 2  
Ellensburg, WA 98926

Re: Opposition to SE-26-00001 – Easton Travel Center

To Whom It May Concern,

I am writing to formally oppose the Easton Travel Center (SE-26-00001).

This project is a dangerous mismatch for the Easton community and ignores the basic physical realities of our mountain environment.

The Winter Reality and Safety Hazards

The application presents a dangerous illusion of "service" that ignores the harsh Cascades winter.

**Impractical Maneuverability:** Proposing a high-volume hub for commercial and private vehicles in a mountainous zone that faces severe icing and heavy snowfall is irresponsible. These machines cannot safely maneuver in the conditions common to Easton, and an influx of drivers unfamiliar with mountain passes creates a recipe for pile-ups and blocked access for emergency services.

**The Snow Removal Myth:** The site plan does not account for the massive volume of snow typical for this elevation. There is nowhere to relocate the plowed snow without encroaching on neighbors or creating massive, polluting meltwater runoff piles that will sit for months. Managing snow for 5.3 acres of pavement in this small area is physically impossible without causing off-site damage.

Pollution and Public Safety

**Air and Light Pollution:** Easton's clean mountain air and dark skies are its most valuable assets. The constant idling of diesel trucks and the glare of industrial-scale 24-hour lighting will permanently degrade the quality of life for every nearby resident and disrupt local wildlife patterns.

**Increased Crime:** It is a well-documented fact that large-scale truck stops act as magnets for criminal activity, including human trafficking, drug distribution, and theft. Bringing this "transit hub" environment to a quiet residential community places an undue burden on our limited local law enforcement.

### Rural Character is Not Negotiable

This project is an industrial development masquerading as a "local area" service. A 5.3-acre concrete desert in the middle of a forest is the literal antithesis of "rural character." It provides no benefit to the residents of Easton and instead subjects us to the noise, filth, and danger of a highway interchange gone wrong.

Kittitas County must protect its residents and the environment from this ill-conceived project. I request that the SEPA determination be denied.

SE-26-00001 Easton Travel Center cites violations of rural character, aquifer protection, and habitat conservation regulations, demanding a full EIS. Specifically, the project violates RCW 36.70A.030 regarding rural character, KCC 17A.05 concerning critical aquifer recharge areas, and KCC 17A.07 regarding fish and wildlife habitat, while failing to address cumulative impacts required by WAC 197-11-060.

Please, deny the current SEPA application for the Easton Travel Center. This project is a textbook example of "urban sprawl" masquerading as rural development. It is fundamentally incompatible with the Growth Management Act (GMA) and poses a catastrophic threat to Easton's environmental integrity and the health of its residents.

#### 1. Violation of Rural Character (RCW 36.70A.030 & KCC 17.08.465)

Under the GMA, "rural character" requires that the natural landscape predominate over the built environment. This proposal—a 5.3-acre concrete wasteland—does the exact opposite. It creates an industrial-scale "urban island" that violates the spirit of a Type 3 LAMIRD. By exceeding the standard retail footprint of 4,000 SF (KCC 17.11.050), this project effectively urbanizes a forest gateway.

#### 2. Critical Aquifer and "Discharge" Negligence (KCC 17A.05 & RCW 36.70A.172)

The plan to "discharge into the ground" is an environmental disaster.

**Contamination:** The porous Kladnick ashy Sandy loam soils will allow petroleum-laced runoff from a high-volume truck stop to enter the drinking water aquifer directly.

**Legal Duty:** The County must use Best Available Science (BAS) to protect Critical Aquifer Recharge Areas (CARA). Failing to require an EIS for a project that dumps industrial pollutants into our water table is a dereliction of that duty.

#### 3. Biological Fragmentation & Invasive Species (KCC 17A.04 & RCW 36.70A.060)

The creation of 5.3 acres of asphalt will permanently fragment wildlife corridors for species like the Northern Rubber Boa. Furthermore, high-intensity truck traffic will serve as a primary vector for noxious weeds, threatening the surrounding "green" forest.

#### 4. Public Safety, Pollution, and Snow Realities (WAC 197-11-060)

The application ignores the physical realities of a mountain environment.

**Snow Disposal:** The plan does not account for the massive snow volumes of Easton. There is nowhere to safely relocate snow from 5.3 acres of pavement without creating downstream pollution.

**Light & Air Pollution:** 24-hour industrial lighting and diesel idling will destroy the quiet, dark-sky nature of this rural zone.

**Crime & Traffic:** Large-scale truck stops are proven magnets for criminal activity, which places an unsustainable burden on local law enforcement.

#### Conclusion

This project is too large, too dirty, and too dangerous for Easton. I formally request that the County issue a Determination of Significance and require a full, independent Environmental Impact Statement (EIS).

Sincerely,

Patsy J. Hebert

P.O. Box 490

Easton, Wa. 98925

5092601035

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