

Bradley Gasawski

From: CDS User
Sent: Friday, May 1, 2026 8:04 AM
To: Bradley Gasawski
Subject: FW:

Hello Bradley,

Please see the comments below.

Best to you,

Turner Englehart

Permit Technician
Kittitas County Community Development
411 N Ruby St, Suite 2
Ellensburg, WA 98926
509-962-7506
turner.englehart@co.kittitas.wa.us

To schedule inspections: <https://www.co.kittitas.wa.us/cds/building/inspection-request.aspx>

To view permit or inspection status: <https://co-kittitas-wa.smartgovcommunity.com/ApplicationPublic/ApplicationHome>

To request design criteria/snow loads: <https://www.co.kittitas.wa.us/cds/building/cgdc-form.aspx>

If this is about a Public Records Act request, please go to <https://www.co.kittitas.wa.us/request/default.aspx> and fill out a request for public records through the GovQA portal.

From: Judy Zwiefelhofer <lyn.judy.123@gmail.com>
Sent: Thursday, April 30, 2026 18:12
To: CDS User <cds@co.kittitas.wa.us>
Subject:

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Regarding the truck stop in Easton: So many reasons. The location is in a horrible location. It would be just adding to the big bottle neck in the winter. If you haven't experienced it you don't know what it's like. This could cause inability for fire or aid cars to get in or out. The noise, the water run off are more reasons.....Lyn & Judy Zwiefelhofer

Bradley Gasawski

From: Dryfly888 <dryfly888@gmail.com>
Sent: Thursday, April 30, 2026 6:19 PM
To: Bradley Gasawski
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Bradley Gasawski and Kittitas County,

This development on the head waters of the Yakima River via the creek nearby makes no sense . Runoff from the parking and shop will over flow when Easton has a rain event and the systems will over flow. You can't mitigate runoff from all the activities planned for this site . The locals that live on its borders will have 24 /7 Diesel engines running on idle and fill the air with smoke. There's a whole community of people that live just off the proposed parking lot .

I can't think of one good reason to build this mess , especially by choice .

Where is all the snow going , it crowds the space and then watch what happens when they close the gate on I-90 and all traffic tries to exit and turn around.

All these points have been mentioned by people that strongly oppose this project.

Kittitas County has to be a steward of the land . Letting this happen is destroying a community, and polluting the head waters of our water .

If you ask anyone that lives here or around this proposal then you know the tax payers of our community oppose this development.

Sincerely

Tom
Bettinger

Bradley Gasawski

From: D Baniya <deepakbaniya199275@gmail.com>
Sent: Thursday, April 30, 2026 5:29 PM
To: Bradley Gasawski
Subject: Public Comment in Support of Easton travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Dear Planning Department, My name is Deepak Baniya, and I am writing to express my strong support for the proposed development for Easton travel center. As someone who uses this corridor frequently, I believe this project is a much-needed addition to the area. During the winter months especially, there are currently no high-quality places to stop, and this development would provide a safe and welcoming space for travelers and locals alike. I have noticed that Easton currently lacks economic momentum, and this project represents a significant opportunity to revitalize the town. I believe it will bring valuable jobs and services to the community, helping to turn a "dead" area into a thriving one. Thank you for considering my feedback in favor of this project. Please keep me updated on the progress of this application.

Sincerely
Dee
Phone number: +15095600899

Bradley Gasawski

From: Jalen Brandsoy <snowboardjalen@gmail.com>
Sent: Thursday, April 30, 2026 10:26 PM
To: Bradley Gasawski
Subject: Truck Stop SEPA

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

April 23, 2026

To: Kittitas County Community Development Services

Re: SEPA Comments – Proposed #SE-26-00001 Easton Travel Center

I am writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop/ 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:

1. Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on local 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:

- Specifically, the impact to the Easton Volunteer Fire Department (Kittitas County Fire District #3) and the Kittitas County Sheriff's Office 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 stops, 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 overnights at the travel center.

2. 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.

3. 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 roadways 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.

4. Air Quality and Public Health: Truck stops are a known source of diesel emissions, including particulate matter (PM2.5) and nitrogen oxides (NOx). Idling trucks operating 24 hours a day may adversely affect nearby residents and visitors.

The County should require:

- Air quality modeling relevant to the anticipated volume of commercial vehicle traffic and overnighting;

- Evaluation of health impacts to residents;

- Mitigation measures such as anti-idling policies, filtering of emissions, and/or the implementation of other modern air quality technologies.

5. 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.

A detailed analysis should include:

- Noise level modeling (day/night);

- Ongoing light spill and glare impacts while the site is operating;

- Mitigation measures to preserve community character;

- How the proposed development meets the requirements and intent of the conditions and restrictions as outlined in the LAMIRD code for Kittitas County.

6. 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.

7. 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).

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

Sincerely,

Jalen Brandsoy

Resident of Easton, WA

Bradley Gasawski

From: Jen Phillips <jenpknox@gmail.com>
Sent: Friday, May 1, 2026 5:10 AM
To: Jen Phillips
Cc: CDS User; Bradley Gasawski
Subject: Re: Easton Truck Travel Plaza is a complete mismatch to the needs of Easton (pop 640ish)

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Four additional points, I meant to include yesterday:

* Tire Toxicity, 6PPD, kills salmon. The EPA had been funding absorption mats on I90, between Snoqualmie Pass, through North Bend where on the Westside. This is to help protect the South Fork and Snoqualmie River system from as much deadly 6PPD tire pollution, as possible.

As Easton exists within the headwaters of the Yakima River system, and the Columbia River, we need to not add this extreme Tire Toxicity right at the outset. Find another location not right next to Lake Easton, Lake Kachess, and the Yakima River. This system feeds directly to all of the open air aqueducts, feeding agricultural needs of central Washington and the Pacific Northwest.

All of I90, between Snoqualmie Pass and Ellensburg, must have the absorption mats installed, as well, regardless of where the next truck travel center ends up.

<https://www.earth.com/news/toxic-chemicals-6ppd-from-tires-detected-in-human-urine-including-pregnant-women/>

<https://www.cbsnews.com/news/toxic-tires-6ppdq-auto-pollution-fish-kills/>

*Plastic pollution will astronomically increase, via the proposed businesses operating out of the travel center.

Despite being next to the off ramp at exit 70 North side, the proposed travel center is directly across the street from Easton State Park, Lake Easton, and the Yakima River system. All of this additional trash and harmful plastic pollution will go directly to these places, as it gets blown and washed around by wind and water.

<https://theconversation.com/one-of-the-biggest-microplastic-pollution-sources-isnt-straws-or-grocery-bags-its-your-tires-259440>

<https://kimatv.com/news/local/yakima-river-microplastics-study-traces-local-concerns-to-global-plastic-pollution>

*Increased noise pollution for the Easton community, both North and South of i90.

Easton School is already in communication with elected officials, about installing sound barriers between i90 and the school. Easton School's pollution study found freeway noise regularly exceeds levels that can cause hearing damage and loss to students, staff and families. This issue will be much worse with hundreds of new trucks, now idling at the truck center, 24 hrs a day.

* Snoqualmie Pass Utility District (SPUD), snopass.org

SPUD is the upper Kittitas County water and sewer provider at the Pass, and it operates without a budget.

Our rates have more than tripled, over 20 yrs, as the older, lower volume system had been intentionally mismanaged and ripped off by one of the former District Managers. Terry Lenihan, of North Bend, was prosecuted and convicted for criminal conduct, by enriching himself and his family using district funds.

SPUD customers have been squeezed by both Lenihan's intentionally mismanaging local upgrades to keep rates artificially low, and now unfunded mandates for upgrades to the 21st century, as well as large repairs when major breaks occur. The current costs include unfunded upgrades that the customers are stuck paying.

SPUD tried, but failed, to get the community low income grants, as many full timers are not wealthy.

Easton water utility district, and Easton residents and businesses on wells, need to be very careful that they do not get similarly compromised by unfunded costs.

A massive commercial business of this nature, will certainly require septic and/or utility upgrades, which will likely be pushed out to the local Easton tax payers. These locals deserve clean, affordable water and sewer, with predictable rate increases.

Travel Centers of this size, intended for overnight truck camping, are certainly using significant amounts of water, that the area does not have.

Truck travel centers usually include extensive restrooms, showers, places to wash trucks, and, food and beverage outlets, all adding to the limited water resources in Easton.

Please help us protect health, environment, food safety and security, and wallets, by not allowing this massive 24 hour travel center to be constructed in Easton.

Best Regards,
Jen Phillips

Snoqualmie Pass Resident since 2000
Easton School Parent, of students in grades K to 12.

On Thu, Apr 30, 2026, 10:48 AM Jen Phillips <phillipsj@easton.wednet.edu> wrote:

Greetings,

I am an 11-yr School Board Director at Easton School. The proposed Truck Travel Plaza raises issue-after-issue, and must be rejected.

* Where are all the water rights coming from? Families here buying lots and homes, have no guarantee of water rights in Easton, when purchasing land. We are going to waste all of these local residential and agricultural water resources on a for profit fossil fuel endeavour?

* 50% of people coming over Snoqualmie Pass, are driving electric cars, where is the necessary infrastructure for vehicles and green transportation?

* North Bend, a city of almost 10,000 people and rapidly growing, with major infrastructure to support overnight truck camping, has closed the Ken's Truck Stop Exit 27, in North Bend, due to how negatively it impacts the community, including trucks illegally parking in the dozens, on:

- on and off ramps of I90 - extremely dangerous to all travelers using the ramps
- in town parking on / blocking roads
- parking on the freeway, close to the travel center

* How are we going to guarantee that this new Travel Center isn't going to charge highway robbery rates for fuel, like both the Easton Shell Station (regularly a \$1.50 higher per gallon) at Turtle Town, and Lee's Summit Chevron (regularly a \$1.00 higher per gallon) at Snoqualmie Pass. I already choose not to use either of those locations, for fueling. We drive to cheaper fuel stations while shopping in North Bend, Issaquah, Cle Elum, Ellensburg.

*Protecting the environment and health of the residents and water of this location could not be more essential. Pollution will spread to Lake Easton, which is used by our Easton School Students for Outdoor Recreation, as much as possible.

*Yakima River is already a plastic pollution nightmare, starting at Snoqualmie Pass.

*Light pollution is unacceptable, especially for a facility of this size, due to migratory birds, bats, and insect traffic and migrations.

*This is the headwaters of the entire Yakima Basin Aquifer, which is extremely leaky, especially in this area of Lake Kachess. Locals in the Easton community have reported flooding of properties for years

now. Let's not introduce anymore toxic pollution from tires and burning petrochemicals, into the mix. There are way more less invasive locations, to have this center, than in a small rural community.

*Speaking of invasive, how much drug use will be underway at this facility? Most of the ones I have visited over the years, have to have locked bathrooms and blacklights, due to misuse of bathrooms for drug use by travelers. Will this introduce fentanyl?

*Interstate 90, itself, is falling apart in this section, and unfit for this purpose. Both Easton bridges are crumbling apart from the already heavy construction traffic, age, and neglect. The same issues extend to the overpasses at Cabin Creek and Stampede Pass, to the West, and West Nelson Siding and Golf Course Rd, to the East.

*This stretch of I90, is already a bog down to traffic flow, due to being only two lanes. It regularly backs, from volume, and during crashes on ice and snow, preventing emergency vehicles from moving between Easton, and anywhere else.

*I90 backs up routinely, blocks off residents on both sides of the freeway, creating headaches and uncertainty for school students and staff. We regularly have to come up with back-up transportation plans, due to Easton not having any back-up routes to get around freeway closures.

Why this project should be strongly opposed:

- **Traffic & Concurrency Failure:** The applicant's traffic study is outdated and underestimates trips by nearly **100%**. Independent analysis shows failing LOS (D/F) at the I-90 Eastbound Ramps. The project **fails Kittitas County's mandatory transportation concurrency requirements** under county code.
- **Conflict with County's Own Study:** It sits at the exact starting point of severe seasonal congestion identified in the county's **STEER I-90 Feasibility Study**.
- **Environmental & Water Concerns:** The site is in a **Critical Aquifer Recharge Area (CARA)**. The project includes large fuel storage tanks and a Large On-Site Sewer (LOSS) system. It is only 1,200 feet from Lake Easton and 1,400 feet from Silver Creek, raising serious risks of groundwater contamination and impacts to surface water.
- **Snow & Winter Operations:** Located in a heavy snow zone near Snoqualmie Pass, the project would add hundreds of daily truck and vehicle trips during dangerous winter conditions, increasing accident risks, snow removal demands, and stranded vehicle problems on already strained roads.
- **Emergency Services Strain:** Increased truck traffic, congestion, and turning movements at Exit 70 would overload local emergency response (fire, medical, law enforcement) in a rural area with limited resources, especially during peak summer and winter events.
- **Infrastructure & Community Impact:** The project would accelerate wear on local county roads (W Sparks Road, Lake Easton Road), increase noise and light pollution 24/7, and permanently change the rural, recreational character of Easton near Lake Easton State Park.

This large industrial-scale truck stop is inappropriate for this sensitive rural/recreational gateway location.

Thank you for standing up for our community, safety and environment.

Best Regards,

Jen Phillips

Easton School Board Director, since 2015.

Easton School Parent of High Schoolers, since 2014

Snoqualmie Pass Resident, since 2000

Bradley Gasawski

From: Peggy Berline <berlinefamily@gmail.com>
Sent: Thursday, April 30, 2026 5:49 PM
To: Bradley Gasawski
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Dear Bradley

I am writing to express my strong opposition to the proposed Easton Travel Center. This project is not a suitable fit for the town of Easton for several critical reasons:

1. Potential groundwater contamination resulting from oil spills and leaks from trucks.
2. The high volume of snowfall Easton receives during the winter months.
3. Insufficient infrastructure, including our reliance on a volunteer fire department and a lack of local police protection, which requires waiting for assistance from Ellensburg.
4. The negative impact on the neighboring campground.
5. Increased noise pollution.

I believe this project should not be allowed to proceed in our community.

Sincerely,

Peggy Berline

Bradley Gasawski

From: Lets Go Outside <brendonnstef@gmail.com>
Sent: Thursday, April 30, 2026 5:30 PM
To: CDS User; Bradley Gasawski
Subject: Re: SE-26-00001 Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

Why I strongly oppose this project:

Traffic & Concurrency Failure: The applicant's traffic study is outdated and underestimates trips by nearly 100%. Independent analysis shows failing LOS (D/F) at the I-90 Eastbound Ramps. The project fails Kittitas County's mandatory transportation concurrency requirements under county code.
Conflict with County's Own Study: It sits at the exact starting point of severe seasonal congestion identified in the county's STEER I-90 Feasibility Study.

Environmental & Water Concerns: The site is in a Critical Aquifer Recharge Area (CARA). The project includes large fuel storage tanks and a Large On-Site Sewer (LOSS) system. It is only 1,200 feet from Lake Easton and 1,400 feet from Silver Creek, raising serious risks of groundwater contamination and impacts to surface water.

Snow & Winter Operations: Located in a heavy snow zone near Snoqualmie Pass, the project would add hundreds of daily truck and vehicle trips during dangerous winter conditions, increasing accident risks, snow removal demands, and stranded vehicle problems on already strained roads.

Emergency Services Strain: Increased truck traffic, congestion, and turning movements at Exit 70 would overload local emergency response (fire, medical, law enforcement) in a rural area with limited resources, especially during peak summer and winter events.

Infrastructure & Community Impact: The project would accelerate wear on local county roads (W Sparks Road, Lake Easton Road), increase noise and light pollution 24/7, and permanently change the rural, recreational character of Easton near Lake Easton State Park.

This large industrial-scale truck stop is inappropriate for this sensitive rural/recreational gateway location.

Thank you for standing up for our community, safety, and environment, and denying this project.

Respectfully,

Bradley Gasawski

From: Teresa Castrilli <castrcons@gmail.com>
Sent: Saturday, May 2, 2026 12:50 PM
To: Bradley Gasawski
Subject: Re: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hi Bradley,

Regarding the comment I made on the Easton Travel Center where I stated that we ride snowmobiles on our roads in the Winter.

For you that do not live or are not familiar with Easton. We ride snowmobiles and side by sides etc. during the Winter just for some of us to be able to egress from our properties. At times when we have large amounts of snow the residents that live here are dependent on using snowmobiles or a tracked side by side etc. just to be able to get out and go to the store etc. This is not only for recreation but, a necessity for our livelihood to be able to commute off our private properties and on County roads for amenities, etc.

Thank You,
Teresa Castrilli
Easton resident
509-656-0392

On Thu, Apr 30, 2026 at 10:32 AM Bradley Gasawski <bradley.gasawski@co.kittitas.wa.us> wrote:

Hi Teresa,

Thank you for taking the time to respond on this project. We'll include your comments with the file and take them under consideration during review of the project.

Best,

Bradley

Bradley Gasawski | Planner I

Kittitas County Community Development Services | 411 N. Ruby St; Suite 2 | Ellensburg, WA 98926

Office: 509.962.7539

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

If this is about a Public Records request, please go to <http://www.co.kittitas.wa.us/request/default.aspx> and fill out a request for public records through the GovQA portal.

From: Teresa Castrilli <castrcons@gmail.com>
Sent: Wednesday, April 29, 2026 11:39 PM
To: CDS User <[cgs@co.kittitas.wa.us](mailto:cds@co.kittitas.wa.us)>
Cc: jackson0121@gmail.com
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

"Re: SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Emergency Management Planning: As we continue to work on our emergency management planning as stated in our proposed Easton Subarea plan, the following concerns must be addressed:

Proposed Easton Travel Center location is in a hazardous mitigation area. Even though Kachess Dam continues repair work I understand the dam is still at risk of failure. The proposed Easton Travel Center is directly in the most highly impacted area of this high risk major floodway from dam failure.

Having large semi trucks and large quantities of toxic substances such as fuels in this area substantially increase the risk of injury and damage to the community in an area that we are supposed to be mitigating community risk.

Proposed Easton Travel Center is also located in the middle of a high risk wildfire area. Again, in a high risk mitigation area that we should be reducing density and definitely not increasing large quantities of fuel storage. Again, we should be reducing our high risk of wildfire through mitigation rather than increasing our vulnerability.

Intersection of exit 70 I-90 and Sparks Rd. where proposed Easton Travel Center is to be located does not support this type of large truck traffic. Traffic jugs up our already congested area due to seasonal severe mountain weather or shutdowns on I90. Large amounts of traffic offloading clogging our emergency access routes to where our emergency vehicles cannot get on the freeway I90. Transportation of patients in emergency care is delayed.

The entrance to this Easton Travel Center is directly off the intersection that creates a traffic cluster and our community could not escape adequately in a major wildfire, flood or any other type of community evacuation event. This would be detrimental to our residents and cannot be allowed. This type of facility access is not a feasible option.

Recreation: The proposed Easton Travel Center is directly in the middle of our highly used recreation area. We have residents/pedestrians that walk by foot from the residential areas of West Sparks across the proposed entrance to this travel center to the store and shell station. There must be a plan for continuing to allow pedestrian/foot traffic across the entrance to this facility.

There is also groomed snowmobile access that utilizes the entire Sparks Rd. to access groomed snowmobile trails and allow connectivity to residential areas by snowmobile. There needs to be a recreational study on impacts to our recreation in the area and the necessity for pedestrian traffic to continue to travel across access/entrance roads to the proposed travel center. We must not ignore the fact that these types of requirements must be included in planning. Snowmobiles travel on our county roads during the snow season here in Easton.

Proposed travel center will cause more displaced recreation as nearby recreation will relocate in abundance out and away from a noisy, smelly, toxic and overly crowded vehicular area that does not mix with any type of recreation. A travel center would destroy our mountain recreational area that we currently have and want to continue to grow in providing quality recreational experiences that will disappear. Washington State Parks, Forest Service, WDFW, DNR etc. must provide comments on impacts.

This would continue to put additional pressure on our close nearby public lands that we are supposed to be protecting by preserving rural character. Protecting rural character in a small town located in the Cascades mountains with a very small residential population and high recreation area as Easton must be protected through preservation planning.

Easton is the wrong place as we also have a high concentration of animal migration over a very nearby recently constructed I90 animal crossing. There are additional 11 or 12 small and large animal crossings in Easton under bridges. WDFW must provide comments on any impacts to the nearby water crossings and large animal crossing. Toxic fuel runoffs etc. that run out of a proposed truck stop could be detrimental to Easton's high wildlife animal population.

The proposed Easton Travel Center is highly out of rural character and raises a big red flag to stop and determine another type of a more recreational facility to locate on the premises. A facility that fits within the definition of rural character and creates more of a harmony within the Easton area is what we need. Best practice planning in this situation is crucial and for the future of Easton and our nearby public lands we need "Rural Character" enforced.

The decisions our planning department makes today will impact our future forever here in Easton. There are many infrastructure, safety and humanity concerns that do not make a travel center feasible. We are supposed to be planning for a better future for Easton and a travel center does the opposite of deteriorating and degrading our environment. This should be stopped and not allowed to happen. A travel center needs to go in another area that it is zoned properly for.

Thank You,

Teresa Castrilli

Easton Resident

509-656-0392