

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 29, 2026

To: Kittitas County Community Development Services

411 N. Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@CO.KITTITAS.WA.US

Email: bradley.gasawski@co.kittitas.wa.us

RE: Public Comments Opposing SE-26-00001, Easton Travel Center SEPA Environmental Checklist

Dear Kittitas County Community Development Services and SEPA Responsible Official,

We are writing to submit formal public comments on the SEPA Environmental Checklist for the proposed Easton Travel Center (SE-26-00001), submitted by Majestic Group LLC. These comments are provided pursuant to the **State Environmental Policy Act (SEPA) (Chapter 43.21C RCW)** and its implementing regulations under **WAC 197-11**. After review of the submitted checklist, it appears that several key environmental elements have not been adequately analyzed, supported, or disclosed as required under SEPA.

1. Project Characterization and Terminology

The proposal characterizes the development as a “travel center.” However, based on its scale, projected traffic volumes, and inclusion of diesel fueling and truck accommodations, the project aligns with what is traditionally understood as a large-scale truck stop.

Under **WAC 197-11-060(4)(a)**, agencies are required to evaluate the **probable significant adverse environmental impacts** of a proposal based on its actual characteristics and impacts—not its branding or terminology. Mischaracterization of project type may lead to incomplete or misleading environmental review.

With approximately 8,560 projected daily trips, the facility functions as a regional freight-serving operation rather than a local-serving use.

The County should require:

- A function-based project description reflecting actual operational characteristics
 - Evaluation of impacts based on use intensity and infrastructure, consistent with WAC 197-11 requirements
-

2. Traffic Volume and Transportation Impacts

The checklist identifies approximately 8,560 daily vehicle trips associated with the project. For a rural community of approximately 647 residents, this represents a substantial and disproportionate increase in traffic volume. Despite this projected traffic intensity, the applicant states that no improvements to existing roads or streets are proposed. The traffic study mentioned only address traffic during weekdays and fails to account for weekends. This is a highly inadequate response for a truck-serving facility expected to generate thousands of daily vehicle trips.

Under **WAC 197-11-444(2)(c)**, SEPA requires analysis of transportation impacts, including congestion, safety, system capacity, and the adequacy of existing transportation infrastructure. Additionally, **RCW 43.21C.030(2)(c)** requires agencies to consider environmental impacts alongside economic development. The applicant’s failure to propose meaningful roadway improvements, while simultaneously identifying significant new traffic generation, leaves a major gap in the County’s review.

The current materials do not appear to adequately address:

- Seasonal peak travel conditions
- Impacts during I-90 closures, winter weather, or emergency diversions
- Interchange capacity under sustained truck volumes
- Safety impacts to local roads, residents, cyclists, pedestrians, and recreational users
- The specific frontage improvements proposed to reduce or control transportation impacts
- The project’s direct proximity to Easton State Airport and its public safety significance

The applicant also appears to minimize the project's proximity to Easton State Airport. This airport is not merely an adjacent transportation feature; it has served an important emergency response function. During summer 2025, Easton State Airport served as an emergency helipad and staging point to support firefighting operations during active regional wildfires. Its location and infrastructure made it valuable for aerial firefighting crews, refueling, maintenance, personnel gathering, coordination, and rapid deployment into remote fire zones. Increased truck traffic, congestion, lighting, emissions, and general site activity near this airport could interfere with its emergency response value and should be specifically analyzed.

These omissions limit the County's ability to evaluate whether the project's transportation impacts rise to a level of significance. A project of this scale cannot simply rely on existing rural roads and frontage conditions without demonstrating that those systems can safely and adequately support the proposed use.

The County should require:

- A comprehensive traffic impact analysis consistent with SEPA requirements
 - Evaluation of Level of Service standards, traffic safety, and roadway capacity
 - A detailed description of all proposed frontage improvements and transportation mitigation measures
 - Analysis of impacts during peak recreation periods, winter weather events, I-90 closures, and emergency response conditions
 - Coordination with WSDOT regarding interstate and interchange impacts
 - Coordination with relevant aviation and emergency management agencies regarding impacts to Easton State Airport and wildfire response operations
-

3. Environmental and Groundwater Concerns

The checklist asserts that stormwater will be maintained onsite and that no waste materials will be discharged. However, SEPA requires that environmental impacts be supported by **substantive evidence** (WAC 197-11-330).

Facilities involving fuel dispensing, high truck traffic, and large impervious surfaces routinely generate petroleum residues, heavy metals, and other contaminants. The presence of a **Critical Aquifer Recharge Area (CARA)** heightens the importance of groundwater protection.

Under **RCW 36.70A.060(2)** of the **Growth Management Act (GMA)**, local governments are required to protect critical areas, including aquifer recharge areas. Additionally, **WAC 197-11-444(2)(b)** requires evaluation of impacts to water quality and groundwater resources.

The checklist does not appear to provide:

- Detailed stormwater system design or capacity calculations

- Analysis of extreme weather events (e.g., rain-on-snow, flooding)
- Contaminated runoff or snowmelt management strategies
- Long-term monitoring or maintenance plans

The County should require:

- Detailed stormwater engineering analysis and capacity modeling
 - Groundwater protection measures consistent with CARA requirements
 - Contaminant mitigation strategies for fueling and truck operations
 - Long-term monitoring and enforcement mechanisms
-

4. Public Safety and Community Impacts

The checklist characterizes impacts to public services as nominal. However, under **WAC 197-11-448**, SEPA requires evaluation of impacts to public services and utilities, including police, fire, and emergency response. The applicant states that no special emergency services requirements are anticipated.

A facility operating 24 hours per day with high truck volumes introduces increased risks of:

- Traffic accidents
- Catastrophic fires
- Fuel spills
- Medical emergencies
- Increased demand for law enforcement and emergency services

The applicant response fails to describe or evaluate whether existing services can accommodate this increased demand. It minimizes any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur because of this proposal.

We are Registered Tow Truck Operators licensed through the Washington State Department of Licensing, with more than 40 years of experience in heavy-duty towing, recovery, and transportation. As owner-operators in this industry, we are intimately familiar with the daily realities of commercial truck traffic — the good, the bad, and the ugly. Over the years, we have responded to countless catastrophic truck fires, major collisions, fuel spills, and hazardous incidents along the I-90 corridor.

Based on that experience, we are deeply concerned that Easton does not currently have the emergency service capacity necessary to absorb the risks created by a high-volume truck stop. This concern is heightened by the fact that Easton is a rural, heavily forested community with limited nearby fire, police, EMS, and hazardous-materials response resources. A large-scale

truck stop in this location, combined with limited emergency response capacity and surrounding forested land, creates a foreseeable and unacceptable public safety risk.

In our professional opinion, this combination is not merely concerning — it is a recipe for disaster if not fully studied, mitigated, and addressed before any approval is considered.

The County should require:

- An assessment of emergency service capacity and response times
 - Coordination with local fire, police, and medical providers
 - Identification of mitigation measures or impact fees
-

5. Land Use Consistency and LAMIRD-3 Designation

This proposal raises a fundamental land use issue regarding consistency with LAMIRD Type 3 designation.

Under **RCW 36.70A.070(5)(d)(iii)**, LAMIRD Type 3 areas are intended to support **small-scale businesses and cottage industries** serving rural communities. The Growth Management Act further requires that rural development remain consistent with the rural character of the area.

A high-volume, interstate-oriented fueling facility designed to serve regional freight traffic does not appear consistent with this statutory intent. Rather, it represents a level of intensity typically associated with urban or regional commercial uses.

This question of land use compatibility is foundational and should be resolved prior to or in conjunction with environmental review.

The County should require:

- A formal determination of consistency with LAMIRD-3 requirements
- Analysis of whether the project aligns with GMA rural character standards
- Clarification of zoning interpretation and applicability

6. Air Quality and Emissions Impacts

The SEPA Environmental Checklist addresses emissions primarily in the context of construction activities, but does not provide a substantive analysis of long-term operational air quality impacts associated with the proposed facility. This omission is significant given the nature and scale of the project.

Under **WAC 197-11-444(2)(b)**, SEPA requires evaluation of impacts to air quality, including emissions resulting from ongoing operations. Additionally, **RCW 43.21C.030(2)(b)** requires that environmental impacts be considered comprehensively, not limited to temporary or short-term phases of a project.

A facility of this type—serving approximately 8,560 daily truck trips—will generate continuous emissions from diesel engines operating throughout the day and night. These emissions are not limited to vehicles in motion, but include prolonged idling associated with overnight truck parking, as well as the use of Auxiliary Power Units (APUs) for heating, cooling, and electrical power.

The applicant fails to list a plan for a generator to power this establishment in the event of a power outage in the community, which are frequent. An establishment of this size and nature would potentially need at least one, five hundred kilowatt diesel generator which would also contribute to the emissions concern.

Diesel emissions are a well-documented source of particulate matter (PM_{2.5}), nitrogen oxides (NO_x), and other pollutants that contribute to degraded air quality and adverse health outcomes. The 24-hour nature of this operation means that emissions will be continuous, with no meaningful off-cycle periods for air quality recovery.

The checklist does not appear to address:

- Emissions from overnight truck idling or APU usage
- Cumulative air quality impacts from continuous 24-hour operations
- Potential impacts to nearby residents, sensitive populations, or regional air quality
- Mitigation measures such as anti-idling policies, electrified truck parking, or emission reduction technologies

The absence of operational emissions analysis limits the County's ability to evaluate whether the project may result in probable significant adverse environmental impacts, as defined under **WAC 197-11-330**.

The County should require:

- A comprehensive air quality impact analysis addressing both mobile and stationary emission sources
- Evaluation of emissions associated with truck idling, overnight parking, and on board APU usage
- Identification of mitigation measures, including idling restrictions, electrification infrastructure, or other emission reduction strategies
- Assessment of cumulative air quality impacts in conjunction with regional traffic patterns

7. Wildlife and Habitat Impacts

The SEPA Environmental Checklist acknowledges that wildlife species are known to be present on or near the project site. However, the applicant does not propose any measures to preserve, protect, or enhance wildlife habitat, nor does it provide a substantive analysis of how the project will impact these species.

Under **WAC 197-11-444(2)(b)**, SEPA requires evaluation of impacts to plants and animals, including habitat disruption, migration patterns, and long-term ecological effects. Additionally, **RCW 43.21C.030(2)(b)** requires that environmental impacts be fully disclosed and considered in decision-making.

The proposed project will involve substantial land clearing, increased impervious surface, continuous 24-hour operations, high-intensity lighting, and sustained noise from heavy truck traffic. These factors are well-documented to disrupt wildlife behavior, including feeding, breeding, and migration patterns. The site's proximity to known wildlife corridors and its location within the Pacific Flyway further heighten the need for thorough analysis.

Despite acknowledging the presence of species, the checklist states that no measures are proposed to preserve or enhance wildlife. This is inconsistent with SEPA's requirement to evaluate and mitigate environmental impacts where feasible.

The checklist does not appear to address:

- Habitat loss due to vegetation clearing and site development
- Impacts of 24-hour lighting on nocturnal species and migratory birds
- Noise and vibration impacts from continuous truck operations
- Disruption of wildlife movement corridors
- Potential impacts to federally or state-listed species

The absence of a biological assessment or mitigation strategy limits the County's ability to determine whether the project may result in probable significant adverse impacts to wildlife and habitat, as defined under **WAC 197-11-330**.

The County should require:

- A comprehensive biological assessment or habitat impact study
- Consultation with the Washington Department of Fish and Wildlife and U.S. Fish & Wildlife Service
- Identification of mitigation measures, including habitat preservation, lighting controls, and buffer zones
- Evaluation of impacts to migratory species and wildlife corridors
- A plan for minimizing long-term ecological disturbance

8. Noise and Environmental Health Impacts

The SEPA Environmental Checklist addresses noise impacts primarily in the context of short-term vehicle movements entering and exiting the site. However, it does not provide a substantive analysis of long-term operational noise associated with the proposed facility.

Under **WAC 197-11-444(2)(b)**, SEPA requires evaluation of environmental health impacts, including noise generated by ongoing operations. Additionally, **WAC 197-11-330** requires that probable significant adverse impacts be fully disclosed and evaluated.

The proposed project will include potentially a hundred truck parking stalls, which will support overnight use by long-haul drivers. This operational model inherently involves extended idling periods during driver layovers, as well as the use of diesel engines and Auxiliary Power Units (APUs) for heating, cooling, and electrical power. These sources generate continuous low-frequency noise that differs significantly from short-duration traffic noise and is known to travel farther and persist over time.

The checklist does not appear to address:

- Continuous 24-hour noise from idling trucks and APU operation
- Cumulative noise impacts from multiple trucks operating simultaneously
- Impacts to nearby residents, particularly during nighttime hours
- Long-term exposure to low-frequency diesel engine noise

Given the rural setting and relatively low existing ambient noise levels, the introduction of continuous industrial-scale noise represents a substantial change to the environmental baseline and may have implications for both human health and wildlife.

The County should require:

- A comprehensive noise impact analysis addressing 24-hour operational conditions
- Evaluation of nighttime noise levels and compliance with applicable standards
- Identification of mitigation measures, such as designated no-idling policies, barriers, or operational restrictions
- Assessment of cumulative noise impacts from truck parking and facility operations

9. Land and Shoreline Use

The SEPA Environmental Checklist does not appear to accurately describe the surrounding land uses. The area is not simply flat, vacant, or isolated. There is residential property just 900 feet northwest of the site, 120 acres of forested DNR property owned by AG WSU to the west, and Silver Ridge Ranch Campground directly to the east sharing the property line.

Under **WAC 197-11-444(2)(d)**, SEPA requires evaluation of land and shoreline use impacts, including compatibility with surrounding uses and potential conflicts with existing land use patterns. The checklist's failure to accurately identify nearby residential, agricultural, forested, and recreational uses limits the County's ability to evaluate the true impacts of this proposal.

When asked to identify proposed measures to reduce or control land use impacts, the applicant states that none are proposed. This is inadequate given the project's proximity to residential homes, forested land, agricultural/resource land, and an adjacent campground.

The County should require:

- A corrected description of surrounding land uses
- Evaluation of compatibility with adjacent residential, forested, agricultural, and recreational properties
- Proposed mitigation measures to protect surrounding agricultural and forested land
- Buffers, screening, lighting controls, and operational limits to reduce impacts on neighboring properties

10. Aesthetics and Rural Character

The SEPA Environmental Checklist minimizes the project's visual impacts and appears to deny the reality that a development of this size would significantly alter the views and rural character of the surrounding area in this Type 3 LAMIRD. The tallest proposed structure is approximately 26 feet, and the overall scale of the buildings, paved areas, truck parking, signage, and lighting would be highly visible in an otherwise natural and rural setting.

Under **WAC 197-11-444(2)(b) and (d)**, SEPA requires consideration of environmental impacts related to aesthetics, light, glare, and compatibility with surrounding land uses. A commercial truck-serving facility of this magnitude in an unincorporated rural community does not preserve the existing natural character of Easton.

The applicant's assertion that the completed project would not interfere with views is not credible without a visual impact analysis. Lighting, signage, and large-scale commercial development would create glare and visual intrusion in a peaceful rural environment.

The County should require:

- A visual impact analysis from surrounding residential, campground, and public viewpoints
- A lighting and glare study, including nighttime conditions
- Restrictions on signage height, brightness, and illumination
- Landscape screening, buffers, and design standards to preserve rural character

11. Recreation Impacts

The SEPA Environmental Checklist fails to adequately address impacts to recreation. Easton and Lake Easton State Park are known for year-round outdoor recreation, including hiking, camping, fishing, boating, snow activities, cycling, and organized endurance events. Easton also hosts marathon and cycling events throughout the year that bring athletes, visitors, and tourism activity to the area.

Under **WAC 197-11-444(2)(d)**, SEPA requires evaluation of impacts to public services, recreation, and land use compatibility. A high-volume truck-serving facility at this location could interfere with the rural recreation experience through increased traffic, noise, lighting, air emissions, and visual impacts.

The applicant has not proposed any measures to reduce impacts to existing recreational opportunities, tourism, or community events. This is inadequate given the project's proximity to Lake Easton State Park, nearby campgrounds, and established outdoor recreation routes.

The County should require:

- Evaluation of impacts to Lake Easton State Park, local campgrounds, and outdoor recreation users
- Traffic analysis during marathon, cycling, and peak recreation weekends
- Mitigation measures to protect recreational access, safety, and visitor experience
- Coordination with local event organizers, parks agencies, and recreation stakeholders

12. Historic and Cultural Preservation

The SEPA Environmental Checklist does not provide a thorough review of potential Indian, historic, or cultural use of the site. Instead, the applicant appears to rely primarily on a basic WISAARD database query, without completing a professional archaeological survey or documenting meaningful tribal consultation.

Under **WAC 197-11-444(2)(b)**, SEPA requires review of historic and cultural preservation impacts. A database search alone is not sufficient to rule out cultural resources, especially where ground disturbance, grading, excavation, and imported fill are proposed.

The applicant's treatment of this issue is inadequate given the known cultural significance of the region and the potential for undiscovered archaeological or tribal resources.

The County should require:

- A professional archaeological and cultural resources survey before any ground disturbance
- Formal consultation with affected tribes
- An Inadvertent Discovery Plan developed in coordination with tribal representatives
- Clear conditions requiring work stoppage and notification procedures if cultural materials are discovered

13. Public Services, Emergency Response, and Public Safety

The SEPA Environmental Checklist gravely minimizes the project's impacts to fire protection, police services, emergency medical response, and overall public safety. A 24-hour truck-serving facility with approximately 8,560 daily vehicle trips, fuel storage, truck parking, and continuous

interstate access would create a substantial increase in emergency service demand for a community that already lacks a local police force and fully staffed fire station.

Easton relies heavily on regional emergency response and volunteer firefighters. Community members have already raised concerns about long response times, and the Kittitas County Sheriff's Office covers a large rural service area. Kittitas County's own emergency planning materials recognize that transportation routes present a major hazardous materials concern because of the volume and variety of hazardous materials transported over them.

The applicant does not adequately analyze the foreseeable risks associated with increased truck traffic, fuel storage, vehicle fires, hazardous material incidents, medical emergencies, crime, or emergency response delays. These risks are especially significant given the project's proximity to forested land and an area already vulnerable to wildfire.

Truck-related fires can require extended response and monitoring, particularly where hazardous materials or lithium-ion battery cargo are involved. Federal fire safety guidance recognizes that lithium-ion battery fires can reignite even after being extinguished, requiring continued monitoring and post-fire precautions. A truck fire at or near this site could burn for hours, reignite, threaten nearby forested land, residential homes and businesses and require resources Easton does not currently have immediately available.

Public safety concerns also extend beyond fire response. Federal transportation agencies and anti-trafficking organizations recognize the transportation sector, including freight corridors and truck stops/travel centers, as an important area for human trafficking awareness and intervention. While most truck drivers are hardworking, responsible people, a high-volume 24 hour truck stop creates foreseeable opportunities for crime, drug activity, assault, prostitution and human trafficking related activity. In a community without immediate law enforcement capacity, perpetrators could leave the area via I-90 long before police support arrives.

The checklist does not appear to address:

- Fire protection capacity for truck fires, fuel fires, hazardous material incidents, or wildfire spread
- Emergency medical response capacity for increased crashes, medical calls, and public safety incidents
- Law enforcement capacity for a 24-hour facility serving transient interstate traffic
- Human trafficking, drug activity, assault, theft, or other foreseeable crime risks associated with truck stop operations
- Response times from available deputies, fire services, and EMS providers
- Mitigation measures, staffing commitments, emergency service funding, or on-site safety requirements

The County should require:

- A full emergency services impact analysis addressing fire, EMS, law enforcement, and hazardous materials response

- Written coordination with Kittitas County Sheriff, local fire districts, EMS providers, emergency management, and wildfire response agencies
 - A fire and hazardous materials response plan specific to truck fires, fuel storage, EV/lithium battery cargo, and wildfire risk
 - Mitigation funding or impact fees to support increased emergency service demand
 - A public safety and security plan addressing lighting, surveillance, trafficking awareness, law enforcement coordination, and emergency response protocols
 - Clear enforceable conditions before any approval is considered
-

Conclusion and Requested Actions

Based on the deficiencies identified above, the proposed Easton Travel Center presents numerous unresolved environmental, transportation, land use, public safety, and community impact concerns that have not been adequately analyzed, supported, or mitigated in the SEPA Environmental Checklist. The applicant's responses repeatedly rely on conclusory statements, minimize foreseeable impacts, and fail to propose meaningful measures to reduce or control harm to the surrounding rural community, natural environment, transportation network, recreational resources, and emergency service systems.

This proposal is not merely a local convenience use. Based on the applicant's own projected traffic data, the facility would generate approximately 8,560 daily vehicle trips and function as a high-volume, 24-hour, interstate-oriented truck stop. That level of intensity is fundamentally different from the rural scale and character of Easton. The checklist does not adequately account for continuous truck traffic, diesel emissions, overnight idling, APU use, noise, lighting, traffic conflicts, fire risk, public safety demands, or impacts to nearby residential properties, forested land, recreational uses, wildlife, cultural resources, and Easton State Airport.

Given the number and significance of these unresolved issues, a Mitigated Determination of Non-Significance would be premature and inadequate. The County cannot responsibly determine that this proposal will not have probable significant adverse environmental impacts without requiring additional technical studies, independent review, enforceable mitigation measures, and a full evaluation of cumulative and long-term operational impacts.

We respectfully request that Kittitas County take the following actions:

1. **Issue a Determination of Significance (DS)** pursuant to WAC 197-11-360 and require preparation of a full **Environmental Impact Statement (EIS)** before any further project approval is considered.
2. **Require the applicant to provide complete technical studies**, including but not limited to traffic, stormwater, groundwater, air quality, noise, lighting, wildlife, fire risk, emergency services, cultural resources, and visual impact analyses.

3. **Require independent third-party review** of the applicant's environmental, traffic, stormwater, groundwater, and public safety claims before relying on them for any threshold determination.
4. **Require a comprehensive traffic impact analysis** addressing daily truck volumes, Level of Service, interchange capacity, I-90 closures, winter weather, emergency diversions, peak recreation periods, frontage improvements, and impacts to Easton State Airport and wildfire response operations.
5. **Require a complete stormwater and groundwater protection plan**, including analysis of contaminated runoff, snowmelt, fuel spills, CARA impacts, infiltration risks, overflow scenarios, long-term monitoring, and enforceable maintenance obligations.
6. **Require a full operational emissions analysis**, including 24-hour diesel emissions from idling trucks, APU use, possible generator use, cumulative PM2.5 and NOx impacts, and mitigation such as electrified truck parking and enforceable anti-idling requirements.
7. **Require a biological assessment and wildlife mitigation plan**, including consultation with appropriate state and federal wildlife agencies and proposed measures to preserve, protect, and enhance affected habitat.
8. **Require a 24-hour operational noise study**, including nighttime conditions, truck layover periods, idling, APU noise, cumulative low-frequency noise, and impacts to nearby residents, wildlife, campgrounds, and rural quiet.
9. **Require a corrected land use and surrounding area analysis**, accurately identifying nearby residential properties, Silver Ridge Ranch Campground, forested DNR/WSU land, agricultural/resource lands, recreational uses, and the incompatibility risks associated with placing a large-scale truck-serving facility in this setting.
10. **Require visual, lighting, signage, and glare analysis**, including nighttime impacts and measures to preserve Easton's rural and natural character.
11. **Require analysis of recreation impacts**, including impacts to Lake Easton State Park, local campgrounds, cycling events, marathons, tourism, outdoor recreation routes, and peak event traffic.
12. **Require a professional archaeological and cultural resources review**, including tribal consultation, a cultural resources survey, and an Inadvertent Discovery Plan developed in coordination with affected tribes.
13. **Require a full public services and emergency response capacity analysis**, including coordination with Kittitas County Sheriff, fire districts, EMS providers, emergency management, wildfire response agencies, and hazardous materials responders.
14. **Require enforceable mitigation measures and accountability mechanisms**, including clear monitoring duties, maintenance responsibilities, inspection schedules, emergency response protocols, funding commitments, and penalties or corrective measures if systems fail.
15. **Address the fundamental land use question before proceeding further**, including whether a high-volume interstate truck stop is consistent with LAMIRD-3 designation, the Growth Management Act, rural character protections, and the intended scale of development for Easton.

Until these issues are fully studied, disclosed, and mitigated, the County should not issue a Determination of Non-Significance or allow the project to proceed through environmental review on the basis of the current checklist. The scale, location, and foreseeable impacts of this proposal warrant the highest level of scrutiny available under SEPA.

Thank you for your consideration of these comments. We reserve the right to submit additional comments.

Respectfully submitted,

Shelly McMaster

Shelly and Mark McMaster

Individually and as members on behalf of Friends of Easton

Qtowing@comcast.net