

**SKAGIT COUNTY JAIL EIS - COMMENTS RECEIVED**

Name Provided on Comment	Date Received	Page No.	Additional Information	
Skagit County Real Estate Brokers	March 6, 2013	0001 to 0004	Comments received before scoping period commenced on July 18, 2013.	
Mount Vernon Downtown Association	March 21, 2013	0005 to 0006		
Rosenfeld, Dan J	May 30, 2013	0007		
Mount Vernon Chamber of Commerce Board of Directors	June 27, 2013	0008 to 0010		
Rosenfeld, Dan J	May 30, 2013	0011		
<b>Spanovic, Tony</b>				
Spanovic, Tony	July 25, 2013	0012 to 0014	Comments received during scoping period between July 18, 2013 and August 20, 2013.	
Scott, Nate	August 9, 2013	0015		
Department of Archaeology (Gretchen Kaehler)	August 13, 2013	0016 to 0017		
Mehler, Cathie	August 14, 2013	0018 to 0019		
Hixson, Matthew	August 14, 2013	0020 to 0021		
Sebers, Ed	August 14, 2013	0022 to 0023		
Griffith, Jason	August 15, 2013	0024		
Franklin, Bill & Deena	August 15, 2013	0025		
Gear, Lindsey	August 16, 2013	0026		
Dahl, Sonya	August 16, 2013	0027		
Melton, Ray & Roberta	August 19, 2013	0028		
Nelson, Ray	August 20, 2013	0029		
Holder, Mary Ruth	August 20, 2013	0030 to 0035		
Powers, Jason	August 20, 2013	0036 to 0042		
Costeck, Ron				
Stensland, Alicia				
Clark, Brian				
Howson, Jenifer				
Howson, Roy				
Clark, Tina				
Voight, Virginia				
Masonholder, Megan				
Franulovich, Rachel				
Bahr, Debbie				
Carr, Cassandra				
Waldron, Heather				
Free, Piet				
Cammock, Craig				
Running, Cythnia				
Nord, Dick		August 13, 2013	0043 to 0044	Comments received at scoping public hearing (transcribed by Court Reporter)
Keltz, Kristen			0045	
Koetje, Balisa	0046 to 0047			
Papadopoulos, Pete	0048			
Bowyer, Richard	0049 to 0050			
Sullivan, John	0051 to 0052			
<b>Taylor, Paul</b>				
Taylor, Paul	August 21, 2013	0075 to 0076	Comments received after scoping period ended on 8.20.13	
Winslow, Michael	August 22, 2013	0077 to 0078		
Rosenfeld, Dan J	September 2, 2013			
<b>COMMENTS RECEIVED AFTER DEIS ISSUED DECEMBER 18, 2013</b>				
Freethy, Diane	December 18, 2013	0080		
Thompson, Carrie	December 18, 2013	0081 to 0084		
Boehm, Erik & Angela	December 19, 2013	0085		
Snipes, Beecher	December 19, 2013	0086		
Heald, Dana	December 23, 2013	0087		
Fleek, Margaret	December 23, 2013	0088		
Schlaht, Rebecca J. for Sicklesteel Cranes, Inc.	January 7, 2014	0089		
Badillo, Jose, Mr. & Mrs.	January 7, 2014	0090 to 0095		
Claussen, James	January 8, 2014	0096		
Splane, Tony	January 9, 2014	0097		
Holder, Mary Ruth & Phillip	January 9, 2014	0098 to 0100		
Taylor, Paul	January 9, 2014	0101 to 0104		
Claussen, James	January 9, 2014	0105 to 0106		
Lisser, Bruce	January 9, 2014	0107 to 0112		
George, Dennis	January 10, 2014	0113		
King, Michael B.	January 11, 2014	0114		
Miles, Betty	January 12, 2014	0115		
Clark, Dennis	January 12, 2014	0116		
Carter, James	January 12, 2014	0117		

Scott, Deborah	January 12, 2014	0118	
Chiappe, Sharon	January 12, 2014	0119	
Peraino, Al	January 14, 2014	0120 to 0121	
Department of Ecology	January 14, 2014	0122 to 0123	
Henkle, Barbara	January 14, 2014	0124	
Johnson, Marilyn	January 14, 2014	0125	
Reitsma, Dick	January 14, 2014	0126	
Smith, Patty	January 14, 2014	0127 to 0128	
Gordon, Don	January 14, 2014	0129	
Thomas, Tamara	January 14, 2014	0130 to 0131	
Spanovic, Anthony	January 14, 2014	0132	
Washington State Department of Transportation	January 15, 2014	0133	
Pederson, Roger & Lippert, Jim	January 16, 2014	0134 to 0136	
Brevoort, Doris	January 16, 2014	0137	
McKeehen, Phyllis	January 16, 2014	0138 to 0141	
Dahl, Sonya	January 16,2014	0142 to 0143	
Koetje, Balisa	January 16,2014	0144 to 0146	
Rosenfeld, Dan	January 16,2014	0147 to 0151	
Cammock, Craig	January 16,2014	0152 to 0155	
Clark, Brian	January 16,2014	0156 to 0157	
Watson, Brad & Watson, Angie	January 16,2014	0158 to 0160	
Freed, Rodney & Freed, Linda	January 16,2014	0161 to 0163	
Becker, Chris	January 16,2014	0164 to 0167	
Martin, Dan	January 16,2014	0164 to 0167	
Brown, Philip	January 16,2014	0164 to 0167	
Hartney, Sierra	January 16,2014	0164 to 0167	
Ewert, Jenna	January 16,2014	0164 to 0168	
Becker, Margaret	January 16,2014	0164 to 0168	
Kaler Douglass, Kellie	January 16,2014	0164 to 0168	
Emmil, John	January 16,2014	0164 to 0168	
Smith, Benjamin	January 16,2014	0164 to 0169	
Reid, Ken	January 16,2014	0164 to 0169	
Chavez, Juan	January 16,2014	0164 to 0170	
Gra. Santiago	January 16,2014	0164 to 0170	
Wolkenhauer, Dammiean	January 16,2014	0164 to 0170	
Tuller, Shane	January 16,2014	0164 to 0170	
Seeger, Randy	January 16,2014	0164 to 0171	
Castro, Gonzalo	January 16,2014	0164 to 0171	
Torres, Jacob	January 16,2014	0164 to 0172	
Ator, Francis	January 16,2014	0164 to 0172	
Brook, Don	January 16,2014	0164 to 0172	
Offley, Art	January 16,2014	0164 to 0172	
Hill, Wayne	January 16,2014	0164 to 0173	
Stephens, Ed	January 16,2014	0164 to 0173	
Salinas, Esther	January 16,2014	0164 to 0173	
Garcia, Adam	January 16,2014	0164 to 0173	
Hickok, Gary	January 16,2014	0164 to 0174	
Tellez, Ricky	January 16,2014	0164 to 0174	
Ruiz, Jose	January 16,2014	0164 to 0174	
Chapman, Shirley	January 16,2014	0164 to 0175	
Bettger, Brian	January 16,2014	0164 to 0175	
Nilsen, Lynette	January 16,2014	0164 to 0175	
Dunford, Rebecca	January 16,2014	0164 to 0175	
Pardue, Delita	January 16,2014	0164 to 0176	
Manduchi, Wendi	January 16,2014	0164 to 0176	
Forrester, Bruce	January 16,2014	0164 to 0176	
Morrell, Becky	January 16,2014	0164 to 0176	
Ruiz, Bella	January 16,2014	0164 to 0177	
Dunfield, Terry	January 16,2014	0164 to 0177	
Jackson, Lola	January 16,2014	0164 to 0177	
Kurtis, Bruce	January 16,2014	0164 to 0177	
Cleave, Barbara	January 16,2014	0164 to 0177	
Silva, Raymond	January 16,2014	0164 to 0178	
Reynolds, David	January 16,2014	0164 to 0179	
Nalley, Gail	January 16,2014	0164 to 0179	
Green, Vyonne	January 16,2014	0164 to 0180	
Sa. Patrick	January 16,2014	0164 to 0181	
Martin, Benjamin	January 16,2014	0164 to 0181	
Marin, Gloria	January 16,2014	0164 to 0181	
Lindbloom, Kathryn	January 16,2014	0164 to 0182	
Peterson, Robert	January 16,2014	0164 to 0183	
Lyons, Milo	January 16,2014	0164 to 0183	

Sanchez, Fredy	January 16,2014	0164 to 0183	
Bouslog, John	January 16,2014	0184 to 0186	
Gear, Lindsey	January 16,2014	0187	
Sritong, Chana & Sritong, Natchanok	January 16,2014	0188 to 0190	
Corey, Shannon	January 16,2014	0191 to 0193	
Otterson, Julie	January 16,2014	0191 to 0193	
Powers, Jason	January 16,2014	0194 to 0196	
Costeck, Ron	January 16,2014	0194 to 0196	
Stensland, Alicia	January 16,2014	0194 to 0196	
Clark, Brian	January 16,2014	0194 to 0196	
Howson, Jenifer & Howson, Roy	January 16,2014	0194 to 0197	
Clark, Tina	January 16,2014	0194 to 0197	
Voigt, Virginia	January 16,2014	0194 to 0197	
Masonholder, Megan	January 16,2014	0194 to 0198	
Franulovich, Rachel	January 16,2014	0194 to 0198	
Bahr, Debbie	January 16,2014	0194 to 0198	
Carr, Cassandra	January 16,2014	0194 to 0199	
Waldron, Heather	January 16,2014	0194 to 0199	
Free, Piet	January 16,2014	0194 to 0199	
Cammock, Craig	January 16,2014	0194 to 0199	
Running, Cynthia	January 16,2014	0194 to 0200	
Adelman, William & Adelman, Cathy	January 16,2014	0201 to 0204	
Strauss, Barbara & Strauss, Lynn	January 16,2014	0205 to 0207	
Wilson, Daniel	January 16,2014	0205 to 0207	
McCarty, Sean	January 16,2014	0205 to 0207	
McCarty, Bonnie	January 16,2014	0205 to 0208	
Jansma, Stacy	January 16,2014	0205 to 0208	
Witt, Morgan	January 16,2014	0209 to 0211	
Johnson, Glen	January 16,2014	0212 to 0216	
Crawford, Carl	January 16,2014	0217	
Mitzel, John	January 16,2014	0218	
McCord, William	January 16,2014	0219	
Gamson, Ellen	January 16,2014	0220	
Papadolpulos, Pete	January 16,2014	0221	
Parent, Dennis	January 12, 2014	0222	
Brinley, Doug	December 25, 2013	0236 to 0237	
<b>Comments received after DEIS comment period</b>			
Clark, Dennis via Gary Christiansen, Skagit County	January 17, 2014	0232	
Lane, Carol	January 21, 2014	0233	
Hayton, Robert	January 22, 2014	0234	
Petersen Jensen, Alice Dee	February 13, 2014	0235	

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Wednesday, December 18, 2013 12:38 PM  
**To:** Beacham, Linda  
**Subject:** FW: Draft Environmental Impact Statement: Proposed new Skagit County Jail

For the file

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department P.O. Box 809 / 910 Cleveland Avenue Mount Vernon,  
WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

-----Original Message-----

**From:** Hanson, Jana  
**Sent:** Wednesday, December 18, 2013 12:37 PM  
**To:** 'Diane'; Christensen, Gary  
**Subject:** RE: Draft Environmental Impact Statement: Proposed new Skagit County Jail

Thank you for your comment Ms. Freethy,

The Draft EIS only evaluates the two properties located within the City of Mount Vernon that the County has identified as preferred sites. Properties outside of the City of Mount Vernon were previously considered and a summary of that process is provided in the DEIS. For additional information on siting questions outside of the city I would have to defer to the County for that information.

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department P.O. Box 809 / 910 Cleveland Avenue Mount Vernon,  
WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

-----Original Message-----

**From:** Diane [<mailto:freeprss@wavecable.com>]  
**Sent:** Wednesday, December 18, 2013 12:16 PM  
**To:** Hanson, Jana; Christensen, Gary  
**Subject:** Fw: Draft Environmental Impact Statement: Proposed new Skagit County Jail

Gary & Jana ...

In consideration of land cost, public safety and inmate containment, would it be preferable to relocate the jail to a rural area ... e.g. upriver?

Diane Freethy, President

SKAGIT CITIZENS ALLIANCE for RURAL PRESERVATION

PO Box 762, Sedro-Woolley WA 98284

## Beacham, Linda

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**From:** Thompson, Carrie [Carrie.Thompson@BNSF.com]  
**Sent:** Wednesday, December 18, 2013 5:11 PM  
**To:** Beacham, Linda  
**Subject:** FW: Notice of Availability of Draft EIS and Notice of Public Hearing - proposed jail facility  
**Attachments:** EIS-NOA-12-11-13.doc

Good evening, Ms. Beacham.

I just wanted to see if you may have something that could indicate how far this would be from our track. We just want to run it past our folks to make sure that there are no safety concerns, and the distance from the track would be the biggest concern on our side.

Thank you!

Carrie

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**From:** Beacham, Linda [<mailto:lindabe@mountvernonwa.gov>]  
**Sent:** Wednesday, December 18, 2013 12:12 PM  
**To:** Army Corps of Engineers; Wallace, Courtney; Cascade Natural Gas; Comcast (Angela Kilcup); Comcast (Casey Jones); DAHP (Gretchen Kaehler); Department of Commerce; Department of Fish & Wildlife; Department of Fish & Wildlife SEPA Review; Department of Health; Department of Natural Resources (DNR); Dike District 17 (Daryl Hamburg); Dike District 3 (Gary Jones); DNR SEPA Review; DOE; DOE NW Region; DOT; EPA; FEMA; Frontier; Frontier NW (formerly Verizon); Governor's Office; Mount Vernon School District; NOAA; Northwest Clean Air Agency; Puget Sound Energy; Puget Sound Energy; Samish Indian Tribe; Sauk-Suiattle Tribe; Skagit County Planning & Permitting; Skagit County PUD; Skagit River System Cooperative; Skagit River Systems; Skagit Valley Community College; SKAT; Swinomish Tribe; Upper Skagit Tribal Council; WA Parks & Rec; Wend, Charlie  
**Subject:** Notice of Availability of Draft EIS and Notice of Public Hearing - proposed jail facility

Greetings,

If you are not the correct person to receive this notice please forward to the proper individual or department. My apologies if you have received a duplicate notice.

Thank you,

Linda Beacham  
Administration Assistant  
Community & Economic Development  
City of Mount Vernon  
360-336-6214

## Beacham, Linda

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**From:** Thompson, Carrie [Carrie.Thompson@BNSF.com]  
**Sent:** Thursday, December 19, 2013 10:46 AM  
**To:** Beacham, Linda  
**Subject:** RE: Aerial of proposed siting for Skagit County jail

Thank you!

-----Original Message-----

**From:** Beacham, Linda [<mailto:lindabe@mountvernonwa.gov>]  
**Sent:** Thursday, December 19, 2013 12:22 PM  
**To:** Thompson, Carrie  
**Subject:** Aerial of proposed siting for Skagit County jail

Good Morning,

I've attached 2 aerial maps of both locations from the City's map program. The link below is from Skagit County Assessor (property information). Enter in the parcel numbers, 26788 for the Alf Christianson site; and 29546 for the Truck City site. Click again on the parcel number shown and you will be directed to the property information page. Click on the I Map and that will give you several view options including a measurement tool.

<http://skagitcounty.net/Common/Asp/Default.asp?d=assessor&c=search&a=ParcelSearch&p=Search.asp&st=parcelid>

The draft EIS and appendices/reports is also available online:

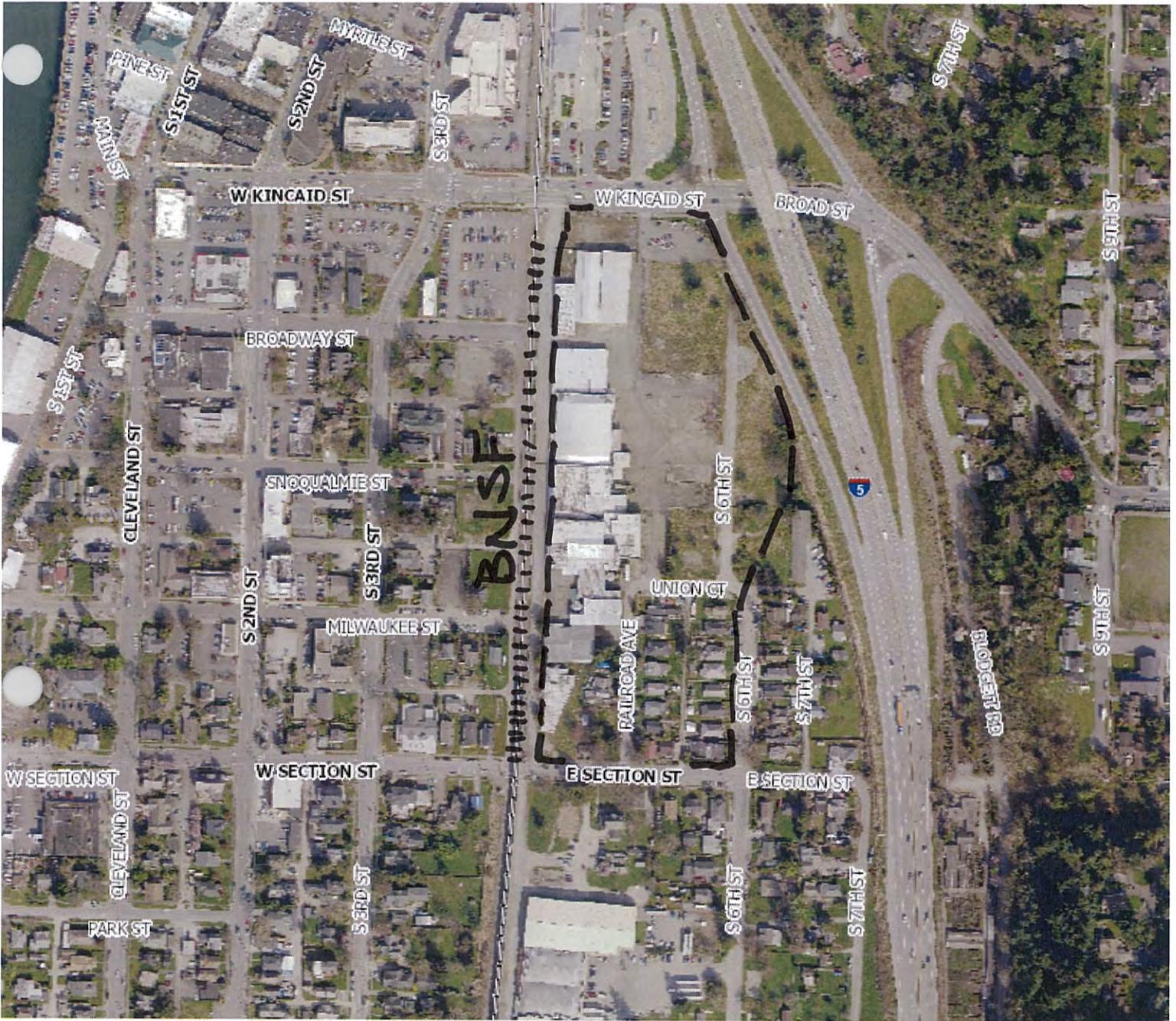
<http://www.mountvernonwa.gov>

<http://skagitcounty.net>

I hope this information is helpful to you. Let me know if I can be of further assistance.

Linda Beacham  
Administrative Assistant

# Mount Vernon Cityview Map



proposed Alf Christianson Seed site

# Mount Vernon Cityview Map



proposed Truck City site

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, December 19, 2013 12:08 PM  
**To:** 'Erik & Angela Boehm'  
**Cc:** Beacham, Linda  
**Subject:** RE: Comment on Jail Location

Thank you very much for your comments which will be included in the official record for the jail siting.

I hope that you will consider attending the public hearing on January 9<sup>th</sup> and learn more about both sites and participate in the discussion.

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

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**From:** Erik & Angela Boehm [<mailto:ae.boehm@comcast.net>]  
**Sent:** Thursday, December 19, 2013 11:54 AM  
**To:** Hanson, Jana  
**Subject:** Comment on Jail Location

I think the Truck City location should be chosen . My reasons are:

- The impact of the Jail location on the character and feel of the downtown if the Alf Christianson Seed site is chosen. The Kincaid street exit is basically the primary entrance and welcome to the City of Mount Vernon. Even if the jail isn't visible from the street, there still will an impact on the 'feel' of the town.
- Having the Jail located close to the bus stop, the Friendship House and the Compass Health Mental Rehab apartments may be adding to an environment of crime and drug use in an area with significant residential and tourist use. It is silly to spend so much developing the downtown, just to build a jail so close.
- The old seed site is not a particular eye sore in my opinion. While it is unfortunate that it is not being used, there are still a great many superior potential uses for the site, besides it being a jail location.
- The Truck City location would have a much smaller impact on the City of Mount Vernon and is in a less dense area with much less residential use surrounding it.

Finally, I know it is probably too late, but residents in the City of Mount Vernon should not have to pay taxes on the Jail (or at least pay at a discounted rate), given that they are already paying a 'cost' in inconvenience by hosting the jail location.

Thank you for considering these points.

Erik & Angela Boehm  
1228 S 3rd St, Mount Vernon

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, December 19, 2013 12:06 PM  
**To:** 'beecher snipes'  
**Cc:** Beacham, Linda  
**Subject:** RE: Jail site

Thank you very much for your comments. I will keep this email as an official comment and part of the record.

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

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**From:** beecher snipes [<mailto:snipesb@cnw.com>]  
**Sent:** Thursday, December 19, 2013 11:33 AM  
**To:** Hanson, Jana  
**Subject:** Jail site

Hi, my vote is for the Truck City location rather than Alf Christianson Seed. My reasoning is minimal. The Truck City is locally owned, the money will stay in the area in general terms. The Alf Seed location is owned by a group that is not local or completely in the country. The money spent on the Alf location will go away. I can see a Best Western there at the Seed company location, that would be great. Thanks, B. Snipes

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Monday, December 23, 2013 8:12 AM  
**To:** 'Dana Heald'  
**Cc:** Beacham, Linda  
**Subject:** RE: Comment: The New Jail  
**Attachments:** EIS-NOA-12-11-13.doc

Dear Dana,

Thank you for your comments. Your comments will be included as part of the formal record for the Jail EIS as well as the upcoming land use decisions. Attached is the Notice of Availability and Hearing.

Thank you for your interest in this important countywide issue.

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

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**From:** Dana Heald [<mailto:ddheald@wavecable.com>]  
**Sent:** Friday, December 20, 2013 3:25 PM  
**To:** Hanson, Jana  
**Subject:** Comment: The New Jail

THINK OUTSIDE THE BOX!

I vote for the Alf Christianson location because of its proximity to the courthouse. Has anyone configured the cost of transporting prisoners back and forth to the courthouse from each location? In fact, I vote for including a pedestrian tunnel from the new jail to the courthouse so that prisoners don't have to be transported by motor vehicle. If one figured out the cost of motor transportation and extrapolated that out to infinity, the cost of a tunnel would be well worth it.

Dana Heald  
La Conner, WA

 please consider the environment before printing this email



RECEIVED  
CITY OF MOUNT VERNON

DEC 23 2013

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

December 20, 2013

RE: Comments on DEIS for Skagit County Jail

Jana Hanson, Director  
Community and Economic Development Department  
P.O. Box 809  
Mount Vernon WA 98273

Dear Jana:

The Draft Environmental Impact Statement for the Skagit County Jail provides a thorough evaluation of the two sites under consideration.

It appears unlikely that additional studies will result in different conclusions; both sites have issues with potential contamination, and the need for preloading because of soil conditions.

While the Alf Christenson site may be removed from the 100-year floodplain with construction of the new floodwall, the loss of the site for downtown development is a problem.

In terms of the potential for long term significant adverse effects on Mount Vernon, especially considering the importance of the future of your historic Downtown, there is no question that the preferred location for the new jail is at the Truck City site.

Sincerely,

Margaret Fleek  
Planning Director



1021 Sicklesteel Lane • Mount Vernon, WA 98274

RECEIVED  
CITY OF MOUNT VERNON

Quality Lifting Service Since 1937

JAN 07 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 6, 2014

City of Mount Vernon  
P.O. Box 809  
Mount Vernon, WA 98273

**Attn: Jana Hanson, Director Community and Economic Development Department**  
**RE: Jail Location**

Dear Ms. Hanson;

Thank you for the opportunity to provide comments on the proposed sites for the new location of the jail. It is our understanding that the two locations being discussed at this time are the Alf Christianson Seed and Truck City locations.

As you may be aware, the Truck City location has a fueling station that is actively used by truckers, heavy haulers, and our company. The reason this location is utilized is due to the accessibility into the fueling stations. For example, while Sicklesteel Cranes, Inc. has a fueling station that is a mere few hundred feet north of its location on Cedardale Road, all of our fleet is fueled through the Truck City location due to greater accessibility on-site.

Should the Truck City fueling location be closed, our fleet would be required to travel to the stations at the Cook Road exit or Donna's truck stop in Marysville. In short, by removing the fuel station at Truck City, the City of Mount Vernon would be creating an undue hardship on the large trucking and hauling companies that rely on Truck City as their fueling depot. For Sicklesteel, requiring us to move our oversize cranes to Cook road would cost upwards of \$500 in permit fees every time we wanted to fuel the crane. This also seems particularly at odds with the fact that Washington DOT has a permit station for over-size loads which is located on Cedardale. The mere presence of this DOT permitting facility creates a demand for a fueling station/rest area for the larger oversize loads.

Lastly, when the I-5 bridge collapsed, oversize loads were restricted from movement during the day and commuting hours. Many loads, trucks, and trailers were parked at Truck City in order to accommodate these requirements. At this time, there is no other location in Skagit County south of the I-5 bridge that would meet the requirements and confines that were established.

We have begun to talk to the other heavy hauling companies in the area and we would strongly urge the decision makers to NOT utilize Truck City as the future location of a jail.

Respectfully submitted,

Rebecca J. Schlaht  
Regional Operations Manager  
Sicklesteel Cranes, Inc.  
360-428-3811

DEIS Comment Period - 0089

<p><b>Tacoma</b> Phone: 253-396-1600 Facsimile: 253-396-1602</p>	<p><b>Corporate Headquarters</b> Phone: 360-428-3811 Facsimile: 360-428-3018</p>	<p><b>Portland</b> Phone: 503-274-7777 Facsimile: 503-227-7778</p>
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RECEIVED  
CITY OF MOUNT VERNON

JAN 07 2014

C.E.D. DEPARTMENT

BY \_\_\_\_\_

January 3, 2014

To Whom It May Concern:

This is to comment on the proposed project of the Skagit County Jail being built at the site of Alf Christianson Seed by east Kincaid Street. We as home owners on Railroad Avenue are asking you to look at the other site because you would be displacing a lot of people of their homes. We are too old to be looking to move or buying other property. We do not have money for another mortgage because of our age. We please ask you to look at the other site since there is no homes there to displace anyone. We will not be able to attend meeting on January 9, 2014. But I would like you to count our votes to purpose site at the Truck City site. You would have a clear site to start without displacing us taxpayers and home owners. We are part of

JAN 07 2014

C.E.D. DEPARTMENT

BY  
this community and would love  
to <sup>stay</sup> here in this community for the  
rest of our lives. So what happens  
to us if you do build on the site  
of Alf Christianson Seed. We would  
like to know? Are you going to  
buyout all homes on Rail Road Avenue  
to accomadate us for the building  
of the jail. We would like a  
response to this letter.

Thank You

Mr. + Mrs. Jose Badillo

Mr. + Mrs. Jose Badillo  
1121 Railroad Avenue  
Mount Vernon WA 98273

RECEIVED  
CITY OF MOUNT VERNON

JAN 07 2014

D-DEPARTMENT  
BY \_\_\_\_\_

January 3, 2014

To Whom it May Concern:

This is to comment on the proposed project of the Skagit County Jail being built at the site of Alf Christianson Seed by east Kincaid Street. We as home owners on Railroad Avenue are asking you to look at the other site because you would be displacing a lot of people of their homes. We are too old to be looking to move or buying other property. We do not have money for another mortgage because of our age. We please ask you to look at the other site since there is no homes there to displace anyone. We will not be able to attend meeting on January 9, 2014. But I would like you to count our votes to purpose site at the Truck City site. You would have a clear site to start without displacing us taxpayers and home owners. We are part of

this community and would love  
to <sup>stay</sup> here in this community for the  
rest of our lives. So what happens  
to us if you do build on the site  
of Alf Christianson Seed. We would  
like to know? Are you going to  
buyout all homes on Rail Road Avenue  
to accomodate us for the building  
of the jail. We would like a  
response to this letter.

Thank You

Mr. + Mrs. Jose Badillo

Mr. + Mrs. Jose Badillo  
1121 Railroad Avenue  
Mount Vernon WA 98273



**Marc L. Estvold, Inc. AIA, LEED AP**  
**Project Management**

3302 Oakes Avenue • Anacortes, Washington 98221 • 360-770-3994 • mestvold@comcast.net

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January 9, 2014

Mr. & Mrs. Jose Badillo  
1121 Railroad Avenue  
Mount Vernon WA 98273

Dear Mr. & Mrs. Badillo

We are in receipt of your letter dated January 3, 2014 regarding locating the proposed Skagit County Jail on the Alf Christianson Seed site. Thank you for your comments and interest in our project.

I would like to clarify that we are not purchasing or effecting any of the Alf Christianson Seed site south of Union Street. Our entire project is to the north of Union Street and there are no existing residences on the proposed site. The site we are considering on the north side of Union Street is large enough to not only accommodate our current construction of a 400 bed jail but also large enough for future expansion.

I have attached a proposed concept site plan and you can see the south boarder of our site, indicated by the red line, is to the north of Union Street.

I cannot speak to plans the site owner may have for the property to the south of Union Street. I am copying Craig Cammock (360-336-1000) on this letter as he represents the owners of the remaining Alf Christianson Seed site to the south of Union Street.

Please let me know if you have any additional questions and again thank you for your comments and interest in our project.

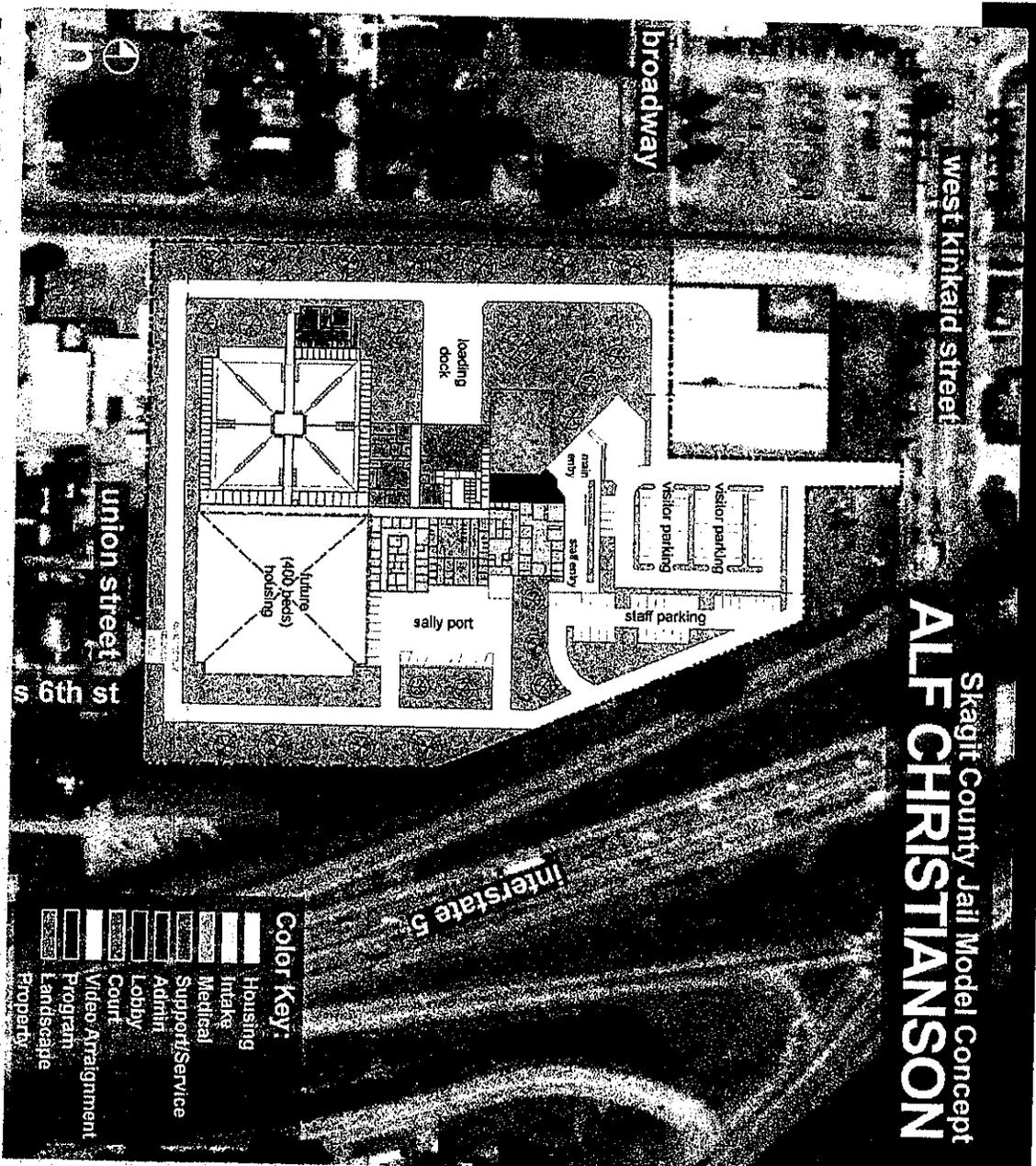
Sincerely,

Marc Estvold  
Project Manager  
Skagit County Jail

Attachments: Badillo letter of comment  
Concept Site Plan, Alf Christianson Seed Site

CC Via Email: Jana Hanson, City of Mount Vernon  
Tim Holloran, Skagit County Administrator  
Craig Cammock, Representative for Alf Christianson Seed owners  
Maggie Buckley, David Evans and Associates

Skagit County Jail Model Concept  
**ALF CHRISTIANSON**



**Alf Christianson Seed Site**

## Beacham, Linda

---

**From:** Hanson, Jana  
**Sent:** Wednesday, January 08, 2014 4:58 PM  
**To:** Beacham, Linda; Maggie Buckley (Mmbr@deainc.com)  
**Subject:** FW: steel bars-jail- vs the waterfront

Another comment.

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

---

**From:** James Claussen [<mailto:jclaussen@windermere.com>]  
**Sent:** Wednesday, January 08, 2014 4:56 PM  
**To:** Hanson, Jana  
**Subject:** steel bars-jail- vs the waterfront

Hi, here are the numbers that I gave Balisa this morning regards the riverfront.

1.83 miles-9,809 lineal feet minus 33% for plazas, roads, and courtyards to provide direct access to the riverfront- net 6,572

6,572 length x 200 depth = 1,314,379 floor plate for construction of buildings divide by 2,000 sq ft per business average = 657 businesses, then figure that each business will employ at least 6 people= 3,943 jobs created.

With a floor plate of 1,314,379 x \$ 280 per foot construction costs=\$ 358,026,120 x 6 floors in height = total value of \$ 2,208,156,720. If your eyes glaze over all the numbers it is two billion, two hundred million and change created of value

along the waterfront.

These are all baseline numbers that could be much higher. For example, a hotel may employ 30-60 people. Restaurants, Starbucks, etc would all be heavy users of employees. This is a vision that is very possible over the next few decades. It all

goes away if you put a jail as the entry focal point of your downtown. The city has a choice- vision outlook with a dynamic future or an inward look through steel bars.

Best Regards

James Claussen CCIM

**Written Comment Sheet**  
**Public Hearing for the Skagit County Jail Draft EIS**

Thank you for your input!

DATE: 1/9/14

PLEASE PRINT LEGIBLY

Why Does the New JAIL HAVE TO BE BUILT IN  
THE CITY LIMITS OF MT VERNON RATHER THAN OUTSIDE  
THE CITY SOMEPLACE?

\*\*\*\* CONTINUE ON BACK FOR MORE SPACE \*\*\*\*

NAME: <u>TONY SPLANE</u>
ORGANIZATION:
EMAIL ADDRESS:
MAILING ADDRESS/CITY/STATE/ZIP: <u>714 SAPP RD SEDRO-WOOLLEY WA 98284</u>
PHONE NUMBER: <u>360-856-4984</u>

Please note: Your entire comment - including your personal information - may be made publicly available at any time. Although you can request that we withhold your personal identifying information from public view, we cannot guarantee that we will be able to do so.

PLEASE MAIL BEFORE JANUARY 16, 2014 TO:

Jana Hanson  
Director, Community and Economic Development  
City of Mount Vernon  
P.O. Box 809  
Mount Vernon, WA 98273  
[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)

January 9, 2014

Comment on Draft EIS for selection of new Skagit County Jail  
Submitted by Phillip and Mary Ruth Holder, 1319 Digby Place, Mount Vernon, WA

To: Lead agencies, Skagit County and City of Mount Vernon

Thank you for providing information to the public about the important decision to pick a site for a much needed new jail, and for allowing the public to provide comments to you. Sometimes studies been conducted, meetings held, and official opinion is already solidified well before the public even hears about an important project or administrative action and eventual public comment is a wasted effort. In contrast, in this case the EIS comment and hearing process demonstrates your willingness to have an open and transparent decision-making process that includes the public. This is the way our government should work and must continue to work in the jail site selection process.

We retired to the Skagit Valley nearly 9 years ago and we chose to live in Mount Vernon because of its beautiful and unique historic downtown. Mount Vernon's pedestrian-friendly downtown is where we do the bulk of our shopping and other business; we walk there nearly daily as we conduct our errands and meet friends. When people visit us from elsewhere, downtown Mount Vernon is where we take them first and they are always favorably impressed. One thing was immediately clear to us even before we bought a home in Mount Vernon: the former Alf Christianson Seed site, right at Mount Vernon's front door, would be an ideal location for a hotel and retail or office facilities tied to the adjoining historic downtown. Mount Vernon's Comprehensive Plan, Sub-Area Plan A, 2005, recognizes that land use as well. The City's Downtown and Waterfront Master Plan recognizes the value to Mount Vernon of providing an attractive gateway to the City along Kincaid Street, and the potential contribution of the Alf Christianson site to this goal. We want the City's plans to be fully realized.

The Draft EIS compares the economics of both sites, and details how losing the opportunity to develop the Alf Christianson parcels as a private commercial site would result in significant economic, tax revenue, and property tax losses to Mount Vernon (DEIS. P. 69). There is no mitigation for these losses. We are also concerned that selection of the uniquely situated Alf Christianson site for the a 168,000 square foot jail would undermine the city's considerable Downtown and Waterfront Master Plan efforts and the significant taxpayer investments in that Plan. Selection of this site could even undermine the considerable efforts and growing success by our City, Downtown Association, and Mount Vernon Chamber of Commerce to ensure and enhance a vibrant downtown economy for the long-term.

The economic and tax losses to Mount Vernon if the Truck City site is chosen would be considerably less (DEIS, pp. 70-71) and other areas in this vicinity of south Mount Vernon could be developed as a business park, replacing the Truck City site. As discussed in the DEIS, the loss to Mount Vernon of the former Alf Christianson site is not similarly replaceable.

We are also concerned about the transportation impacts if the former Alf Christianson site were to be chosen. A decision based on potential transportation impacts must take into account more than just "PM Peak Hour" analysis. That is a technical snapshot. The DEIS discusses the bigger picture concerning direct and indirect impacts on transportation in an increasingly traffic-congested downtown Mount Vernon. Routing of traffic from a jail at the Alf Christianson site would likely be much less flexible than if the site were developed commercially due to destination (for example, the courthouse) and safety issues. The DEIS describes roadways that may need to be changed and/or traffic flow management re-worked to accommodate an access point to and from a new jail on the Alf Christianson site and to ensure pedestrian safety. Mitigation for these changes would not be eligible for impact fee credits. Who then would pay the costs of these changes? How long would it take to get approvals and do engineering and environmental analyses for that? How would the annual "tulip traffic" be handled during construction and operation of a jail at this site? In contrast, private developers of the former Alf Christianson site could be influenced to help pay for roadway changes, if any, resulting from impacts caused by their access points.

The Draft EIS states that a new jail at the Alf Christianson site could in a Skagit Transit ridership loss compared to a private commercial development at the site and would result in lost opportunities for other public transit development in that area (DEIS, p. 61). Certainly at a time when the public is being encouraged to use public transportation to reduce private auto emissions of CO<sub>2</sub>, it would be completely unacceptable to reduce Skagit Transit's ridership and eliminate opportunities for expanding public transportation.

As frequent pedestrians in and near downtown Mount Vernon, we are concerned about the potential loss of a sidewalk that could result from building a jail at this location (DEIS, p. 80). This is also inconsistent with the Downtown and Waterfront Master Plan, Goal 2: "Develop a pedestrian-oriented downtown where people are encouraged to circulate on foot" and Objective (2) B: "Install streetscape improvements, wider sidewalks, and other sidewalk amenities." The DEIS observes that as currently designed, a new facility at the Alf Christianson site would not facilitate pedestrian travel in Mount Vernon (DEIS, pp. 62 and 80). This would impact Mount Vernon residents and pedestrian visitors to the city and impede the reduction of CO<sub>2</sub> auto emissions. A

private development on the Alf Christianson site would promote pedestrian connectivity to downtown and could contribute to expanded public transportation opportunities.

In contrast, the Truck City site would not create significant additional traffic delays or require significant transportation mitigation and would not undermine public transportation ridership and expansion or pedestrian travel in Mount Vernon.

While the preliminary drawings currently presented to the public may show a building that looks more like a library or school than a jail, and mitigation has been identified to landscape the area and build a sidewalk, let's not be misled here. No one can reasonably believe that what is being represented in these preliminary drawings would likely be close to the appearance of the final project. In our experience (and we are certain that the decision-makers and anyone who has worked on government buildings knows this) when budgets are tight (and they are notoriously tight in Skagit County) and cost overruns are on the horizon, "aesthetics" are among the first features sacrificed in a plan. There are no guarantees that the building (that at full build out would be as many square feet as a Walmart Supercenter) would comply with the Mount Vernon Downtown and Waterfront Master Plan: "[T]he portion of the [former Alf Christianson] site along Kincaid Street should be designed to provide an attractive entry experience to downtown."

The Draft EIS discusses the impacts from lights and glare from the facility at either location and the goal of minimizing these impacts. Security needs may ultimately trump aesthetics however, particularly as the facility is expanded and existing landscaping mitigation elements may be lost over time. While light and glare is planned to be minimized (DEIS, pp. 52-53), the DEIS should have discussed (and, hopefully the Final EIS will discuss) whether the appearance at night of a jail at the Alf Christianson site with a lighting scheme primarily related to security considerations would provide an attractive (or inviting) nighttime entry to downtown Mount Vernon.

The DEIS demonstrates the reasons why locating a new jail at the Alf Christianson site would have significant adverse economic, transportation, land use and even aesthetic impacts on Mount Vernon. We urge the County to respect the City of Mount Vernon's vision for the development of the former Alf Christianson site as articulated in the City's Downtown and Waterfront Master Plan and its Comprehensive Plan. Please allow the City to proceed with its Plans, particularly in light of the fact that there is a perfectly viable alternative in the Truck City site. For all the foregoing reasons, we recommend the Truck City alternative for the new jail site.

Thank you for your consideration of our comments.

*Phillip Holden, Mary Ruth Helder*

LAW OFFICE OF PAUL W. TAYLOR INC. P.S.

20388 ERIC STREET  
MOUNT VERNON, WASHINGTON 98274  
(360) 416-6900  
FAX (360) 428-0990  
ptlaw@cnw.com

January 9, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: Comments on PL13-060 – Skagit County Public Safety Facility Location and EIS

Dear Ms. Hanson:

I am a long-time Mount Vernon area businessman and real estate attorney, who once owned a building in downtown Mount Vernon. Education-wise, in addition to my law degree, I hold a B.S. and Master's degrees in Geography, with a special emphasis in land use planning. With the exception of my time serving on active duty with the United States Air Force, I have lived in Skagit County my entire life. I am also a licensed commercial real estate broker and managing/designated broker of NW CREST Inc. I have served on several Skagit County Community Action Committees and on the 2007 County Comprehensive Plan Update Committee. I am a fully trained emergency management official having served in that capacity as a liaison with FEMA in my last Air Force assignment. I do not highlight my education and experience out of any personal ego concerns but to advise you that I have extensive real world experience in the areas of real estate and land use planning.

**I do not have any financial or any other interest in either proposed site. This letter is based solely on my personal opinion and local knowledge, experience, and education.**

With that background, I am strongly in favor of locating the new Public Safety Facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a far superior location for this new facility than the other proposed Truck City site south of the city off old Highway 99.

**Site Location Comments:**

**Alf Christianson:** The Alf Christianson site offers efficiency in that it is close to the courthouses and within easy walking distance to downtown businesses. The visual impact of a Public Safety Building from I-5 is minimal. Remember there are the crowded Kincaid Street exits and on-ramps that require driver's attention. the Public Safety Building will not be an eyesore unless it is inappropriately designed. My feeling is that it will be hardly noticed by the general public.

**Truck City:** The Truck City site requires more vehicle trips and additional parking near the courthouse which is already significantly deficient. It will be noticed by the public given the exposure the site has to I-5. Placing the new Public Facility Building on the Truck City site will likely significantly reduce other commercial enterprises in south Mount Vernon. South Mount Vernon represents the only major commercially zoned land along I-5 in Skagit County. It could be a gold mine for the City of Mount Vernon, if planned appropriately. It has two miles of freeway exposure and relatively easy access off of I-5. Yet I am not aware of any long term planning being considered for the area. The City of Mount Vernon is missing a terrific opportunity to develop a master plan for development to the south. The choice is clear, the City could utilize this area to expand its relatively weak commercial tax base or it can continue to allow a hodge-podge of mixed commercial and industrial uses in this area. By doing so, the City of Mount Vernon is encouraging stable commercial development to locate or, even worse, re-locate in Burlington.

**Economics:** It is my understanding that the new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown businesses and are a significant part of the critical customer base necessary for downtown businesses to not just survive but thrive. Downtown Mount Vernon businesses suffered greatly from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers to College Way. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

The Alf Christianson site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The Alf Christianson site is not likely to attract economic activity and/or tax revenue producing activities in the future. It is unrealistic to hope for a hotel or office complex to be built at the Alf Christianson site due to the difficult access issues and restrictions of the adjacent railroad and freeway.

**Aesthetics:** Additionally, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new Public Safety Facility. The Public Safety Facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street and I-5 corridors.

**Traffic:** The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other

related services. If the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

**Tax Payer Investment:** The Alf Christianson site also benefits from the substantial taxpayer investment in the flood wall project. The taxpayers will invest many millions of dollars into a new public safety facility. This investment should only be made in an area that will be protected by the floodwall. The City of Mount Vernon will spend approximately \$30 million dollars on the flood wall project and approximately \$60 million on the public safety facility. When the flood wall is completed, the Alf Christianson location will be protected by the flood wall, the Truck City site will not. It makes little sense to invest \$60 million in a location that is not protected from floods.

**Appearance:** Redevelopment of the Alf Christianson site into a new public safety facility will greatly improve the appearance of the neighborhood and downtown. Because the property is right-in, right-out access only and is sandwiched between the railroad and the freeway, there has been no interest from developers despite marketing over the past ten years. The hope that the Alf Christianson property would be redeveloped into a hotel or office complex is unrealistic. The 75 employees associated with the new public safety facility are a “bird in hand” that will benefit downtown Mount Vernon as opposed to wishful thinking about redevelopment into a hotel, convention center or office complex that is not likely to happen.

**Comments on the EIS:** The environmental impact statement (EIS) states that the Truck City site is at greater risk of liquefaction in an earthquake. This fact should not be ignored. If a major earthquake occurs at the truck City site, it will be more isolated from other support facilities including emergency and medical personnel. When locating essential public or critical facilities, the geology of any site must be a serious concern.

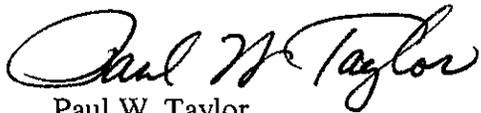
The EIS claims that the economic loss associated with locating the public safety facility downtown location is \$86 million in gross business receipts and 220 jobs. In comparison, the EIS claims that the loss from Truck City would be \$17 million in gross receipts and 112 jobs. The EIS states that “demand for commercial and industrial space in south Mount Vernon is strong”. It derives these figures from a preposterous assumption that the downtown site would be developed privately as a hotel and/or office park if not used for a public safety facility. I believe that such a use has no basis in reality. No business would locate on that site in that access to any development of the downtown location has to be “right in – right out” only. There is no market for a hotel, restaurant or office complex that will accept a “right in – right out” access. The downtown location has been for sale for many years and there has been zero interest from development. Other impediments to development of this parcel involve the freeway noise and the fact that traffic is stopped on Kincaid Street many times during the day due to the train station location. That is to say nothing of the lack of suitable parking for downtown businesses, which could be helped considerably if extra parking can be allowed to enhance public safety facility.

The economic assumptions and projections are not based upon any reality of which I am aware. Mount Vernon suffers from high vacancy and there is no current demand for commercial space. The “economic loss” projections of the EIS are premised on a development for the downtown location that will never occur. We can either acknowledge the certainty of having 75-136

employees added to the downtown Mount Vernon economy or we can fantasize about a hotel/office complex that will never materialize with the jobs assumed by the EIS.

**Conclusion:** For the reasons set forth herein, the Alf Christianson site is the far more superior and most practical site. The City of Mount Vernon has made a number of questionable, and arguably bad, land use decisions in my lifetime (60+ years), to wit: demanding that I-5 be constructed right next to downtown; making the City's most valuable asset; it's border on the Skagit River to be used as a parking lot; locating the new train station downtown without providing for adequate parking or other public facilities; failing to anticipate and plan for the influx of commercial businesses to Skagit County in the 1980's and 1990's and allowing them to be enticed to locate in the City of Burlington. The Alf Christianson site for the new Public Safety Facility is the correct and wise decision.

Respectfully submitted,



Paul W. Taylor  
20388 Eric Street  
Mount Vernon, WA 98274  
360-416-6900  
pwtlaw@frontier.com

## JAIL LOCATION EIS REVIEW OPEN MEETING

### Ask Clarifying Questions.

1. Which site based on information available including the EIS seems the most cost effective?  
Does that include the anticipated off-site costs?  
Does that include the cost of the property owned by the City of Mt. Vernon?  
Which site has the most unknowns which could add development cost?
2. Which site based on information available including the EIS would have the fastest development schedule including completion of offsite work beginning with development of site engineering drawings?
3. Which site gives the design team the most flexibility to include any desired changes that may come up during the "Design Phase" of the project?
4. Which site would or could have the most potential direct cost to the City of Mt. Vernon.

## Statements

1. Hotel etc. Tracks – Hampton Inn, Candlewood, and Fairfield Burlington.

Hampton Inn, Candlewood planned @120<sup>th</sup> in Marysville

2. Marketability of Christen Seed Site; Has not been on the market for some years.

Have had a Broker from Bellingham, Mike Kingsley have a client interested last year.

Is a good hold, use then develop to meet market needs. Can Mitigate.

3. The present plan for the Jail at the Christianson Seed site leaves a about one acre parcel

On Kincaid Street that is too small to cost effectively develop .

Quote. “ It would not be prudent or responsible of The City of Mt. Vernon Leaders to take the risk of allowing The new County Jail to be built at the entrance to the City that would impact the desired

Results of the existing \$27 million investment in revitalizing Downtown Mt. Vernon”

James Clausen Commercial Real Estate Broker Snohomish County



LAND SURVEYING / LAND-USE CONSULTATION

RECEIVED  
CITY OF MOUNT VERNON

JAN 09 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 9, 2014

City of Mount Vernon  
Jana Hanson, Director  
Community and Economic Development Department  
PO Box 809  
Mount Vernon WA 98273

**Hand Delivered**

**Re: EIS Criminal Justice Center**

Dear Jana:

Thank you for the opportunity to respond to the above-referenced project.

It is unfortunate that we are limited to only two locations for the proposed jail site, both of which are currently mapped as being within the 100 year flood plain of the Skagit River. The Alf Christianson site being in flood zone A0-1 and the Truck City site being in flood zone A0-2.

It is my opinion that the jail site should be considered a critical facility, as described on the attached FEMA document, especially since there is a proposed medical facility within the project.

As you know, critical facilities come with their own unique set of conditions with respect to development as specifically called out in (federal) Executive Order No. 11988 (attached).

The executive order places a significant burden on the development of the facilities if chosen to be constructed within a flood plain. I personally question that no appropriate alternative locations are available in the County that are outside of the flood plain.

However, based upon the sites selected, the Alf Christianson site should receive a much higher approval rating based upon the critical facility flood plain siting criteria. The site is within the area that will be removed from the flood plain upon completion of the flood wall and is additionally located east of the Burlington Northern Railroad grade, which may provide additional protection in the event of a flood.

As noted in the attached Executive Order No. 11988, Section 3(b), the use of fill to elevate the structure is not the methodology "to achieve flood protection, agencies shall, whenever practicable, elevate structures above the base flood level rather than filling the land". This requirement should eliminate the Truck City site from the consideration due

January 9, 2014  
Jana Hanson  
Page 2

to the fact that the plan, as proposed, does not appear to utilize construction on posts and piers to elevate above the flood levels as required for a critical facility.

Another interesting requirement is 3(c), which requires that a reference line be established to show the past and probable flood heights at the site "in order to enhance public awareness and knowledge about flood hazards".

If the Alf Christianson site is removed from the flood plain as anticipated with the completion of the flood wall, then none of the construction or siting requirements associated with a critical facility are a concern.

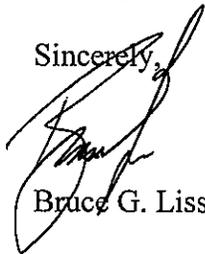
If the Truck City site is chosen, I, as a tax payer, will be insisting that the construction criteria, including no fill and flood height awareness information be included with the design and construction of the facility. Looking at recent flood disasters in the United States, we need to insure that our public dollars are spent wisely and that constructing in the flood areas, if chosen as a preferred location, be performed properly to insure that no damage is incurred to any improvements during a flood.

The jail is a critical facility, the sites that are being brought forward are in the flood plain, now the site needs to be selected based upon which one is less likely to be impacted by a flood.

It would be my hope that the Alf Christianson site is selected, it will be removed from the flood plain upon completion of the flood wall and as such, will be less costly to construct due to the fact that it will not have to have the added construction requirements per Executive Order No. 11988.

Thank you for the opportunity to respond to the EIS.

Sincerely,



Bruce G. Lisser, P.L.S.

BGL/mm  
Enclosure



## Critical Facility

- [Definition/Description](#)
- [Other Applicable NFIP Regulations](#)
- [Guidance](#)
- [Related Keywords](#)
- [Special Topic Resources](#)

### Definition/Description

For some activities and facilities, even a slight chance of flooding is too great a threat. Typical critical facilities include hospitals, fire stations, police stations, storage of critical records, and similar facilities. These facilities should be given special consideration when formulating regulatory alternatives and floodplain management plans. A critical facility should not be located in a floodplain if at all possible. If a critical facility must be located in a floodplain it should be provided a higher level of protection so that it can continue to function and provide services after the flood. Communities should develop emergency plans to continue to provide these services during the flood.

Under Executive Order 11988, Floodplain Management, Federal agencies funding and/or permitting critical facilities are required to avoid the 0.2% (500-year) floodplain or protect the facilities to the 0.2% chance flood level.

### Other Applicable National Flood Insurance Program (NFIP) Regulations

- [60.22 - Planning Considerations](#)

### Guidance

- [IS-9 Managing Floodplain Development Through The National Flood Insurance Program \(NFIP\) \(pages 18 to 6-20\) \(PDF 8MB, TXT 1MB\) \(entire document\)](#)

### Related Keywords

[Higher Standard](#)  
[Executive Order 11988](#)

## Executive Order 11988--Floodplain management

**Source:** The provisions of Executive Order 11988 of May 24, 1977, appear at 42 FR 26951, 3 CFR, 1977 Comp., p. 117, unless otherwise noted.

By virtue of the authority vested in me by the Constitution and statutes of the United States of America, and as President of the United States of America, in furtherance of the National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321 *et seq.*), the National Flood Insurance Act of 1968, as amended (42 U.S.C. 4001 *et seq.*), and the Flood Disaster Protection Act of 1973 (Public Law 93-234, 87 Stat. 975), in order to avoid to the extent possible the long and short term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative, it is hereby ordered as follows:

**Section 1.** Each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains in carrying out its responsibilities for (1) acquiring, managing, and disposing of Federal lands, and facilities; (2) providing Federally undertaken, financed, or assisted construction and improvements; and (3) conducting Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulating, and licensing activities.

**Sec. 2.** In carrying out the activities described in Section 1 of this Order, each agency has a responsibility to evaluate the potential effects of any actions it may take in a floodplain; to ensure that its planning programs and budget request reflect consideration of flood hazards and floodplain management; and to prescribe procedures to implement the policies and requirements of this Order, as follows:

(a)(1) Before taking an action, each agency shall determine whether the proposed action will occur in a floodplain--for major Federal actions significantly affecting the quality of the human environment, the evaluation required below will be included in any statement prepared under Section 102(2) (C) of the National Environmental Policy Act. This Determination shall be made according to a Department of Housing and Urban Development (HUD) floodplain map or a more detailed map of an area, if available. If such maps are not available, the agency shall make a determination of the location of the floodplain based on the best available information. The Water Resources Council shall issue guidance on this information not later than October 1, 1977.

(2) If an agency has determined to, or proposes to, conduct, support, or allow an action to be located in a floodplain, the agency shall consider alternatives to avoid adverse effects and incompatible development in the floodplains. If the head of the agency finds that the only practicable alternative consistent with the law and with the policy set forth in this Order requires siting in a floodplain, the agency shall, prior to taking action, (i) design or modify its action in order to minimize potential harm to or within the floodplain, consistent with regulations issued in accord with Section 2(d) of this Order, and (ii) prepare and circulate a notice containing an explanation of why the action is proposed to be located in the floodplain.

(3) For programs subject to the Office of Management and Budget Circular A-95, the agency shall send the notice, not to exceed three pages in length including a location map, to the state and areawide A-95 clearinghouses for the geographic areas affected. The notice shall include: (i) the reasons why the action is proposed to be located in a floodplain; (ii) a statement indicating whether the action conforms to applicable state or local floodplain protection standards and (iii) a list of the alternatives considered. Agencies shall endeavor to allow a brief comment period prior to taking any action.

(4) each agency shall also provide opportunity for early public review of any plans or proposals for actions in floodplains, in accordance with Section 2(b) of Executive Order No. 11514 as amended, including the development of procedures to accomplish this objective for Federal

actions whose impact is not significant enough to require the preparation of an environmental impact statement under section 102(2)(C) of the National Environmental Policy Act of 1969, as amended.

(b) Any requests for new authorizations or appropriations transmitted to the Office of Management and Budget shall indicate, if an action to be proposed will be located in a floodplain, whether the proposed action is in accord with this Order.

(c) Each agency shall take floodplain management into account when formulating or evaluating any water and land use plans and shall require land and water resources use appropriate to the degree of hazard involved. Agencies shall include adequate provision for the evaluation and consideration of flood hazards in the regulations and operating procedures for the licenses, permits, loan or grants-in-aid programs that they administer. Agencies shall also encourage and provide appropriate guidance to applicants to evaluate the effects of their proposals in floodplains prior to submitting applications for Federal licenses, permits, loans or grants.

(d) As allowed by law, each agency shall issue or amend existing regulations and procedures within one year to comply with this Order. These procedures shall incorporate the Unified National Program for Floodplain Management of the Water Resources Council,<sup>1</sup> and shall explain the means that the agency will employ to pursue the nonhazardous use of riverine, coastal and other floodplains in connection with the activities under its authority. To the extent possible, existing processes, such as those of the Council on Environmental Quality and the Water Resources Council, shall be utilized to fulfill the requirements of this Order. Agencies shall prepare their procedures in consultation with the Water Resources Council, the Director of the Federal Emergency Management Agency, and the Council on Environmental Quality, and shall update such procedures as necessary.

[Sec. 2 amended by Executive Order 12148 of July 20, 1979, 44 FR 43239, 3 CFR, 1979 Comp., p. 412]

**Sec. 3.** In addition to the requirements of Section 2, agencies with responsibilities for Federal real property and facilities shall take the following measures:

(a) The regulations and procedures established under Section 2(d) of this Order shall, at a minimum, require the construction of Federal structures and facilities to be in accordance with the standards and criteria and to be consistent with the intent of those promulgated under the National Flood Insurance Program. They shall deviate only to the extent that the standards of the Flood Insurance Program are demonstrably inappropriate for a given type of structure or facility.

(b) If, after compliance with the requirements of this Order, new construction of structures or facilities are to be located in a floodplain, accepted floodproofing and other flood protection measures shall be applied to new construction or rehabilitation. To achieve flood protection, agencies shall, wherever practicable, elevate structures above the base flood level rather than filling in land.

(c) If property used by the general public has suffered flood damage or is located in an identified flood hazard area, the responsible agency shall provide on structures, and other places where appropriate, conspicuous delineation of past and probable flood height in order to enhance public awareness of and knowledge about flood hazards.

(d) When property in floodplains is proposed for lease, easement, right-of-way, or disposal to non-Federal public or private parties, the Federal agency shall (1) reference in the conveyance those uses that are restricted under identified Federal, State or local floodplain regulations; and (2) attach other appropriate restrictions to the uses of properties by the grantee or purchaser and any successors, except where prohibited by law; or (3) withhold such properties from conveyance.

**Sec. 4.** In addition to any responsibilities under this Order and Sections 202 and 205 of the Flood Disaster Protection Act of 1973, as amended (42 U.S.C. 4106 and 4128), agencies which guarantee, approve, regulate, or insure any financial transaction which is related to an area located in a floodplain shall, prior to completing action on such transaction, inform any private parties participating in the transaction of the hazards of locating structures in the floodplain.

**Sec. 5.** The head of each agency shall submit a report to the Council on Environmental Quality and to the Water Resources Council on June 30, 1978, regarding the status of their procedures and the impact of this Order on the agency's operations. Thereafter, the Water Resources Council shall periodically evaluate agency procedures and their effectiveness.

**Sec. 6.** As used in this Order:

(a) The term "agency" shall have the same meaning as the term "Executive agency" in Section 105 of Title 5 of the United States Code and shall include the military departments; the directives contained in this Order, however, are meant to apply only to those agencies which perform the activities described in Section 1 which are located in or affecting floodplains.

(b) The term "base flood" shall mean that flood which has a one percent or greater chance of occurrence in any given year.

(c) The term "floodplain" shall mean the lowland and relatively flat areas adjoining inland and coastal waters including floodprone areas of offshore islands, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year.

**Sec. 7.** Executive Order No. 11296 of August 10, 1966, is hereby revoked. All actions, procedures, and issuances taken under that Order and still in effect shall remain in effect until modified by appropriate authority under the terms of this Order.

**Sec. 8.** Nothing in this Order shall apply to assistance provided for emergency work essential to save lives and protect property and public health and safety, performed pursuant to sections 305 and 306 of the Disaster Relief Act of 1974 (88 Stat. 148, 42 U.S.C. 5145 and 5146).

**Sec. 9.** To the extent the provisions of section 2(a) of this Order are applicable to projects covered by Section 104(h) of the Housing and Community Development Act of 1974, as amended (88 Stat. 640, 42 U.S.C. 5304(h)), the responsibilities under those provisions may be assumed by the appropriate applicant, if the applicant has also assumed, with respect to such projects, all of the responsibilities for environmental review, decisionmaking, and action pursuant to the National Environmental Policy Act of 1969, as amended.

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Friday, January 10, 2014 7:28 AM  
**To:** Beacham, Linda; Maggie Buckley (Mmbr@deainc.com)  
**Subject:** FW: Jail Site Comment

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

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**From:** Dennis George [[mailto:dennis\\_george@comcast.net](mailto:dennis_george@comcast.net)]  
**Sent:** Friday, January 10, 2014 7:08 AM  
**To:** Hanson, Jana  
**Subject:** Jail Site Comment

Jana,  
I believe that the Seed Warehouse site should be reserved for future transportation or city uses. It is a prime site for a park and ride lot, a parking garage, an addition to Skagit Station or any number of unknown future **transportation** needs. It is ideally situated directly on freeway ramps, within walking distance of downtown and is on the main railroad tracks. Once this site has a jail on it, it will be lost forever. The security of inmates that have to be transported **will** be the same whether the site is one block or one mile from the courthouse. The difference in transportation time **will** amount to a 5 minute difference. The jail does **NOT** have to be located directly on the freeway nor does it **HAVE** to be directly on the railroad tracks, some other uses would greatly benefit from this type of site, the jail would not. The light industrial nature of the Old 99 area would be better suited and would not compromise the character of downtown Mount Vernon.

Thanks for reading this,

Regards,

Dennis George  
Mount Vernon, WA  
RainwaterSoft  
Skype: dennis.c.george  
Landline/Fax: 360-419-7292

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Saturday, January 11, 2014 11:08 AM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: The jail sites!

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** The jail sites!  
**From:** Michael King <[m\\_b\\_king@msn.com](mailto:m_b_king@msn.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

To whom this might be read by.

I would like to go on record as 'for' the Christianson property for the new jail, since I wasn't able to attend any of the meetings. I've read several letters and articles regarding the pro's and con's of each location. But one thing I haven't heard about yet, in any meetings, is, the contaminated soil at the Truck City location and how much more it would cost to clear all that contaminated soil(s). Truck City has been there since I was young when there was no concerns about what got dumped all over that property.. Also, leaking under ground gas tanks?

Some have expressed concerns regarding the Christianson property as being better suited for 'commercial' endeavors. Well how come, up to now, when we need this jail, did anyone show such concern? and a possible hotel site? If I was a investor in hotels, or contractor, I wouldn't go there, I'd loose my shirt! I'd never go there, because of freeway traffic and train noises at all times of the day and night! Also to inconvenient to get to. They would go broke quickly and be another liability to the city! But perfect for a jail! Also, that property could be designed and landscaped to be nice looking and not look 'institutional' from the freeway, compared to driving just a few blocks South and looking at 'thousand's' of port-a-potties you can see there! Hum, "Welcome to Mount Vernon?" It's still the same now, with where the jail is, when visitors get off the Amtrak, looking at the jail! It's going to be all about the 'hidden' expenses for a jail site, like pontoon's for bridges or a tunnel for the Alaskan Way. We can't afford those kind of delays and cost over runs. I hope this is all taken into considerations. I could come up with more thoughts or considerations, but this is long enough and you get the message.

Michael B. King

## Beacham, Linda

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**From:** Betty Miles [Deerpond@frontier.com]  
**Sent:** Sunday, January 12, 2014 2:14 PM  
**To:** MVced  
**Subject:** JAIL

Puh-leeeee, what is this nonsense about "GATEWAY" to Mt Vernon??? What GATEWAY? Mount Vernon is a dinky little burg in the middle of nowhere. It is definitely NOT a destination resort. It HAS no gateway. I can't even think of a reason to come here. It can only be the dull ones who never left town after high school who attach any importance to it at all. As for the few tourists we get, wouldn't they rather see a new building (they won't know OR care what it is) than get mugged or have their car broken into by someone who should be IN this jail. Build the damn thing & quit thinking anyone cares Where it is. Get over yourselves, people, & quit with all these delaying tactics. It's been 10 years already of dillying & dallying about this. Betty Miles

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Sunday, January 12, 2014 4:37 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Comment on DEIS for the Skagit County Jail

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Comment on DEIS for the Skagit County Jail  
**From:** Dennis Clark <[dennisbclark@hotmail.com](mailto:dennisbclark@hotmail.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

Dear Ms. Hanson,

I am submitting this email in response to the public comment opportunity on the Draft Environmental Impact Statement (DEIS) for the Skagit County Jail, which was released December 18, 2013.

I have no comments on the content of the DEIS itself. It appeared to be complete and well-written. The information it contained was sufficient for me to evaluate the environmental, economic, and social impacts to the community from the new jail at either the Alf Christianson or the Truck City sites.

My substantive comment is regarding my preference among the alternatives. I do not support the "no action" alternative. Along with many of my fellow Skagitonians, I voted last summer to raise my sales taxes to pay for this badly needed replacement jail. Between the two "action alternatives," I prefer the Truck City site, primarily because it leaves the Alf Christianson site available for the commercial redevelopment that is likely to be needed to accommodate desired economic development in downtown Mt. Vernon. That said, I would not see the selection of the Alf Christenson site as a bad outcome. Thanks to the County's earlier site alternatives evaluation process, the choice between the two action alternatives in the DEIS is between two good sites. Either site could meet the community's needs.

Thank you for the opportunity to comment. Good luck on building the jail on time and on budget.

Dennis Clark  
PO Box 1381  
Anacortes, WA 98221

TO: Jana Hanson,  
Director, Community and Economic Development  
City of Mount Vernon  
P.O.Box 809  
Mount Vernon, WA 98273  
[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)

FROM: James A Carter  
4223 Lupine Drive  
Mount Vernon, WA 98273  
360-428-8650  
[Otis4x4@frontier.com](mailto:Otis4x4@frontier.com)

Subject: Written Comments on Skagit County Jail Draft EIS

Having read all of the information on the Mount Vernon Web Site and attending the Public Hearing on January 9<sup>th</sup>, 2014, I would like to state for the record that I am in support of Truck City site as the future location of the proposed Skagit County Jail.

Reasons for this decision and questions.

- 1- Mount Vernon is in the process of revitalizing the Down Town Water Front. The Kincaid entrance to the city will become the primary entrance to the city and the first impression that visitors will have. To have a large imposing structure, such as a jail will be a detriment to the aesthetics and make a negative impression.
- 2- The loss of potential revenue to the city will have a negative impact on the city and the Tax Paying residences.
- 3- Some comments were made about the distance from the Court House to the Truck City as a detriment. I drove the shortest route from Truck City to the Court house, obeying the speed limit, and found out that was 1.6 miles and took me 3 minutes. In King County the trip to the Regional Justice Center facility from downtown Seattle can exceed 30 minutes. When the Jail site studies were beginning, there was much talk of using electronic equipment (monitors and cameras) to reduce the need of transporting county staff and prisoners to hearings and trials. What happened to this idea?
- 4- What is the problem with constructing a parking lot at ground level and the jail above the parking lot. A parking lot with a jail above would reduce the impervious surface of the site and also locate the jail at an elevation above the flood plain. What happened to this idea?
- 5- The future Jail expansion on the Truck City Site would have much lower impact on city than that of the Alf Christianson Seed Site.
- 6- With the majority of the Sheriff's activity at the Jail site, why not have the county relocate all Sheriff Activity to the new jail site at Truck City? The county could then transfer this real estate to the city for redevelopment and get this property back on the tax rolls.
- 7- I did not see a report on the impact of rail traffic. With both Tesero and Shell increasing rail traffic to the Anacortes refineries I question the advisability of additional traffic due to the jail location at the Alf Christianson Seed Site!
- 8- If the city and state decimalize marijuana, what will be the impacts to the jail population?

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Sunday, January 12, 2014 4:52 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: New jail site

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** New jail site  
**From:** Deborah Scott <[deborahroozenscott@comcast.net](mailto:deborahroozenscott@comcast.net)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

I can't believe we're still trying to figure out which of these sites would be best. The Christiansen Seed locale is obviously a great choice & the best choice! It's ludicrous to assert that ANY hotel, motel or decent condo development would EVER be situated at that locale! Really...between a freeway & the railroad tracks? With current rail traffic (much less the prospect of increased usage via oil/coal trains)? The site has been empty for years! If the jail doesn't go there, it will remain empty, unless someone gets money for low-income housing, more parking, or some other low-end, mundane project!

The current jail isn't a beautiful building. But it's clean, tidy & not offensive. I'm freakin tired of hearing that a new jail, located at the Christianson Seed site, would ruin the gateway to the city from Kincaid. Well-designed & properly landscaped, it would constitute great use of that property, while at the same time limiting costs for transfer of inmates, etc. etc.

Come on people!!! Quit the debate & let's get this done!

Deborah Scott  
18234 Moores Garden Road  
Mount Vernon, WA 98273

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Sunday, January 12, 2014 8:39 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: County Jail Location ( Mount Vernon)

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Re: County Jail Location ( Mount Vernon)  
**From:** Sharon Chiappe <[schiappe@me.com](mailto:schiappe@me.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

This is in response to editorial in the Skagit Valley Herald January 12, 2014 Sunday edition. While deciding on the best location for the jail the process should include consideration for the additional traffic congestion, parking, managing jail visitors and those that will loiter on the sidewalks while waiting an inmates release and the increased drug dealing common in the jail vicinity.

According to the editorial, concern about how long a parcel of land has been vacant as a determiner of the jail's location seems to not fully grasp the longterm effect this will have for the city of Mount Vernon proper. No doubt a larger jail will increase city/county coffers but if the city of Mount Vernon also intends to increase revenue via tourist trade and retail sales then the decision-makers may consider if the jail location would be compatible in such a close proximity to the city core.

New to the area I do not have an interest in either location under consideration. However, my observations are based on my experiences as a retired Jail Mental Health Service employee at Los Angeles County Jail. Just be cautious as the city of Mount Vernon will have to live with the location of the jail for a long time to come.

Sharon Chiappe

Sent from my iPad

## Beacham, Linda

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**From:** Marc Estvold [mestvold@comcast.net]  
**Sent:** Tuesday, January 14, 2014 5:19 AM  
**To:** Hanson, Jana; 'ALBERT'; 'Maggie Buckley'; Beacham, Linda  
**Subject:** RE: New Jail Location

Mr. Peraino,

Jana is correct, we will be looking at all of the issues you raise. In addition to your list below we will also be looking at the difference in demolition cost between the two sites, including asbestos and lead paint abatement. We are currently looking into environmental issues on both sites to try to understand the extent of contamination, if any, this will be included in the comparison matrix as well. We also have to relocate some City utilities on the Alf C site, this will be factored in a well.

I expect this information to be available late February or March and will be public.

Thank you for your comments and interest in our project.

Marc Estvold

Project Manager

-----Original Message-----

**From:** Hanson, Jana [<mailto:janah@mountvernonwa.gov>]  
**Sent:** Monday, January 13, 2014 11:16 PM  
**To:** ALBERT; Marc Estvold; Maggie Buckley; Beacham, Linda  
**Subject:** Re: New Jail Location

Mr. Peraino,

Thank you for your comments and questions. Your message will be included in the official record and considered in the preparation of the Final EIS. Marc Estvold, the county's consultant responsible for managing the jail project, is putting together a cost comparison analysis that will address the questions you have posed. I have copied Mr. Estvold in this email as well as Ms. Buckley with DEA who will be preparing the FEIS.

Again thank you for your message and thoughtful questions which will be addressed in the FEIS or in a separate document that will be used by the decision makers to help with choosing the best site. Mr. Estvold can answer whether this information will be considered at a public meeting.

Jana Hanson

Sent from my Verizon Wireless 4G LTE DROID

ALBERT <[aperaino@comcast.net](mailto:aperaino@comcast.net)> wrote:

Jana,

There has to be a analytical way of resolving the jail site issue:

1. What is the total Project Life cost at each site:

- what is the cost to buy the property?
- is there any difference in lot area available e.g. do you have to buy more than is needed at one site versus the other?
- what is the cost to develop the property?
- are there any special construction costs at either site e.g. parking, offsets, fire protection, construction access, broadband service, RR noise mitigation.
- if you locate downtown what cosmetic costs are involved to make the presence of a jail less obvious?
- what are costs of transporting prisoners for court appearances?
- what are the costs of delivering supplies to the jail e.g. additional access costs?
- is there any difference in security or other service costs at these locations?

When all these factors and costs are tabulated; then a public meeting to share this information would be desired by the community before the County decides this matter.

Thanks

Al Peraino, PE



RECEIVED  
CITY OF MOUNT VERNON

JAN 14 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY

Bellingham Field Office • 1440 10<sup>th</sup> Street, Suite 102 • Bellingham, Washington 98225  
(360) 715-5200 • FAX (360) 715-5225

January 13, 2014

Jana Hanson  
City of Mount Vernon  
PO Box 809  
Mount Vernon, WA 98273

RE:           LA File#       EIS-NOA-12-11-13  
              DOE file#     201306077  
              Applicant    Skagit County; Gary Christensen

Dear Ms. Hanson:

Thank you for the opportunity to provide comments on the above referenced Determination. Based on review of the State Environmental Policy Act (SEPA) checklist associated with this Determination we offer the following comments:

Stormwater runoff can have a significant impact on water quality, introducing sediment and other pollutants into waters of the state. Such pollutants can impair or eliminate aquatic habitat and prevent such waters from having multiple beneficial uses (e.g., fishing, swimming, drinking, etc).

From the SEPA register, it appears that this project may be subject to one of Ecology's National Pollutant Discharge Elimination System (NPDES) General Permits for Stormwater Discharges.

**NPDES Construction Stormwater General Permit**

Information regarding the NPDES Construction Stormwater General Permit can be found at:

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

**NPDES Industrial Stormwater General Permit**

Permit Coverage is necessary if the industrial activity at the proposed facility meets the following criteria:

- Industrial activities that:

1. Are listed in 40 CFR Subpart 122.26(b) (14)
2. Discharge stormwater from the site into state surface waters or into storm drainage systems which discharge to state surface waters. (Surface waters may include wetlands, ditches, rivers, unnamed creeks, lakes, estuaries, marine waters).

Information regarding the NPDES Industrial Stormwater General Permit can be found at:

<http://www.ecy.wa.gov/programs/wq/stormwater/industrial/index.html>

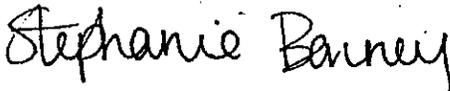
If you have questions about determining the need for NPDES coverage or you need information regarding applying for and implementing an NPDES please contact us.

Thank you for considering these comments from the Department of Ecology. If you have questions please call Kurt Baumgarten at 715-5210 or Stephanie Barney at 715-5233.

Sincerely,



Kurt Baumgarten, Water Quality Specialist



Stephanie Barney, Stormwater Inspector

kb:sm

cc: Skagit County; Gary Christensen  
BFO SEPA File

Jan 12

Dear Jane,

Thank you for the well written article in Sundays paper re: the jail location.

What concerns me is the lack of parking downtown. Parking for the CofC Train station, grainery tower, and potential shoppers/tourists enjoying the River Walk.

If the grain company/seed company property were purchased, a parking garage could be built there as well as a jail. Maybe a walk-way over Kincaid would be useful for everybody not only court cases.

We've got to get this settled and a new jail built soon.

Sincerely -

Barbara Henkle  
74 Hoh Place  
Ra Conner, WA.

RECEIVED  
CITY OF MOUNT VERNON

JAN 14 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

Jan 12, 2014  
Jana Hanson, Director  
Comm and Economic Development Dept.  
PO Box 809  
Mount Vernon, Wa. 98273

Dear Jana,

The downtown Christianson property seems to me like the best use of public money to build the jail. Easier access to the courts and police seems like a no-brainer.

The unsuitability of the downtown space for anything else (how long has that warehouse been empty?) make it especially desirable, since the truck city site could easily attract a myriad of other uses. My vote is for the downtown space.

Sincerely,  
Marilyn Johnson  
PO Box 527

(360) 466-1282 LaConner, WA. 98257

RECEIVED  
CITY OF MOUNT VERNON

JAN 14 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 14, 2014

Jana Hanson  
Director of Community and Economic Development Dept.  
City of Mount Vernon

RE: Location of proposed jail

Ms. Hanson

To me the Alf Christianson site is a poor location for business development for two primary reasons.

First: Ingress and Egress will always be a problem here with limited road frontage between Interstate-5 and the railroad tracks. It may be necessary to limit ingress from the west and egress to the east. This will necessitate other access to be via Section Street off of Third Street.

Second: There will be a lot of traffic noise from Interstate-5 and the railroad line. With the potential of more train traffic this will become a bigger issue.

It is a good site in location being close to the courthouse. This to me is a major advantage to this location. In real estate we are always told the three most important things are location, location and location.

The issue of the visual appeal of the jail at the city entrance is a mute point. It will certainly be an improvement over what is there. If being developed for general business we do not know what visual appeal it will have, it may be less desirable.

Sincerely



Dick Reitsma  
(360) 770-6014

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Tuesday, January 14, 2014 2:34 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: New Jail Site:

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** FW: New Jail Site:  
**From:** Patty Smith <[patty@olmstedtransportation.com](mailto:patty@olmstedtransportation.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

After attending the meeting on Jan 9<sup>th</sup> and listening to the public comments on the siting of the new jail and the DEIS report, I would like to commend the contractor on a very well written and thorough job. I am looking forward to the next report, which from my understanding will be a side-by-side breakdown of the costs of developing and running the jail at each site. Hopefully we will get some accurate estimates for all phases, including demolition, preparation, construction, traffic revisions, and operation.

I would like to remind everyone that once a site is chosen it will not be changed in our lifetime. It is a very serious decision and one that needs careful thought and consideration. Once it is chosen, it cannot be changed. We need to think of the citizens who live by these sites and also the business owners. We need to look to the future and what kind of opportunities for growth may occur and how they will be affected.

Downtown Mount Vernon is made up of individuals who have decided to be in business for themselves, with cozy restaurants, specialty shops where the owner knows your name, and a décor that is pleasing to the eye and welcoming. When I hear a public official talking about their vision for a downtown "criminal justice center" it makes me cringe. What part of "criminal justice center" gives you a warm fuzzy I-want-to-go-there feeling?

Our leaders have an opportunity to choose a site that is larger and allows for growth. They have the opportunity to jump start south Mount Vernon development and restore our downtown to a place where people want to shop, eat, and do business. This is a decision that should not be made for the convenience of lawyers, judges, or law enforcement. Listen to your downtown business association and the commercial realtors. They have made their preference clear.

I am confident that the Truck City site will come in as the more affordable option. So, if the above mentioned reasons are not enough, it always comes down to money. Public money. From hard working taxpayers. Think about it. Choose wisely.

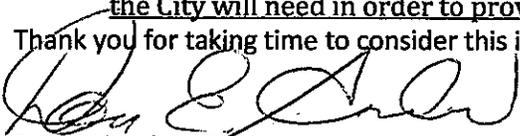
**Thank You,  
Patty Smith  
Olmsted Transportation/Truck City**

To Whom it May Concern:

I will relay to you my thoughts regarding the location of the proposed Skagit County Jail.

- Regardless of the site chosen, the proposed jail will be within the City of Mount Vernon. The long term interest of the Citizens of Mount Vernon (and thereby the interests of all the Citizens of all of Skagit County) must take precedence over the near term concerns of convenience. Once we put a jail at the entrance to the City it will remain for a long long time.
- With currently existing funding arrangements it is likely that completion of the Downtown Mount Vernon flood control development will lift the Christian site out of the 100 year floodplain negating costly elevation. The Truck City site remaining within the 100 year floodplain would need to be built at least 5 feet above ground level.
- Siting of the new jail at the Christianson location would be inconsistent with the vision, the mission and the plan for redevelopment in the historic downtown area. This plan was established in June of 2008 by the City and the Citizens Advisory Committee. The City has commenced the plan and is well along the path of completion of Phases I, II and III. To this end the City completed an Environmental Impact Statement (EIS). This comprehensive plan to guide the investment of public and private resources in the downtown area over the next 20 years was completed through a very effective and well executed process involving the City and the Citizens.
- The plan is to increase the density of downtown, building on and enhancing existing activity to create a vibrant attractive and safe waterfront and downtown with improved public access to the shoreline and river, new and improved public amenities, and mixed-use redevelopment that will generate new jobs and create housing that preserves the character of downtown Mount Vernon.
- There was no opposition to the EIS and the City moved ahead with design and construction of flood control measures identified as the Preferred Alternative in the EIS. The plan has become a reality.
- A jail on the Christianson site accomplishes none of the objectives of the plan.
- The Christianson site has very realistic near term development potential as an attractive entrance to the Downtown Historic area. In June of 2013 the City Department of Economic and Community Development introduced the community to the New Market Tax Credits program as a tool for redevelopment. This program is an example of ways to attract private capital impacting redevelopment to include commerce, education, housing, parking, entertainment, the arts and more. The current level of success of the City Master Plan itself is an attraction to private capital. Current and past City administrations have proven that plans can be put into action and accomplished.
- While a newly constructed corrections building would be temporarily more attractive than the current buildings, no one has voiced the opinion that a jail at the entrance to a city is a popular long term plan.
- The Christianson site presents no more of an ingress / egress challenge for commercial development than for a jail.
- Demolition of structures at the Christianson site will be expensive. It is possible that some of the facility could be reused in a mixed use development.
- The annexation of property in South Mount Vernon was an important event for the City. Siting the jail at the Truck City site will likely stimulate development resulting in revenue the City will need in order to provide services to more residential development.

Thank you for taking time to consider this information and opinion.



Don E. Gordon, Sr.

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Tuesday, January 14, 2014 9:26 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Public Comment on Skagit County Jail EIS - Put the new jail OUTSIDE of the Downtown

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Public Comment on Skagit County Jail EIS - Put the new jail OUTSIDE of the Downtown  
**From:** Tamara Thomas <[tnthomas@terre-source.com](mailto:tnthomas@terre-source.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

Comment from Tamara Thomas  
Resident – 1324 E. Blackburn Road, Mount Vernon, WA 98274  
Business owner – 720 S. Main Street, suite 207, Mount Vernon, WA 98273

Good afternoon, Jana,

I attended the first part of the Jail Draft EIS public meeting last week, but left before the public hearing. This e-mail acts as my written comment on the jail sites evaluation per the *Skagit County Jail Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing*.

As a resident, home owner, and business owner all in or within a mile of Downtown Mount Vernon and the sites evaluated for the future jail location I am very concerned about the impact that such a development would have on my life, property and business. The Alf Christensen seed site is, in my opinion, a very bad location for a jail for the health of the Downtown. The Truck City site, although almost as close to my home, offers a much less negative impact because it is outside of my daily exposure. The Downtown businesses are trying very hard to revitalize and improve the 'feel' of the Downtown for shoppers, residents and visitors. We already deal with a large homeless population impact. Potentially expanding the number of people dumped out of the jail with nowhere else to go or with no money to get there is not acceptable.

I often walk or bike to work and if the Alf Christensen site were selected, I would have to walk/bike right past an expanded jail. This is not the focus I want between my home and my office - Not the experience I seek when I walk or bike to work. This is also not the focus that Downtown Mount Vernon should have to overcome for visitors coming off of the freeway to visit our Downtown. For that matter, the jail building would be large enough it would dominate the view of the Downtown from the freeway especially from the south. That is NOT the image we want to extend to our visitors and my clients.

The neighborhood south and east of the Alf Christensen seed company is dangerous and depressed but possesses charming architecture and the potential to improve. The old seed company buildings also have great potential for a collaborative venue of some sort that could attract value and renovation to that area. A jail would not help that area and would put an end to what little hope that neighborhood has that redevelopment may someday occur. The Alf Christensen structures reflect the agricultural history of the City and should be utilized in a manner that honors that past while bringing people in and stimulating our economic future. A conference center, museum, art space, collection of visitor services and attractions, educational facility, and any (or all) of

those categories in conjunction with agricultural industrial use could bring desperately needed revitalization to this area.

Please heed the results of many of the elements the EIS evaluated that showed the **Truck City site to be the preferred location for this expanded jail** and keep working to make Mount Vernon a great place to live and work.

Sincerely,

*Tamara Thomas, P.E.*  
*Terre-SourceLLC*  
*360-336-3536 Office*  
*360-336-3530 FAX*  
*425-844-6068 Field*

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Tuesday, January 14, 2014 9:36 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Jail location comments:

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Jail location comments:  
**From:** monashka mountain <[monashka.mountain@yahoo.com](mailto:monashka.mountain@yahoo.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

Greetings Jana,

Sorry to have missed the recent hearing, but had other responsibilities that wouldn't allow me to attend.

Would love for you to share my thoughts here with others associated with this issue. Hope the holidays were good ones for you and yours and the best to you for the new year. Taking a huge swath of remaining available land in the downtown area and dedicating it to the incarceration of lawbreakers is possibly the most backward step a wonderful city like Mount Vernon could consider. The fact that the downtown site is even being considered leaves one to wonder why? I might wonder also that if the area of the seed plant had been included in earlier discussions like those in the "Downtown Opportunity" (from the Mount Vernon web site) the location discussion wouldn't include a "downtown" location nor the seed plant.

Any sort of forward thinking wouldn't even consider the downtown area, and that's hardly an isolated opinion.

The arguments about convenience for people involved in the judicial system and minor costs associated with same pale in the face of the potential future development that would further enhance the city's attractiveness and tax base.

Anecdotally, I have yet to meet a citizen of Mount Vernon who desired the jail location downtown. And if council chooses that location they should be made to pay at the ballot box and highly publicized and continuous accounts of their votes.

The forward looking ideas of "Downtown Opportunity" should prevail and cover as much of downtown as possible, and the city council should be onboard with all of that, or they shouldn't be a part of the city planning process.

A healthy future for Mount Vernon is probably not as a center for incarceration, but as a show place for tourism and related business enhanced by worthwhile and well thought out architecture and planning.

Respectfully,

Anthony Spanovic  
[monashka.mountain@yahoo.com](mailto:monashka.mountain@yahoo.com)  
206 200-9169  
Mount Vernon, Wa.

## Beacham, Linda

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**From:** Storme, Roland [stormer@wsdot.wa.gov]  
**Sent:** Wednesday, January 15, 2014 9:27 AM  
**To:** Beacham, Linda  
**Cc:** Hanson, Jana  
**Subject:** FW: Skagit County Jail - Draft EIS

**Importance:** High

Good morning Ms. Beacham,

Thank you for giving us the opportunity to comment on the Draft EIS for the Subject Project.

It appears that WSDOT's concerns have been adequately identified in the Transportation Concurrency Review (Appendix E) portion of the report.

However, regarding the Alf Christianson Seed Site, WSDOT would prefer that no direct access be provided to SR536 due to its proximity to the I-5 Interchange.

If you have any questions, please don't hesitate to contact me.

Thank you,

Roland Storme  
Development Services  
WSDOT/Mount Baker Area  
(360) 757-5961



property is I-5, while the former dairy pasture is presumed a drainage ditch, which is short of I-5. The south boundary is Suzzane Lane; which is named after Maurice/Myrtle Paulson daughter.

Mr. Sicklesteel commented on the 9<sup>th</sup>, his concern that a jail/ judicial facility, etc. could forsake the Truck City fuel facility, which serves existing Cedardale trucking and agriculture facilities: He seemed concerned over the possible loss of the Truck City fuel facility rather than any incompatibility of 18-wheelers and Sheriff vehicles, etc. AYK: The relatively new gas/fuel facility on Bow Hill Road is more convenient to I-5 for 18-wheelers passing through, and it has ancillary restaurants, hotels, and parking; but no repair capability. **Point: the Cedardale site is open, readily accessible, with newer infrastructure. Further, there is adjacent “open” property for private ancillary services, without urban renewal.**

The “Alf” site needs road improvements now, while the Cedardale site/area will need road improvements over time; i.e. I-5 widened, and Hickok Road could be extended eastward to Little Mountain Road, and possibly westward to Fir Island/Skagit City; *where there was a ferry in late 1800s.*

AYK: The Kincaid/I-5 interchange is the “gateway“for Downtowne, a SR 536 junction, and the closest interchange to Skagit Valley Hospital/medical complex, *a major commercial node.* FYI: Hospitals historically were located in residential areas so doctors had quick access from their homes to the hospital. Today, hospitals/medical facilities are located close to interstate highways. Accordingly, Skagit Regional Clinics is building a facility on Freeway Drive.

COIMMENTS: We know a new/enlarged jail is not a “cure-all” to decrease crime, nor is its site selection going to resolve Downtowne economics, etc. However, it is hoped those making the site selection decision, do not make a short term, expedient decision, that fails to look at the “big picture”.

Past City Councils and the County Commissions have made short term expedient decisions, over the years, *or they failed to make a decision*; and Mount Vernon/Skagit County has economically lingered, thereby; because of short-term expedient decisions. Most people believe the basic cause is “traffic congestion”, but failure to look at the “big picture” is the real reason. That said: Proper land use is a factor; along with ever-changing/evolving transportation/communication technology/economics, coupled *with changes in our cultural/ societal mores.*

Mount Vernon’s road system was platted and developed when stern-wheelers plied the river, when railroads moved watermelons, bananas, and canned goods, and trucks were limited to local collection/distribution. Today, 18-wheels move cargo nationally/internationally from farm to store and reverse. Also, nowadays, *our passenger cars and small trucks are more numerous, larger, and faster than Mount Vernon’s road system accommodates:* Thus..... , the historical exodus from Downtowne.

We are not alone: Seattle City Fathers of yore, also designed and located I-5 *to bring people to downtown*, by constricting the width of the freeway adjoining the CBD. Time has proven that concept invalid, as many I-5 drivers are more interested in getting through Downtown Seattle; *i.e. to the airport, to Mariners stadium, or to a football game.* Further, many Skagitonians are more interested in getting to Boeing or some other employment location than downtown Seattle.

**Please make the right jail site “land use” decision; and follow-up that decision with proper collateral decisions overtime; Mount Vernon and Skagit County can turn this jail site decision into a “win-win” situation, or we can experience an economic “heart attack”, which “stinks” may not remedy.**

Roger E. Pederson

POB 245  
Mount Vernon, WA 98273-0245

*Thank you,*

*Jim Lippert*

*"A hundred years from now it will not matter what my bank account was,  
the type of house I lived in, or the kind of car I drove...  
but the world may be different because I was important in the life of a child."*

*You Could Change Your Life Today!*

3 Things Your Body Needs 8:06

**Web Site:** <https://www.mmxgo.com/45f>

**Cell:** 360-333-1248

## Beacham, Linda

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**From:** Doris Brevoort [fieldofswans@comcast.net]  
**Sent:** Thursday, January 16, 2014 8:38 AM  
**To:** MVced; MVced  
**Subject:** Re-- site choice for the jail, from Doris Brevoort

Dear City of Mount Vernon,  
to Jana Hanson and the Community and Economic Development Department, working on choice of  
the site for the new County Jail:

Hello, I would like to give my opinion that the South Mount Vernon site proposed for the jail is a better  
choice,  
by the truck stop. The park-and-ride in that vicinity provides an initial infrastructure to facilitate family  
travelling to the location  
to visit people in custody there. I believe that this would be a responsible location for the jail, just a  
few minutes' commute to the courts  
and related offices Mount Vernon.

I think the prime space at the Christianson property could better be developed as something used by  
the entire public-- as a gateway, off the freeway, to Mount Vernon and Skagit County for county  
residents and out-of-town visitors. (Ideas come to mind such as a retreat or educational center,  
promoting economic development through eco-tourism, perhaps with community amenities such as a  
daycare center or preschool, exercise facilities, museum exhibits and a public library.) Perhaps the  
Development department will host future public opportunities to brainstorm uses and possible  
funding sources for City or County development of this property.

Thank you for all your work on the issue of locating the new jail. I expect that it will be built with the  
highest energy-conservation standards,  
and even though it is now in an undeveloped area, that it is designed thoughtfully as a community  
asset, anticipating the future growth in South Mount Vernon.

Sincerely,

Doris Brevoort  
118 So. 5th St.  
Mount Vernon, WA 98274

360-336-3453

January 15, 2014

To: Jana Hanson  
Director, Community and Economic Development  
City of Mount Vernon  
P.O. Box 809  
Mount Vernon, WA 98273

From: Phyllis McKeehen  
12576 Josh Wilson Rd.  
Mount Vernon, WA 98273  
360.757.0454

RECEIVED  
CITY OF MOUNT VERNON

JAN 16 2014

Re: Skagit County Jail  
Draft Environmental Impact Statement

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

In my opinion, Skagit County needs to construct a new jail and **the best location for the new jail is the Alf Christianson Seed Site.**

Following are my written comments about several Environmental Elements discussed in the Skagit County Jail Draft Environmental Impact Statement:

**Floodplains Element:**

While the EIS notes that a "50 year flood event in Mount Vernon would be rare and that a 100 year flood event may never have occurred" the reality is existing regulations require we be prepared for the possibility of a 100 year flood. We have had floods in the past in Mount Vernon and we will have floods in the future.

The EIS notes that the Truck City site "is at risk of being surrounded by floodwater due to extreme floods and cut off from vehicle access." **A potentially inaccessible jail is just not acceptable.** On this basis alone, the only acceptable jail site is the Alf Christianson Seed site.

**Economics Element:**

This element was added due to the concerns expressed at the scoping hearings regarding the economic impacts of the selected jail site. I wish to commend the decision to include the economics element in this Draft EIS – I personally feel that this should a standard requirement of all EIS documents.

However, in my opinion, this section does not go far enough in its analysis of economic issues. It fails to include many of the realities of customer shopping habits. It fails to clearly address the impact the jail location can have on the County and the Cities' budgets.

A jail in Downtown Mount Vernon is not a business deterrent.

Much has been said at Public Hearings held to date that a jail downtown is a deterrent to business. I don't think so. Ever since Mount Vernon has been the County Seat, there has been a jail in Downtown Mount Vernon. For many years of its history, the Downtown Mount Vernon area was a thriving business community. That is not the case today. The downtown jail location has not been the cause of this problem.

The move of County employees out of Downtown will negatively impact Downtown Businesses.  
The Draft EIS neglects to note that the primary customer base for the Downtown Business Community is the employees that work in the Downtown Mount Vernon area. Unfortunately, over the years the Downtown Business Community has failed to fully recognize that fact and to market accordingly. The focus continues to be on the mythical customer that may come from "outside" to the Downtown Mount Vernon Business core.

For the 20 years I was a County Department Head working in the Courthouse most (and often, all) of my employees each day were paying customers of the Downtown Mount Vernon Business Community. Unfortunately, during those same years the often repeated "mantra" of that same Business Community was "those blankety blank County employees – all they do is take parking spaces our customers need."

The move of Skagit County's Administrative Offices from Downtown Mount Vernon to the Continental Street location has already heavily negatively impacted the Downtown Mount Vernon Business Community economy.

The EIS states that "...jail employees at the Truck City site are likely to utilize existing support services and businesses in downtown Mount Vernon". That is an incorrect statement. What the drafters of the EIS fail to recognize is that the jail employees at the current jail location already have assigned Downtown Mount Vernon parking spaces. Their current access to Downtown Mount Vernon support services and businesses is primarily as a pedestrian. That would no longer be the case if the jail were located at the Truck City site. For the employee wishing to shop or eat at a restaurant during a meal break, the choice of locale is not likely going to be Downtown Mount Vernon. It will be far easier to travel via private vehicle, access I-5 at Anderson road and exit either at College Way or George Hopper to use the businesses in those locations that have the easily accessible parking that does not exist in Downtown Mount Vernon. What will also most likely occur, with several employees added to the Truck City site neighborhood, is the addition of new businesses in that location to accommodate the needs of the jail employees. This too would reduce customers in the Downtown Mount Vernon core.

A retail/hotel development at the Alf Christianson Seed site will negatively impact other businesses in Downtown Mount Vernon.

There is additionally a failure in the EIS to recognize an important aspect of customer perception, one that has plagued Downtown Business Communities nationally since the onset of mall competitors. Unless the customer can visually see his/her shopping destination from a parking site, the shopping destination is not considered easily accessible and therefore the customer often does not go there in the first place. For example, because the destination is in view, a customer is more willing to walk the equivalent of several city blocks from the outside edge of the WalMart parking lot than he/she is willing to walk in a Downtown Business Community. For that reason, a retail and/or restaurant complex located at the current Alf Christianson Seed site would be more likely to negatively impact other businesses in the Downtown Mount Vernon Business core than it would be to increase overall Downtown business use. Businesses in the Alf Christianson location would have a quicker access to I-5 plus parking and customers will most likely stop there but not travel further into Downtown.

The Alf Christianson Seed site is not a good hotel location.

As to its touted potential use as a hotel location, the Alf Christianson Seed site, located between the noisy freeway and the noisy railroad is simply not a likely destination hotel site. A hotel several blocks west, with a Skagit River view would be a destination hotel site.

The Draft EIS fails to note the increased costs to the County and Cities' budgets that would result if the jail were located at the Truck City site.

The Public is very vocal about its desires for government agencies to cut costs and to operate at maximum efficiency. Aside from facilities capital expenditures, the greatest expense in government budgets is for government employees. If one task all of a sudden takes more time to perform, then the time for the employee to perform other tasks decreases. If transportation expenses are increased, other expenditures generally have to be cut.

According to the EIS the decision to locate the jail in Mount Vernon was made because the City of Mount Vernon, with 30% of trial bookings, is the greatest user of the jail. However, this means 70% of the trial bookings are made by other government agencies. While the EIS refers briefly to the additional mileage distance from the Courthouse to the Truck City location, it is silent on the cost impacts of that additional distance.

It currently takes an additional minimum of 5 minutes to traverse one way, or 10 minutes total round trip from the current jail location (the Alf Christianson Seed site would be comparable to the current jail site) to the Truck City site. With the exception of the few arrests made in the County south of the Truck City site, this means that for every law enforcement agency staff person traveling to the Truck City site to do a booking the employee performing the booking transport is losing 10 minutes time for other duties plus there is an increased vehicle operations expense for the trip.

Criminal trials in Superior Court will continue to be held at the Courthouse. The Truck City location would add a minimum of ten minutes employee time plus added vehicle operation costs for every round trip required to transport a jail inmate to the Courthouse.

The round trip expenses for employee time and vehicle operations would be even more significant for the use of the courtroom planned at the jail location. Prosecuting attorney and Public Defender staff members would also incur additional time and vehicle expenses.

The increased round trip time would also add to the expense of providing medical services for jail inmates than is currently incurred at the present jail location.

Most private criminal attorneys have offices closer to the Alf Christianson Seed site than to the Truck City site. They too would incur additional time and vehicle expenses if the jail is located at the Truck City site.

While each of the above instances would individually be small and only 10 minutes or more time would be involved, over the time this jail is expected to be in use the additional cost in dollars to government agencies and inefficient use of government employees staff time would be horrendous if the jail was located at the Truck City site.

### **Transportation Element**

Both proposed jail sites will result in about the same number of increased local trips by vehicles per PM peak hour. However, A jail at the Alf Christianson Seed site will result in less increased local trips by vehicles per PM peak hour than would result if either a hotel or retail development were to occur in that location. The majority of the increased daily trips to the jail would also be primarily during daytime business hours Mondays to Fridays. The traffic to either a hotel or retail complex in that location would occur over more hours and over 7 days a week and would result in a greater negative impact on the adjacent residential area than a jail sited in that location.

### **Aesthetics**

The EIS indicates that if the jail is to be sited at the Alf Christianson Seed location then the overall aesthetic ratings of the environment at the ALF Christianson Seed site would increase. However, if the jail is located at the Truck City site the EIS notes a decrease would occur in the overall aesthetic ratings of the current Truck City environment.

Much has been said about a jail at the Alf Christianson Seed site being inconsistent with the visual character of the City's planned downtown gateway along Kincaid Street. Per the EIS, the area closest to Kincaid Street is expected to be a parking lot if the jail is built in that location. Based on the way hotel/retail/business developments are done everywhere else that same section of the Alf Christianson Seed site would most likely also be a parking lot if the site were developed for those other purposes.

A jail at the Alf Christianson Seed location is not going to be an aesthetic deterrent to the Downtown Mount Vernon gateway". Skagit County should be commended for the good job it is already doing in making the "Welcome to Mount Vernon" aesthetically pleasing. The County is already in compliance with the section of the Mount Vernon Master Plan that wants Kincaid Street to "provide an attractive entry experience to downtown." When viewed from I-5 the areas owned and maintained by the County are by far better maintained and aesthetically pleasing than most others in the surrounding neighborhood. And frankly, when I compare the County owned parking lots along Kincaid St. that already exist with the majority of parking lots throughout the city that are maintained by the Business Community, I find the parking areas maintained by the County are 100% more aesthetically pleasing.

Based on past history and current land management practices of various government and business parcel land owners, the use of the Alf Christianson Seed site as a jail location will be far more aesthetically pleasing than any of the other proposed uses of that parcel.

Written Comment Sheet  
Public Hearing for the Skagit County Jail Draft EIS

Thank you for your input!

almost a repeat to make sure my comments are received DATE: 1-13-14

PLEASE PRINT LEGIBLY

① Both locations could turn S 6th. into a mini-freeway  
Truck City drivers will dodge trains crossing Blackburn & old 99  
by timing running up 4th & over to section  
AIF C. drivers will use S 6th. as a 24 hour access road for  
deliveries, commuters and more.  
S 6th is a residential neighborhood & needs protection.

② S 99 needs an incredible amount of capital improvement  
S of Anderson. There are no sidewalks, no bus stops,  
almost no connection to storm drains. There is no way  
to walk to Truck City safely.  
What happens to the people that are released?  
What happens to walking visitors?

③ OLD 99 drains on private property. Capital improvement  
is NEEDED south of Anderson. The storm drain is there  
but little is connected to it.

\*\*\*\* CONTINUE ON BACK FOR MORE SPACE \*\*\*\*

NAME:	Sonya Dahl
ORGANIZATION:	
EMAIL ADDRESS:	s.dahl@dalcousa.com
MAILING ADDRESS/CITY/STATE/ZIP:	3004 OLD Hwy 99 S Rd Mount Vernon WA
PHONE NUMBER:	360 428-3850

Please note: Your entire comment - including your personal information - may be made publicly available at any time. Although you can request that we withhold your personal identifying information from public view, we cannot guarantee that we will be able to do so.

PLEASE MAIL BEFORE JANUARY 16, 2014 TO:

Jana Hanson  
Director, Community and Economic Development  
City of Mount Vernon  
P.O. Box 809  
Mount Vernon, WA 98273  
janah@mountvernonwa.gov

NAME:

Page 2

④ Old 99 has a terrible design with manhole covers all up & down from Blackburn to Hickox. They are very noisy when driven over, 24 hour thumping will drive everyone nuts. The faster the traffic, the louder the wheel-thump. Awful. The manhole covers should be moved.

Pro AIF Christ

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 4:11 PM  
**To:** Beacham, Linda  
**Subject:** FW: Skagit County Jail Siting

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

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**From:** Balisa Koetje [mailto:balisa@windermere.com]  
**Sent:** Thursday, January 16, 2014 3:20 PM  
**To:** Hanson, Jana  
**Subject:** Skagit County Jail Siting

**DEAR MAYOR BOUDREAU, DIRECTOR HANSON, COUNCILMAN REGAN, COUNCILMAN FEIDLER, COUNCILMAN MOLENAAR, COUNCILMAN HULST, COUNCILMAN URBAN, COUNCILMAN LINDQUIST AND COUNCILMAN QUAM,**

**FIRST OF ALL THANK YOU FOR THE OPPORTUNITY TO HAVE A PUBLIC COMMENT PERIOD REGARDING THE ENVIRONMENTAL IMPACT STATEMENT.**

**THIS IS SUCH A VITAL DECISION AND I APPRECIATE THE TIME EVERYONE HAS PUT INTO THIS PROJECT HOWEVER I WOULD HAVE LIKED TO HAVE SEEN ALL CITY COUNCIL MEMBERS AND COMMISSIONERS IN ATTENDANCE.**

**YOU HAVE A CHOICE OF TWO SITES TO CONSIDER ...**

**PERSONALLY JIM AND I OWN AND HAVE OWNED BUILDINGS IN DOWNTOWN MOUNT VERNON FOR MANY YEARS .. RIDING THE UPS AND DOWNS OF THE DOWNTOWN ECONOMY.**

**WHY WOULD YOU CHOOSE THE ALF CHRISTIANSON SITE WHEN BUILDING THE JAIL THERE AND REMOVING IT FROM THE TAX ROLLS TAKES AWAY A TREMENDOUS ECONOMIC BENEFIT TO OUR COMMUNITY?**

**PROJECTED TAX REVENUE OF \$587,963 .. ALMOST 4 TIMES HIGHER THAN THE TRUCK CITY SITE .. WOULD BE GENERATED UNDER PRIVATE DEVELOPMENT. ESTIMATED GROSS BUSINESS RECEIPTS OF \$85,906,900 .. OVER 5 TIMES HIGHER THAN THE TRUCK CITY SITE .. WOULD BE GENERATED UNDER PRIVATE DEVELOPMENT. IF YOU CHOOSE THE ALF CHRISTIANSON SITE FOR THE JAIL YOU ELIMINATE THE MUCH GREATER STREAM OF REVENUE FOR THE CITY, COUNTY, SCHOOL DISTRICT, TRANSPORTATION DISTRICT, HOSPITAL DISTRICT AND PORT DISTRICT.**

**SOME SAY ALF CHRISTIANSON IS NOT A VIABLE SITE FOR DEVELOPMENT (VOICE OF THE ATTORNEYS) HOWEVER, JIM AND I HAVE MET FIRSTHAND WITH SEVERAL DEVELOPERS THAT FELT VERY DIFFERENT WHEN THE PROPERTY WAS ON THE MARKET IN THE PAST. AT THAT TIME THE CITY, UNDER A DIFFERENT MAYOR, WAS NOT INTERESTED IN ANYTHING OTHER THAN A JAIL ON THE CHRISTIANSON'S SITE BUT NOW ... DOWNTOWN IS UNDER CONSTRUCTION WITH THE WATERFRONT REVITALIZATION PROJECT! WHAT WAS ONCE A FUTURISTIC VISION IS BECOMING A REALITY!!**

**THE JAIL BEING LOCATED ACROSS THE STREET IS A CONVENIENCE BUT IS IT REALLY A HUGE SAVINGS TO THE COUNTY OPERATING BUDGET? IT HAS BEEN POINTED OUT BY THE PROJECT MANAGER THAT THE INGRESS/EGRESS WILL BE AT THE SOUTH PROPERTY LINE. THIS MEANS ONE EXITS I-5, HEADS WEST ON KINCAID CROSSING THE TRACKS, SOUTH ON 3RD AND EAST ON SECTION (AGAIN CROSSING THE TRACKS AND NORTH ON 6TH OF WHICH A PORTION HAS TO BE VACATED AT A COST OF \$500,000 (ACCORDING TO THE PROJECT MANAGER). THE INMATES ARE NOT WALKED ACROSS THE STREET NOW AND THE ATTORNEYS WILL DRIVE TO MEET WITH THEM WHETHER THE SITE IS ALF CHRISTIANSON OR TRUCK CITY.**

**WE UNDERSTAND THAT THE COSTS TO DEMOLISH THE TWO SITES ARE CURRENTLY BEING OBTAINED. ONE CAN ONLY IMAGINE THE EXPENSE OF THE CHRISTIANSON SITE WITH SO MUCH CONCRETE ON A FORMER LUMBER MILL THAT HAS BEEN MEDIATING COMTAMINATION ISSUES. TRUCK CITY HAS MINIMAL BUILDINGS AND IS NOT BEING MONOTORED BY THE DEPARTMENT OF ECOLOGY FOR ON SITE SPILLS.**

**THIS IS OUR COMMUNITY ... YOU HAVE MADE A TREMENDOUS COMMITMENT TO THE REVITALIZATION OF DOWNTOWN AND THE WATERFRONT ... INVESTORS AND BUSINESS OWNERS ARE EXCITED ABOUT DOWNTOWN MOUNT VERNON THOUGH SOME ARE HOLDING OFF ON DECISION MAKING UNTIL THE JAIL DECISION IS MADE.**

**...PLEASE MAKE THE CORRECT CHOICE AND ADD TO THIS ECONOMIC GROWTH. SELECT THE TRUCK CITY SITE FOR THE JAIL ... LEAVING THE ALF CHRISTIANSON SITE FOR PRIVATE DEVELOPMENT.**

**THANK YOU FOR ALL YOU DO FOR OUR COMMUNITY.**

**JIM AND BALISA KOETJE**

Balisa E. Koetje | Managing Broker, Commercial Division  
Windermere Real Estate/Skagit Valley  
1030 East College Way | Mount Vernon, WA | 98273  
(360)424-4901 (Direct) | (360)424-8715 (Fax) | (360)421-4111 (Cell)  
[balisa@windermere.com](mailto:balisa@windermere.com)

Live well, Laugh often, Love much .. Never lack appreciation of the earth's beauty or fail to express it .. Look for the best in others and give them the best we have ..

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Balisa E. Koetje | Managing Broker, Commercial Division  
Windermere Real Estate/Skagit Valley

1030 East College Way | Mount Vernon, WA | 98273  
(360)424-4901 (Direct) | (360)424-8715 (Fax) | (360)421-4111 (Cell)  
[balisa@windermere.com](mailto:balisa@windermere.com)

Live well, Laugh often, Love much .. Never lack appreciation of the earth's beauty or fail to express it .. Look for the best in others and give them the best we have ..



The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material, the disclosure of which is governed by applicable law. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error please contact the sender and destroy the materials contained in this message.

## Beacham, Linda

---

**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 4:13 PM  
**To:** Beacham, Linda  
**Subject:** FW: More on the Jail Selection  
**Attachments:** Trucker Murdered When Unable To Find Parking Place.pdf

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

---

**From:** Mike Urban [<mailto:mike@ostrarouw.com>]  
**Sent:** Thursday, January 16, 2014 3:56 PM  
**To:** Council  
**Cc:** Hanson, Jana; Boudreau, Jill  
**Subject:** FW: More on the Jail Selection

*My client asked me to forward this to everyone*

Mike Urban  
Oostra Rouw & Associates  
(360) 336-1040 (Phone)  
(360) 336-1900 (Fax)

### **Oostra Rouw Circular 230 Disclaimer**

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---

**From:** Domtrucking [<mailto:Domtrucking@aol.com>]  
**Sent:** Tuesday, January 14, 2014 3:26 PM  
**To:** mike  
**Subject:** More on the Jail Selection

**Mike,**

I was in town just before the Jan 9th meeting, but I couldn't stick around. I got the strong impression that it was a done deal. You might find the attached article of interest. I just wanted to debunk any ideas to the effect that I was just making this stuff up.

I think the title says it all: "Trucker Murdered When Unable To Find Parking Place".

Thanks, Dan



This email is free from viruses and malware because avast! Antivirus protection is active.

# The Trucker

NEWS PAPER and News Services

Vol. 27, No. 1  
JANUARY 1-14, 2014

## Survey spearheaded by trucker's widow shows lack of safe parking creates fatigue, dangerous situations

LYNDON FINNEY  
editor@thetrucker.com

It will have been five years ago March 4 that Jason Rivenburg, a New York truck driver, was murdered while on a trip to make deliveries in Virginia and South Carolina.

His story epitomizes the problems that truckers face each day: the inability to find safe parking and the refusal of many shippers/receivers to let drivers park at their locations when they arrive early or run out of hours while making a pick-up or delivery.

And the issues he encountered that night are brought to light in a recently-released survey spearheaded by Rivenburg's wife Hope, who has fought ceaselessly since Rivenburg's death to come up with a solution to the lack of available truck parking and whose effort and the efforts of several members of Congress resulted in a mandate in MAP-21 to the Federal Highway Administration to study the problem.

Section 1401 of MAP-21 is known simply as Jason's Law.

A spokesperson for the Federal Highway Administration said the agency was accepting comments on the study through Jan. 9 and that those comments would be forwarded to the Office of Management and Budget.

On that fateful night in 2009, Rivenburg dropped a load in Virginia and headed to his second delivery in South Carolina.

He was only 12 miles from his destination and running ahead of schedule, but trucks were not allowed to park at the delivery site, so Rivenburg needed to find a safe place to park and wait.

But the only place he could find was an abandoned gas station that he'd heard through the grapevine was safe.

Police said sometime that night, Willie Pelzer, then 22 and who was on parole on charges

**THE DRIVERS RESPOND...**

- 77% are on the road 4 nights a week or more
- 77% say it takes more than an hour to find parking
- 77% say they prefer parking at a truck stop
- 83% say during the past 12 months they've felt unsafe while parked during a mandatory rest period
- 77% say they've felt unsafe while parked at a truck stop

The Trucker: ROB NELSON

While not necessarily drawing any statistically significant conclusions, the survey certainly paints an accurate picture of the situations drivers find themselves facing day after day, week after week.

of grand larceny, stalked and ambushed Rivenburg while seeking money for drugs. He stole \$7 from the trucker.

Pelzer was later arrested and has been sen-

tenced to life without possibility of parole.

Almost 4,000 drivers participated in Hope Rivenburg's survey and accompanying focus groups.

SEE PARKING ON P16 →

## Parking *from page 1*

While not necessarily drawing any statistically significant conclusions, the survey certainly paints an accurate picture of the situations drivers find themselves facing day after day, week after week.

Two trucking groups expressed appreciation for Rivenburg's efforts.

"Without more detail, it's hard to comment on the statistical validity of the survey, but the questions and answers are interesting and it certainly appears to confirm what we've been hearing for years — that there is a severe shortage of safe, legal and convenient spaces for truck drivers to get their needed and legally required rest," Sean McNally, vice president of communications and press secretary at the American Trucking Associations, said. "The results of this study could certainly be helpful to the FHWA as it designs its own study."

"Truckers can be very thankful for, and will no doubt benefit from, the efforts that went into the survey," Norita Taylor, media spokesperson at the Owner-Operator Independent Drivers Association, said. "The valuable data gathered will hopefully shed light on the areas where the parking shortage should be addressed the most."

Of the drivers who participated in the survey, 39 percent said from the time they decided or were mandated to take a break, it took an hour or longer to find parking; an additional 44 percent said it took from a half hour to an hour to find parking.

More than 1,200 drivers provided a description and the circumstances surrounding the hunt for a parking place with the overwhelming response being that if parking was not attained by mid-afternoon to early evening in either a rest area or truck stop, the next option would be a well-lighted shopping area because of safety concerns. However, drivers said if they had to park in a shopping area, they worried during their rest period that they would be asked to leave or given a citation by law enforcement.



The Trucker: APRILLE HANSON

The truck parking area north of Little Rock, Ark., is nothing but a sea of taillights every night.

Most trucks are in early for the night because of the Hours of Service regulations.

"At least four times a week I am forced to find a place on the side of the highway, freeway, parking lot, anywhere," one driver said. "A lot of times you're awakened to the pounding on the door and told to leave because of the fact that most don't want you parking near their establishment. You can bet on it out in California and especially the East Coast. Just don't be late with their freight."

Another driver said they started looking for a place to park about the 10th hour of driving.

"I hate to have to give up an hour of driving, but by the time I try two truck stops and maybe a rest area or find out the rest areas are closed, I've wasted one hour," the driver wrote. "With the EOBR I cannot drive over my 11 hours even if it's for finding a safe spot. The law and company don't care. All they see is the 11 hours."

At least one state gives truckers some leeway on HOS.

The policy at the Texas Department of Public Safety is in the vast majority of instances is to not give a driver a citation unless he or she has exceeded one additional hour beyond the 11 allowed by HOS.

Other states contacted said commercial vehicle enforcement officers in their state had the leeway to take into account drivers who've exceeded hours and are trying to

SEE PARKING ON P.17 →

**Parking** *from page 16*

find a parking place.

A commercial truck stop is the preferred parking location for 53 percent of drivers.

Twenty percent said they regularly stopped at rest areas and 20 percent at shipper/receiver locations.

Even at trucks stops, drivers don't feel 100 percent safe, according to the survey.

More than two-thirds of drivers reported they had felt unsafe at a truck stop in the past with comments such as "too many hookers banging on your door," "poor lighting, no security guards or panic buttons," "not enough light from where I parked to where the building was," "fuel gets stolen at rest time," "people begging for money" and "parking spaces are too narrow."

If the survey is any indication, there are plenty of truckers looking for parking places each night as 27 percent of survey respon-

**Related article on Page 18**

dents said they are on average spending four to six night per week on the road, 24 percent said seven nights or more, 21 percent said one month or more and 11 percent said two months or more.

Only 5 percent of the drivers surveyed said they never spent a night away from home.

The outcome of the inability to find a parking place is frightening in terms of fatigue as 29 percent of the drivers surveyed said they regularly found themselves fatigued and left with an unsafe feeling because they were not able to find a safe place to park; another 15 percent said they occasionally found themselves fatigued under those circumstances.

To read the entire survey report,  
scan the QR code.





SKAGIT LAW GROUP<sup>PLLC</sup>

RECEIVED  
CITY OF MOUNT VERNON Attorneys at Law

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 16, 2014

Brian E. Clark                    brian@skagitlaw.com  
Catherine R. (Kate) Szurek    kate@skagitlaw.com  
Craig E. Cammock                craig@skagitlaw.com  
Megan Masonholder              megan@skagitlaw.com  
John T. Burke, Associate        john@skagitlaw.com

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am writing on behalf of Skagit Law Group, PLLC and Mount Vernon Ventures, LLC as an employer, employee, property owner and consumer in Downtown Mount Vernon. I am also writing on behalf of my client, Alfco, LLC. Alfco is the owner of what is commonly referred to as the “Alf Christianson” property in Downtown Mount Vernon which is being considered as a location for the new public safety facility.

I have also provided supportive letters signed by employers, property owners, employees and customers of Downtown Mount Vernon, including the owners of:

Mountain Glen Retirement Community  
Bouslog Investments, LLC  
Calico Cupboard  
Sakata Seed Company  
Per Dona Salonspa  
Thai House  
Powers & Costeck, PLLC  
Angie’s Bail Bonds  
Howson Law Office  
Skagit Law Group, PLLC  
The Lunch Box  
Mount Vernon Ventures, LLC  
Bill’s Diner  
Strauss Jewelers  
Witt Law Firm, P.S.

We support location of the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area (rising to 136 at full build out) in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses. Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

The City of Mount Vernon will spend approximately \$30 million dollars on its flood wall project and approximately \$60 million on construction of the public safety facility. When the flood wall is completed, the Alf Christianson location will be protected by the flood wall, the Truck City site will not. It makes no sense to invest \$60 million in a location that is not protected from floods.

The environmental impact statement (EIS) glosses over the fact that a jail is a "critical facility" that can't be located in a flood plain. While both locations are currently in the flood plain, the Alf Christianson site will soon be removed from the flood plain. The EIS proposes to mitigate the flood risk for the Truck City site by having the jail stock up on supplies prior to the arrival of flood waters. This proposed mitigation fails to account for the need for medical services, riot control and other immediate needs of the staff, inmates and visitors. The flood risk at the Truck City site can't be mitigated and represents a threat to the safety of the staff, inmates, visitors and emergency responders.

The EIS states that the Truck City site is at greater risk of liquefaction in an earthquake. No mitigation of this risk has been proposed to safeguard the inmates and staff from the inevitable occurrence of an earthquake. The Alf Christianson site is only at moderate risk of liquefaction. The best way to mitigate the risk to staff, inmates and visitors is to locate the public safety facility at the Alf Christianson site.

The economic analysis included in the EIS is inaccurate and unrealistic. The EIS states that "demand for commercial and industrial space in south Mount Vernon is strong". It derives its revenue figures from an assumption that the downtown site would otherwise be developed as a hotel, convention and/or office park if not used for a public safety facility. These assumptions and projections are wishful thinking at best. Mount Vernon suffers from high vacancy and demand for commercial space has been in consistent decline for decades. The economic

projections of the EIS are premised on development for the Alf Christianson location that is very unlikely to occur.

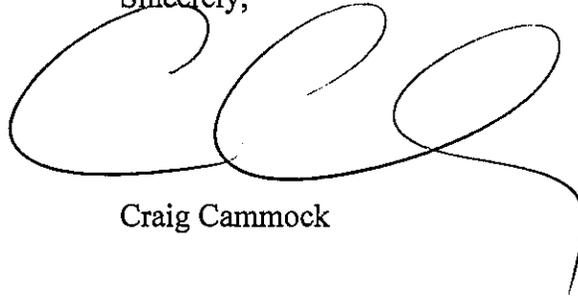
Access to the Alf Christianson property will be right-in, right-out access only. This limited access coupled with a location sandwiched between the railroad and the freeway has resulted in no interest from developers despite marketing over many years. The only inquiries received by Alf Christianson have been for pickle storage, a climbing wall and espresso stands. The hope that the Alf Christianson property would be redeveloped into a hotel or office complex is unrealistic. The 75+ employees associated with the new public safety facility are a “bird in hand” that will benefit downtown Mount Vernon as opposed to wishful thinking about redevelopment into a hotel, convention center or office complex that is not likely to happen. The Alf Christianson site has been offered to Skagit County at just over 50% of its appraised value. The substantial discount reflects the unsuitability of the property for other uses and the lack of market interest in the property.

The economic analysis in the EIS improperly equates and compares real, current revenue with hypothetical future revenue. Selection of the Truck City site will result in the loss of an existing, sales tax generating business. No existing business will be displaced by the selection of the Alf Christianson site.

Redevelopment of the Alf Christianson site into a new public safety facility will greatly improve the appearance of the neighborhood and downtown. The construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. Under the current plan, no buildings will be built within a block of Kincaid Street and the jail itself will be located two blocks from Kincaid Street. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor. The EIS has unjustly rated the visual quality of the public safety facility at the Alf Christianson site at 3.2 while presumably the same structure located at the Truck City site is rated at 3.9. The facility will appear the same, regardless of where it is located. A correct visual rating would reveal that selection of the Alf Christianson site will result in a significant improvement to the appearance of the Alf Christianson site.

The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other related services. If the public safety facility is located at Truck City, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion. The EIS inaccurately assumes that the Truck City site will generate one less trip per PM peak hour. All traffic to and from the Truck City site will have to be by vehicle. A substantial portion of the same traffic at the Alf Christianson site will be by foot.

Sincerely,

A handwritten signature in black ink, consisting of three large, overlapping loops followed by a long, thin tail that curves downwards and to the right.

Craig Cammock

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

BRIAN E. CLARK  
P. O. Box 336 / 227 Freeway Drive, Suite B  
Mount Vernon, WA 98273

brian@skagitlaw.com

(360) 336-1000

January 15, 2014

Jana Hanson, Director  
Community and Economic Development  
City of Mount Vernon  
P. O. Box 809  
Mount Vernon, WA 98273

**Re: PL 13-060/Skagit County Public Safety Facility**

Dear Ms. Hanson:

I support the Skagit County Community Justice Center (“CJC”) at the former Alf Christianson Seed Company (“ACSC”) site in downtown Mount Vernon.

I have owned commercial property in downtown Mount Vernon for more than 30 years. I am very concerned about the transformation of the downtown and the many storefronts and office spaces that are vacant. I attribute much of the decline in downtown Mount Vernon to decisions by both Skagit County and the City of Mount Vernon to relocate administrative offices and personnel to Continental Place at the extreme north of Mount Vernon. The proposal to locate the CJC on the Truck City site is the latest in the continuing trend to move personnel and supporting services out of the downtown core. The CJC represents 75 full-time job equivalents, not including the supporting legal services that may choose to relocate from the downtown core if the CJC were to be located in Truck City.

Locating the new CJC campus on the ACSC site will immediately aid in the redevelopment of a decaying industrial/commercial area with no viable plans in the foreseeable future as the property is sandwiched between I-5 and the Burlington Northern railroad tracks with limited access (right turns only). The impact of the freeway and the increasing use of commodity trains (coal and oil) make this site very unappealing and difficult to work with in terms of retail, hotel/conference center or office space as alternatives mentioned in the EIS draft and assumptions used in forecasting the economic benefits to be derived from this site. There is certainly nothing wrong with dreams and wishful thinking, but this siting decision should be based on economic reality and the clear limitations of the ACSC property.

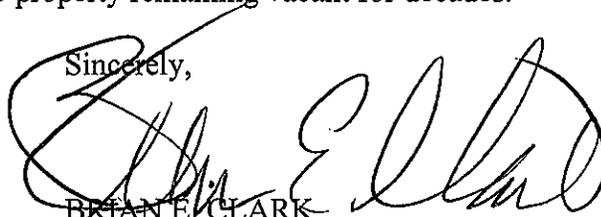
It also makes no sense to locate the CJC in Truck City and deny a \$50 million building project the protections of the Mount Vernon flood wall. Both properties are presently in the flood plain, but the ACSC site will enjoy the protection of the new flood wall upon completion of Phase III. There are no plans to provide any flood wall protection to the Truck City site. At the cost of \$50 million or more, the CJC is by far the most expensive public facility to be built in the downtown

Jana Hanson  
January 15, 2014  
Page 2

corridor. I submit that it would be “malfeasance” on the part of government officials to locate a structure of this cost and critical need without the additional protection offered by the flood wall that taxpayers have paid, or will pay, more than \$30 million to complete. Finally, the additional costs associated with the transportation of prisoners and officers between the Truck City location and the courts should also be a major consideration in the decision. Construction costs are typically one time, whereas operational costs are on-going and must be paid each and every year out of the county’s budget.

In the interest of full disclosure, I have represented Alf Christianson Seed Company and its past and present ownership since 1979; I may, as a consequence, have a financial bias in favoring the ACSC site. However, as an owner of a downtown office building, I believe that it is better to reap the immediate benefit of retaining jobs and supporting services in the downtown core along with the benefits of an attractive redevelopment campus and that the spin offs that are likely to occur far outweigh the risk of the ACSC property remaining vacant for decades.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian E. Clark", written over a horizontal line.

BRIAN E. CLARK

Skagit Law Group, PLLC, Manager/Member  
Mount Vernon Ventures, LLC, Manager/Member

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 7, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses to not just survive but thrive.

Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

In addition, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor.

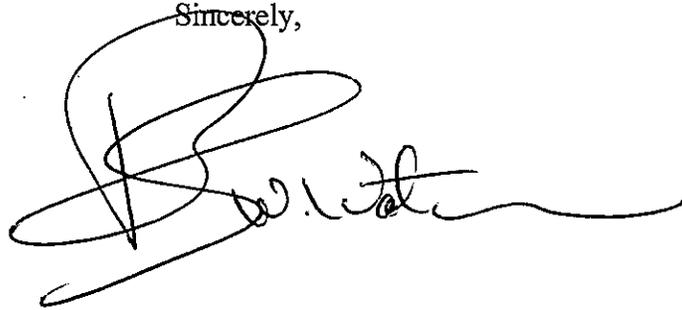
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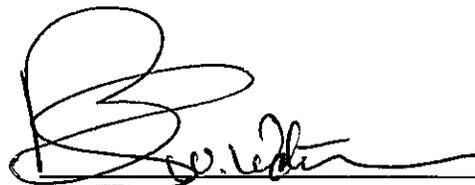
the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

The Alf Christianson site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The Alf Christianson site is not likely to attract economic activity and/or tax revenue producing activities in the future. It is unrealistic to hope for a hotel or office complex to be built at the Alf Christianson site due to the difficult access issues and restrictions of the adjacent railroad and freeway.

The Alf Christianson site also benefits from the substantial taxpayer investment in the flood wall project. The taxpayers will invest many millions of dollars into a new public safety facility. This investment should only be made in an area that will be protected by the floodwall.

Sincerely,

A handwritten signature in black ink, appearing to be "B. White", written in a cursive style.

  
Signature

BRADLEY W. WATSON  
Print Name

820 S. 2<sup>nd</sup>  
Address

MOUNT VERNON, WA.  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

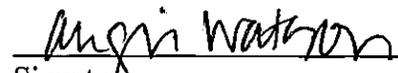
\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

Angie Watson  
Print Name

820 S. 2<sup>nd</sup> St.  
Address

MOUNT VERNON, WA. 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 7, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

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In addition, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor.

The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other related services. If

the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

The Alf Christianson site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The Alf Christianson site is not likely to attract economic activity and/or tax revenue producing activities in the future. It is unrealistic to hope for a hotel or office complex to be built at the Alf Christianson site due to the difficult access issues and restrictions of the adjacent railroad and freeway.

The Alf Christianson site also benefits from the substantial taxpayer investment in the flood wall project. The taxpayers will invest many millions of dollars into a new public safety facility. This investment should only be made in an area that will be protected by the floodwall.

Sincerely,

*RW Fred*  
*Linda Fred*

RW Freed  
Signature

ROONEY W FREED  
Print Name

19696 LANDING ROAD  
Address

MOUNT VERNON, WA  
City/State/Zip 98273

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Linda Freed  
Signature

Linda Freed  
Print Name

same  
Address

same  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

January 10, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

We support location of the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area (rising to 136 at full build out) in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses. Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

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Sincerely,

Chris Becker

Signature

Chris Becker

Print Name

400 Dallas st.

Address

Mt. Vernon, WA. 98274

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Dan Martin

Signature

Dan Martin

Print Name

7210 Fruitdale Rd

Address

Sedro Woolley Wa 98284

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Philip R. Brown

Signature

Philip Brown

Print Name

726 N 14th street

Address

Mount Vernon, WA 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Sierra Hartney

Signature

Sierra Hartney

Print Name

910 W Blackburn Rd

Address

Mt. Vernon, Wa 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Jenna Ewert  
Signature

Jenna Ewert  
Print Name

19672 Anderson Rd  
Address

Mt. Vernon, WA 98274  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Margaret Becker  
Signature

Margaret Becker  
Print Name

400 Dallas St.  
Address

Mt. Vernon, WA 98274  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Kellie Douglass Kaler  
Signature

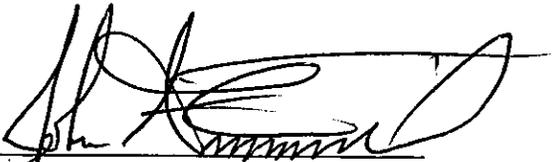
Kellie Douglass Kaler  
Print Name

17991 McLean  
Address

Mt. Vernon WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

John A Emil  
Print Name

7440 Remington Lane  
Address

Anacortes Wa. 98221  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

Benjamin G. Smith  
Print Name

16410A Forty Five Rd  
Address

Arlington, WA 98223  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

KEN REID  
Print Name

4508 GUENES VIEW  
Address

ANACORTES, WA 98221  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer



Randy Seeger  
Signature

Randy Seeger  
Print Name

20345 Revilo Dr  
Address

Burlington, Wa 98233  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

Gonzalo Castro  
Signature

Gonzalo Castro  
Print Name

1020 S 25th St # 77  
Address

Mt Vernon wa 98274  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

Jacob Torres  
Signature

Jacob Torres  
Print Name

540 N. Pine St. #14  
Address

Burlington, WA 98233  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Francis Ator  
Signature

FRANCIS ATOR  
Print Name

Steward Rd  
Address

MT Vernon  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Don Brock  
Signature

Don Brock  
Print Name

9127th St SW,  
Address

SW, WA 98264  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Art Offley  
Signature

Art Offley  
Print Name

P.O. 496  
Address

Hampton WA 98255  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Wayne L Hill

Signature

Wayne L Hill

Print Name

12276 Valley Rd

Address

Mt. Vernon, WA 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Ed Stephens

Signature

Ed Stephens

Print Name

1817 S 16th St

Address

Mt Vernon 98274

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Esther Salinas

Signature

ESTHER SALINAS

Print Name

1617 N 26th St #113

Address

Mt. Vernon WA, 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Adam Garcia

Signature

Adam Garcia

Print Name

1207 N 8th St #9

Address

Mt. Vernon WA, 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Mary E. Hubak  
Signature

Bary E. Hickok  
Print Name

16575 Green Ln.  
Address

Burlington wa 98233  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Ricky H. Teller  
Signature

Ricky Teller  
Print Name

603 W. Johnson St.  
Address

MS. Jernur WASH 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Jose A Ruiz  
Signature

Jose A Ruiz  
Print Name

5242 Talon Ct  
Address

Sedro Woolley 98289  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Shirley Chapman  
Signature

SHIRLEY CHAPMAN  
Print Name

4601 GUEMES VW DR.  
Address

ANACORTES WA 98221  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Brian Bettger  
Signature

Brian Bettger  
Print Name

710 N. Waugh Rd  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Lynnette K Nilsen  
Signature

Lynnette K Nilsen  
Print Name

P.O. Box 324  
Address

Sedro-Woolley, WA 98284  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Rebecca Dufford  
Signature

REBECCA DUFFORD  
Print Name

P.O. Box 821  
Address

Anacortes wa 98221  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Delita Panchel

Signature

Delita Panchel

Print Name

2212 Donnan Ave

Address

Bellingham WA

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Wendi Manduchi

Signature

W Manduchi

Print Name

901 S. 28th St.

Address

Mount Vernon, WA

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Bruce Forrester

Signature

Bruce Forrester

Print Name

18270 E. Chinook Dr

Address

Burlington, WA 98233

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Becky Morrell

Signature

BECKY MORRELL

Print Name

1112 So. 12th St

Address

MOUNT VERNON, WA 98274

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Bella A. Ruiz  
Signature

Bella A. Ruiz  
Print Name

20416 E. Stackpole Rd.  
Address

Mt. Vernon, WA. 98274  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

Terry Dunfield  
Signature

Terry Dunfield  
Print Name

215 W Broadway Apt 3  
Address

Mt. Vernon, WA 98273  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer
  - I live downtown

Lola A Jackson  
Signature

Lola A. Jackson  
Print Name

18732 Best Rd.  
Address

Mt Vernon wa 98273  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

Bruce Kintis  
Signature

Bruce Kintis  
Print Name

4331 CHILDRENS AVE  
Address

OAK HARBOR WA 98277  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer



*Barbara L. Cleave*

Signature

*Barbara L. Cleave*

Print Name

*809 W. Lincoln St.*

Address

*Mount Vernon, WA 98273*

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Raymond A. Silva  
Signature

Raymond A. Silva  
Print Name

20416 E Stackpole Rd.  
Address

Mount Vernon Wa. 98271  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

David Reynolds  
Signature

DAVID REYNOLDS  
Print Name

20416 E Stackpole Rd  
Address

Mt Vernon WA 98271  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

*Skip Nalley*  
Signature

Gail Nalley  
Print Name

11070 O Ave  
Address

Anacortes, WA 98221  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

*Wanda Green*  
Signature

WYONNE GREEN  
Print Name

6606 ST RT 9  
Address

Sedro Woolley WA 98284  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

- I am:
- employed downtown
  - a downtown business owner
  - a downtown property owner
  - a downtown customer

  
Signature

Robert Samu  
Print Name

111 Ivy St SE  
Address

Spokane WA 99223  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

Benjamin Martin  
Print Name

4207 Montgomery Pl  
Address

Mt. Vernon WA  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Gloria Martin  
Signature

Gloria Martin  
Print Name

429 N Laventure rd #1  
Address

Mt. Vernon wa. 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Kathryn M L  
Signature

Kathryn M. Lindblom  
Print Name

1927 Fowler Pl.  
Address

Mt. Vernon, WA 98274  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

RK Petersen

Signature

ROBERT K. PETERSON

Print Name

12744 COUNTRY CLUB PLACE

Address

BURLINGTON, WA, 98233

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Milo J. Lyons

Signature

Milo J. Lyons

Print Name

843 E. Gilkey Rd.

Address

Burlington, WA 98233

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Fredy Sanchez

Signature

Fredy Sanchez

Print Name

1120-N-25 ST Trail #15

Address

MT Vernon wa 98274

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

RECEIVED  
CITY OF MOUNT VERNON

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

Bouslog Investments, LLC  
11190 Bayview Edison Road  
Mount Vernon, WA 98273

January 14, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am an owner of residential apartments and commercial property located on South Third Street in Mount Vernon. I support the location of the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area (rising to 136 at full build out) in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses. Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

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the Kincaid Street corridor. The EIS has unjustly rated the visual quality of the public safety facility at the Alf Christianson site at 3.2 while presumably the same structure located at the Truce City site is rated at 3.9. The facility will appear the same, regardless of where it is located. A correct visual rating would reveal that selection of the Alf Christianson site will result in a significant improvement to the appearance of the Alf Christianson site.

The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorney's offices, bonding companies, the courthouse and other related services. If the public safety facility is located at Truck City, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion. The EIS inaccurately assumes that the Truck City site will generate one less trip per PM peak hour. All traffic to and from the Truck City site will have to be by vehicle. A substantial portion of the same traffic at the Alf Christianson site will be by foot.

Sincerely,

A handwritten signature in cursive script that reads "John L. Bouslog". The signature is written in black ink and is positioned above the printed name and title.

John L. Bouslog  
Owner/General Manager

To the city of Mount Vernon, I Lindsey Gear who owns property at 1118 s 6<sup>th</sup> st Mount Vernon, Wa fully support the Alf Christenson site for the New Jail. Though the walls will house those who victimize, vandalize, and burglarize the fine people of Skagit county! The exterior Architecture can be designed to be inspiring to all those who visit our fine city, not to mention the entire judicial system including all those who prosecute and defend are centrally located with in minutes of the proposed site. Balisa Koetje along With Dick Nord? Are dead wrong and have not done there home work! Attempting to state that the 6<sup>th</sup> st area would be better suited commercial?? Are you kidding me? There is only one small access in and out of the proposed site, and that is section street!! And there is not even a remote chance that someone would be crazy enough to buy the property, demolish the property, and go through all the environmental processes on the hopes of putting up some commercial retail space!! Are you kidding me!! We are swimming in vacant commercial space that thought is absolutely the stupidest thing I have heard in along time. The residents and property owners alike on 6<sup>th</sup> st have been kicked around, long enough. The vacated property along with boarded up houses has been a welcome mat for gang. And drug activity for years, along with arson, and burglary. Check with the chief of police on that one! 2 vacant houses alone have been set on fire alone this year, one right across the street from my property. I just love Koetje's comment, eventually Bistro' condos and office space should grace the area?? What cloud does she live on? Yea im going to invest 10 million dollars on some condo's and office space 12' from the second longest railway in North America. And hope someone opens up a soup and sandwich shop?? The city of Mount Vernon has an excellent opportunity to have a beautiful 60 million dollar project constructed on a site that has no other viable use. As a resident and property owner of property located just a couple hundred yards away please support the Alf Christenson site

Sincerely Lindsey Gear

8-14-2013

I sent this to JANA HANSON

RECEIVED

AUG 15 2013

SKAGIT LAW GROUP, PLLC

RECEIVED  
CITY OF MOUNT VERNON

JAN 16 2014

DEIS Comment Period - 0187  
C.E.D. DEPARTMENT  
BY \_\_\_\_\_

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 7, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses to not just survive but thrive. Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

In addition, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor.

The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other related services. If

the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

The Alf Christianson site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The Alf Christianson site is not likely to attract economic activity and/or tax revenue producing activities in the future. It is unrealistic to hope for a hotel or office complex to be built at the Alf Christianson site due to the difficult access issues and restrictions of the adjacent railroad and freeway.

The Alf Christianson site also benefits from the substantial taxpayer investment in the flood wall project. The taxpayers will invest many millions of dollars into a new public safety facility. This investment should only be made in an area that will be protected by the floodwall.

Sincerely,

Signature

CHANA SRITONG

Print Name

616 S. 1st St.

Address

Mt. Vernon, WA 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Natchanon Sritong

Print Name

616 S. 1st St.

Address

Mt. Vernon, WA 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 7, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

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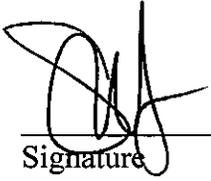
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Sincerely,

A handwritten signature in black ink that reads "Shannon Coey". The signature is written in a cursive style with a large, sweeping initial 'S'.



Signature

Shannon Corey

Print Name

3428 Leann St

Address

Mount Vernon, WA 98274

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

JULIE OTTERSON

Signature

JULIE OTTERSON

Print Name

381 Snohomish Dr.

Address

LaConner WA 98257

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

August 20, 2013

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

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Sincerely,

  
Signature

Jason H Pankers  
Print Name

309 Pine St  
Address

Mount Vernon WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

Ron Costeck  
Print Name

309 PINE STREET  
Address

MOUNT VERNON, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

Alicia Stensland  
Print Name

~~309~~ 309 Pine Street  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

  
Signature

Brian E. Clark  
Print Name

227 FREEWAY Dr. STE B  
Address

Mount Vernon, WA  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

J Howson  
Signature

Jennifer Howson  
Print Name

415 Pine Street  
Address

Mount Vernon WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

[Signature]  
Signature

Roy Howson  
Print Name

415 Pine St.  
Address

Mount Vernon WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Tina Clark  
Signature

TINA CLARK  
Print Name

1807 Sunda Ln.  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

[Signature]  
Signature

[Print Name]  
Print Name

[Address]  
Address

[City/State/Zip]  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Jurgeneas Jorgt  
Signature

Virginia S. Voigt  
Print Name

306 S. 6<sup>th</sup> St.  
Address

Mount Vernon, Wa. 98274  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Megan Masonholder  
Signature

Megan Masonholder  
Print Name

15198 Summers Dr.  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Rachel Franulovich  
Signature

Rachel Franulovich  
Print Name

2101 E Avenue  
Address

Anc Cortes, wa  
City/State/Zip 98221

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Debbie J. Bahr  
Signature

Debbie J. Bahr  
Print Name

17693 Shalyce Place  
Address

Mt. Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Cassandra Carr  
Signature

Cassandra Carr  
Print Name

14429 McLean Road  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Heather Waldron  
Signature

HEATHER WALDRON  
Print Name

1419 Eagleman Pl  
Address

Mt Vernon WA 98274  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Piet Free  
Signature

Piet Free  
Print Name

18468 Torset Road  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Craig Cammock  
Signature

Craig Cammock  
Print Name

227 Freeway Drive Suite B  
Address

Mount Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Cy Running  
Signature

Cynthia Running  
Print Name

117 N. 1<sup>st</sup> Street  
Address

MT Uverton, WA 98233  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

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- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

RECEIVED  
CITY OF MOUNT VERNON

JAN 16 2014  
C.E.D. DEPARTMENT  
BY \_\_\_\_\_

August 22, 2013

Jill Boudreau, Mayor  
910 Cleveland Avenue  
PO Box 809  
Mount Vernon, WA 98273

Councilmembers

Joe Lindquist  
Ken Quam  
Mark Hulst  
Gary Molenaar  
Bob Fiedler  
Mike Urban  
Dale Ragan

Re: Skagit County Public Safety Facility

Dear Mayor Boudreau and Councilmembers:

I am strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located in downtown Mount Vernon will keep approximately 75 full time county employees active in the downtown area. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical mass of customer base necessary for downtown businesses to not just survive but thrive. Downtown Mount Vernon suffered from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees if the facility was located elsewhere.

In addition, the construction of a new public safety facility at the downtown site will eliminate the unattractive, run down warehouses that currently occupy the property. The downtown site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and the future commercial development fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor.

The traffic that will be generated by public safety facility staff, law enforcement, attorneys and visitors to the public safety facility will be minimized by locating the facility at the downtown site. The downtown site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other related locations. If the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

Suggestions that a large commercial development could someday locate at the downtown location are speculative at best and in my opinion, unlikely to happen. I am concerned that if the public safety facility isn't constructed at the downtown location, the site will remain undeveloped and unhelpful to Mount Vernon for many years. Location of the public safety facility at the downtown location is the best chance we will have to improve that location for many years to come.

The downtown site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The downtown property is not as likely to attract economic activity and/or tax revenue producing activities in the future as the alternate location.

Thank you for taking my support for the downtown location for the new public safety facility into consideration.

*Signatures on following page:*

*William Adelman*

Signature

WILLIAM ADELMAN

Print Name

701 5<sup>TH</sup> 2ND

Address

MT-VERNON, WA

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Signature

Print Name

Address

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Cathy Adelman  
Signature

Cathy Adelman  
Print Name

311 Pine St.  
Address

Mount Vernon WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

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- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

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- a downtown property owner
- a downtown customer

RECEIVED  
CITY OF MOUNT VERNON  
JAN 16 2014  
C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 7, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

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Sincerely,

A handwritten signature in black ink that reads "Barbara Strauss". The signature is written in a cursive style with a large, decorative flourish at the end.

Barbara Strauss

Signature

Barbara Strauss

Print Name

401 S. 1st

Address

MV 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Daniel W Wilson

Signature

DANIEL W WILSON

Print Name

4406 BRYCE DR

Address

ANACOSTES WA 98221

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

David Strauss

Signature

David Strauss

Print Name

401 First St.

Address

Mt Vernon WA 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Sean McCarthy

Signature

Sean McCarthy

Print Name

17283 Olympic Place.

Address

Mt Vernon WA 98273

City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Bonnie M. ~~Carty~~  
Signature

Bonnie M. ~~Carty~~  
Print Name

17283 Olympic Pl.  
Address

Mt. Vernon, WA 98274  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

Stacy Jansma  
Signature

Stacy Jansma  
Print Name

14750 Beaver Lake Road  
Address

Mt. Vernon, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

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- a downtown property owner
- a downtown customer

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

January 7, 2014

Jana Hanson  
Director, Community and Economic Development  
P.O. Box 809  
Mount Vernon, WA 98273

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Sincerely,

  
Signature  
Monahan M. Witt  
Print Name

506 MAIN STREET  
Address

MOUNT VERNON, WA 98273  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

I am:

- employed downtown
- a downtown business owner
- a downtown property owner
- a downtown customer

\_\_\_\_\_  
Signature

JAN 16 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

Dear Mr. Hanson,

1/16/14

It is for the benefit of my home town that I write this communication. In my youth I was schooled at Conway elementary, Washington, Jefferson, Lincoln, M.V.H.S., S.V.C. with much more education also. I ultimately came to be employed by Alf Christensen seed company, whence I became a professional seedman, planting crops on more different pieces of ground than possibly anyone, ever. When spring planting wrapped up, I then cultivated, sidedressed, and generally tucked each crop under my wing. From Angula to Alyssum to Brussels sprouts to Radish and Turnip, to Rutabaga, Cabbage, Beet, Kale, Cauliflower, Carrot, Spinach, Bok Choy, Swiss Chard, Lettuce, they were under my watchful eye. It was a high pressure position, being handed a sack (or handfull) of seed and being told to make sure it grows. Arriving at a field and seeing a soil too cloddy was not unusual. Many times the soil cried out to me, please feed me something besides just chemistry! A hundred years ago, fortunes were quickly made from the soils just recently ripped and torn by the logging processes. Thousands of years of forest duff was mixed with the sand and silty clay, layered like pages in a book. Ditching and diking and drainage has been the main priority ever since.

While "fertilizer happens," "fertility" is created. Either by mother nature laying down silty deltas, or by man, mimicking mother nature's laydown. In the 50's my uncle became one of the first suppliers of lime to this land. The organic matter was least, closest to the dikes, where the sea was set back. These, the lowest of agricultural lands, acidified first, showing signs of stress. The prime buffer against this acidification is aged organic matter. The second best is finely powdered calcium carbonate applications. My uncle mixed high calcium rock and powdered it by heavy metal machinations. Many memories of my youth revolve around this mill and its importance to the agriculture

industry. In the 60's when I was still just a tyke, I remember falling in love with the notion of being a farmer someday. I worked in the fields from the age of 6 and I became a professional farm worker by the time I was 12. By the age of 18, I was one of the wealthiest kids in school. I joined the army and learned to mend broken men and their machines of mayhem. A mechanic by day and psychologist by night, I learned that post traumatic stress disorders could be lessened by laying tears on the land. I missed Vietnam by months, yet spent 2 1/2 years in Europe when the wall between East and West was white hot.

I realized then that progressive agriculture was starting in Europe and slowly making its way west. It often takes 20 years!

During peacetime service, being in the Army allows for significant time off and vacations. I studied some of these technologies and techniques as I traveled extensively. When I returned, I painstakingly watched it take disaster after disaster to deal with the reality that we've hammered the buffering organic matter out of our soils. Now we throw cement dust onto our lands as a cheap liming agent. My Uncle's era lasted thru much of one of his son's working life before succumbing to the cheaper cement dust alternative.

It was while milling seeds in the 80's that I centered my studies on soils, sandy, silty, saturated or otherwise.

I farmed my own small pieces of land, learning how to manage inputs to have high yield and vigor in the crop. I learned that soils varied from field to field, often by more than what made sense. I became a professional composter, composting seed waste, fish waste, chicken manure, crab waste, cattle manure and more. I was 20 years ahead of my peers, so they thought me a bit of a quack. The compost smelled, was heavy to haul and

good application equipment was rare to non-existent.

I finally felt forced to prove out my theories on my own farm, so I bought 12 acres of Tris Island and have been proving my theories for the past 24 years. I wanted to get the seed and bulk industries to see the value of my work. It has taken till now to gain the credibility of the university researchers.

Sometimes it takes decades to be understood, and even then you might not be fully understood. Just like now, I'm sure you must be asking why I'm blathering on about my history? What does this have to do with a new jail. Well, that Christianson site could cross over as both a jail site and a commercial manufacturing site. I have developed a patentable new composting system that could be a huge new high tech/low tech employer of millions nationwide. I've been involved with in vessel composting systems for more than 30 years. We have one of the most sophisticated composting facilities in the nation, just down in Stanwood.

My friend Jeff Gage, helped Lem Enterprises, build a \$5 million state of the art facility. Their compost is exactly what our soils cry out for. They make bulk quantities (100,000 tons/yr) whence very little of it is used in agriculture. Much of it is used in Dept of Transportation projects. They know that compost helps remediate hydro-carbon contamination running off impervious surfaces. Our soils need some of this same remediation. What should happen is that our incarcerated criminals should be taught composting. Part of the Christianson seed site should be turned into a manufacturing plant for my patentable new composting technology (using recyclable plastic) part of the site should be a formulation plant, allowing for a rejuvenation of our tired soils. This is akin to the history of a processing in town. This would not be a stinky compact operation, it would be the best compost in the country.

I'm like my uncle, committed to keeping agriculture viable in our community.

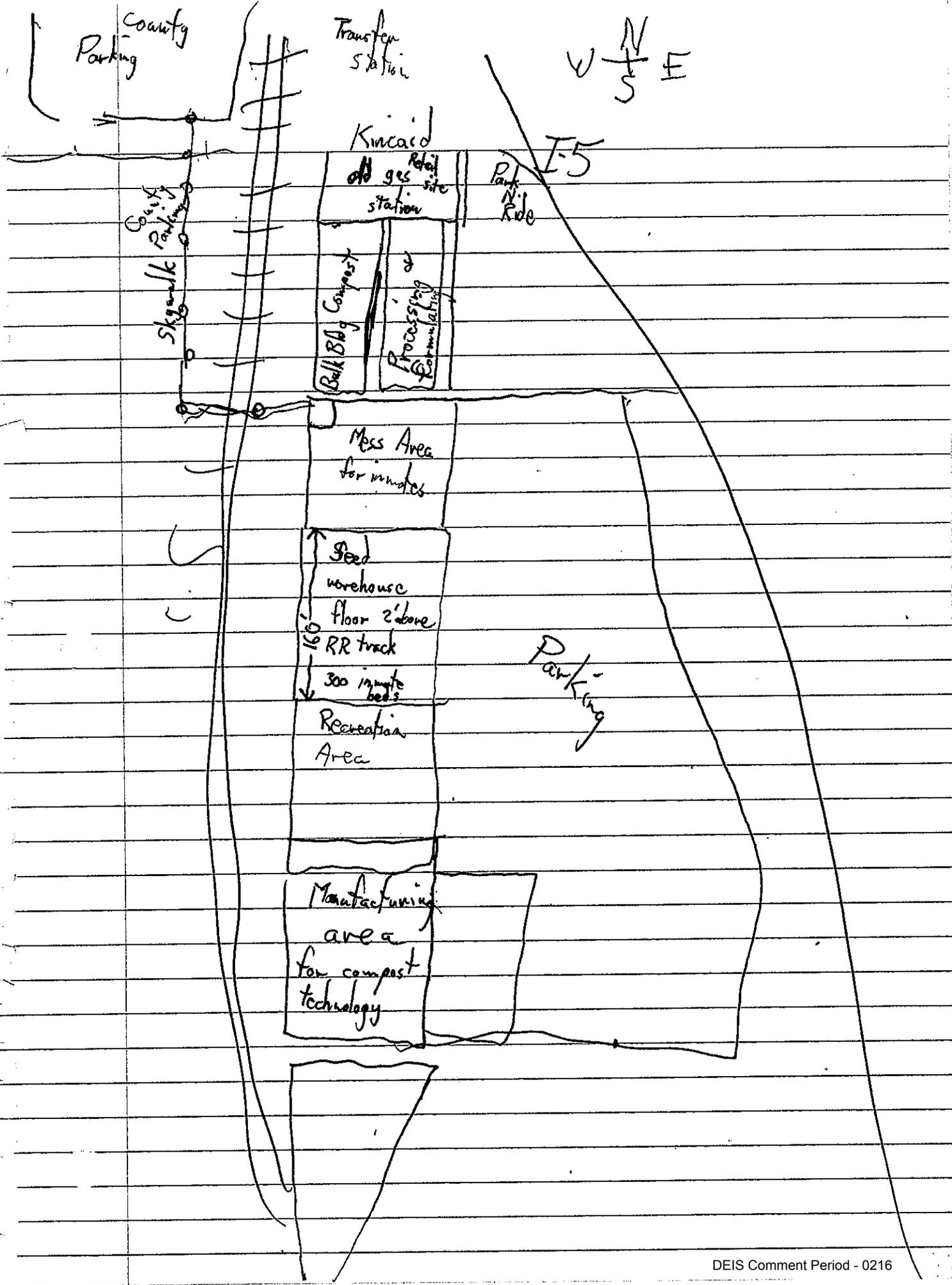
I want to gift my community with the royalties from my patentable new compost system. The operation of my system does not require long months or years of schooling, neither does the building of the system. There's a need for as many as 4 million units in the next decade. I'm moving toward having 1000 manufacturing plants that employ about 40 people per plant. These manufacturing jobs would pay approx \$40,000 per year. The operators of each unit would make about \$25,000/yr.

The reimbursement of monies to victims is at present a joke. Sheriff Reichardt sees no problem with providing this work option to reimburse victims. If the city feels like we'll lose \$500,000 per/yr in tax revenue, then what would be wrong with the notion of giving the city the money saved and created. The county has already convinced the voters that the new jail will cost 60 million. If a different strategy were to cost half that, then the second half could be given to the ~~city~~ city over time. 30 million is 60 years of \$500,000 of tax revenue!

I spent most of yesterday at the site, looking at all the recyclable pieces to the puzzle, I sourced all the resources needed to build a skywalk from the new jail to the court facilities. a rough drawing in enclosed.

If we built a great recycled facility, our community would let mt Vernon use saved money to better fund downtown revitalization.

Glenn Johnson



## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 4:57 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Skagit County Jail EIS

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Skagit County Jail EIS  
**From:** [djandcec@aol.com](mailto:djandcec@aol.com)  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

Jana Hanson, Director  
Community & Development Department

Regarding: Skagit County Jail EIS and recent public hearing at the County hearing room.

The main issue is developing the property at the entrance to the City in the best way with either a mixed use development or a jail. Information given in the Economics section of the EIS gives some very persuasive statistics - if developed commercially the Alf Christianson property could generate \$500,000 in annual tax revenue to the City vs only \$150,000 from the Truck City Site.

Most issues presented at the public hearing apply to both properties such as soil conditions and railroad traffic barriers.

In addition to the public comments I made at the hearing I would like to make the following written comments: I see the biggest problem with the Christianson Seed property, regardless of how it is developed, will be traffic access to and from Kincaid Street and suggest that another section be added to the EIS, that addressing the access to the two properties.

For the Alf Christianson property consider a tunnel under the tracks at the southerly edge of the property. This tunnel could provide vehicular and pedestrian access to downtown and also provide access for Emergency vehicles when Kincaid Street is blocked by a train. Tunnel construction could be implemented in such a way that track closure would be limited to a few days.

Respectfully,  
Carl E Crawford  
200 Belmont Terrace  
Mount Vernon, WA 98274

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 5:09 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Skagit County Jail Siting

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Re: Skagit County Jail Siting  
**From:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**To:** John Mitzel <[john@johnmitzel.com](mailto:john@johnmitzel.com)>  
**CC:**

Thank you John.

*Sent from my Verizon Wireless 4G LTE DROID*

John Mitzel <[john@johnmitzel.com](mailto:john@johnmitzel.com)> wrote:

Good Afternoon Jana: I am in favor of the new Skagit County Jail being sited on the location known as the Truck City/Suzanne Lane in South Mount Vernon.

There are many reasons that the Truck City/Suzanne Lane is preferred over the Alf Christianson Seed site that has been highlighted by many others.

There is one point that I would like to address.

The Draft EIS addresses the difference in travel time from the Courthouse to either site as insignificant which I also believe to be true. There are several individuals including Commissioner Dahlstedt and other Department Heads and Employees of the County that are saying that the time and cost of transporting inmates and legal professionals to the Truck City/Suzanne Lane site will be a substantial additional operating expense which has yet to be quantified for the public to review. Based on what I have investigated the following is what I found.

1. The distance from corner of Kincaid St. and S. 3<sup>rd</sup> Street to the Truck City/Suzanne Lane site is 1.7 miles
2. The distance from corner of Kincaid St. and S. 3<sup>rd</sup> St to the anticipated south entrance at north end of S. 6<sup>th</sup> St. (main entrance) to the Alf Christianson Seed site is .5 miles.
3. The time of travel from the corner of Kincaid St. and S. 3<sup>rd</sup> St. to the Truck City/Suzanne Lane site is consistently just under 4 minutes with not stopping for Train movement.
4. The time of travel from the corner of Kincaid St. and S. 3<sup>rd</sup> St. to the south entrance at north end S. 6<sup>th</sup> St. (main entrance) to the Alf Christianson Seed site is consistently just under 2 minutes with not stopping for Train movement.
5. Travel to both sites will have to cross the train tracks in both directions.
6. From the Site Plans for both sites the Truck City/Suzanne Lane site has more parking.

Based on the above information it would seem that the Draft EIS determination that the difference in travel time from the Courthouse and both sites is insignificant.

Sincerely, John Mitzel

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 5:11 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Skagit County jail EIS

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Skagit County jail EIS  
**From:** bill mccord <[nobler2us@hotmail.com](mailto:nobler2us@hotmail.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

### **COMMENTS OF SKAGIT COUNTY RESIDENT WILLIAM McCORD:**

1. Capital budget as well as maintenance and operations budget should be clearly outlined and made readily available to the public.
2. Priorities for implementation should reflect the ballot proposition and supporting documents shown and/or made available to the voting public.
3. First among the priorities should be meeting the space requirements for inmate population as determined by statute and professional advice.
4. Priorities must include a full accounting of the new taxes [specifically stated in public records], an itemized account documenting expenditures, and the public official(s) responsible for oversight.
5. Costs for complete sight preparation and relevant liabilities must be fully disclosed before land purchase is finalized without infringing on the normally acceptable standards of real estate transactions.
6. The County Commissioners must insure that all participating jurisdictions are proportionately and regularly kept up to date on their respective financial commitments.

William McCord  
16793 Donnelly Road  
Mount Vernon, WA 98273-4775  
(360)421-9370

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 5:31 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Draft EIS commentary

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Draft EIS commentary  
**From:** Ellen Gamson <[edmvdt@gmail.com](mailto:edmvdt@gmail.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

Jana:

As you know, I and several of our MVDA Board members attended the public hearing regarding the proposed sites for the new county jail. We have also reviewed the Draft EIS report.

What we heard and read served to confirm the Mount Vernon Downtown Association Board's position on this matter as previously expressed in the letter of March 21, 2013 - that the Truck City location would be the better choice as regards the future of our Historic Downtown.

Regards,

Ellen Gamson  
Executive Director  
Mount Vernon Downtown Association

## Beacham, Linda

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**From:** Hanson, Jana  
**Sent:** Thursday, January 16, 2014 6:24 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Comments on the EIS report

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

**Subject:** Comments on the EIS report  
**From:** Pete Papadopoulos <[pete@cameronlandgroup.com](mailto:pete@cameronlandgroup.com)>  
**To:** "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
**CC:**

Jana,

I have read the Draft EIS report and I have the following observations and/or questions. Within the economic impact analysis the report states "Reduced property values are a common concern of property owners adjacent to a proposed jail facility. Studies indicate that correctional facilities do not result in adverse impacts on property values." I am curious as to exactly which studies are referenced, the date of the studies and the parameters of said studies. As a commercial real estate broker with over 25 years of experience "common concerns" often are the same concerns that drive down the values of real estate. I could be wrong so it would be useful to have those "studies" identified so they can be subject to public review.

In the same section, the report states that "there is an apparent hierarchy of susceptibility of impact, with high-income/high-amenity office or residential uses being most susceptible to impacts. The uses adjacent to the Alf Christenson Seed Site are generally medium value office and low market value residential uses, which are toward the bottom of the susceptibility scale. Future development in the surrounding area envisioned by the Downtown and Waterfront Master Plan vision could be higher on the scale and therefore more susceptible to impacts." I would agree with that analysis but I would ask that this be quantified. What is the likely impact on property values once the redevelopment of the Downtown and Waterfront Master Plan is completed and how does that compare with the same evaluation of the impact of the Truck City Site?

I do have other questions relative to the Draft EIS but these are the questions I am most interested in.

Thank  
you,

**Pete Papadopoulos**  
Partner  
Cameron Land Group  
Windermere Bellevue Commons  
1200 112th Ave NE, Ste B100  
Bellevue, WA 98004  
Cell - (206) 619-3319  
[pete@cameronlandgroup.com](mailto:pete@cameronlandgroup.com)

**From:** [Hanson, Jana](#)  
**To:** [linda piazza](#); [Maggie Buckley](#)  
**Subject:** Fwd: County jail site  
**Date:** Sunday, January 12, 2014 4:48:21 PM

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Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject: County jail site  
From: Dennis Parent <parentease46@gmail.com>  
To: "Hanson, Jana" <janah@mountvernonwa.gov>  
CC:

Skagit County, and Mount Vernon in particular, are at a crossroads. Are we serious about the huge potential economic benefits of tourism in our area? The pending decision about where to locate the new jail will be decisive in answering that question for decades to come.

We have observed older "downtowns" in other locations that work, in terms of attracting tourism dollars and incubating successful small retail businesses. We have lived in Skagit County for 30 years and observed the struggles--and potential--of downtown MV. From a taxpayer perspective, it is frustrating to see money spent on the riverfront development & beautification, followed by discussion of now locating the new jail so close by. We have also invested in the train depot and the Lincoln Theatre. It reminds me of significant tax dollars going to Bay View Ridge development planning, which now seems wasted. Can we not make well conceived decisions about long term future goals for our county, and then stick to those plans? It seems to me that tourism should be a very high priority for Skagit County, given our stunning natural beauty and diversity. The potential upside is huge!

Downtown Mount Vernon, like it or not, represents the "welcome mat" for our county. Putting the jail so close by will be a potential knock out blow to a dream that many of us hold for our collective future. Travel up and down the I-5 corridor between Seattle and the Canadian border and there is little to remark upon beyond the shopping centers. Dare to think that Mount Vernon could be that unique place that draws people looking for Something Different. Dare to dream of something better than mediocre.

Put the jail somewhere else.

Sincerely,

Dennis Parent  
Bay View

**Beacham, Linda**

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**From:** Dennis Clark [dennisbclark@hotmail.com]  
**Sent:** Saturday, January 11, 2014 3:34 PM  
**To:** GaryChristensen  
**Subject:** Comment on DEIS for the Skagit County Jail

Dear Mr. Christensen,

I am submitting this email in response to the public comment opportunity on the Draft Environmental Impact Statement (DEIS) for the Skagit County Jail, which was released December 18, 2013.

I have no comments on the content of the DEIS itself. It appeared to be complete and well-written. The information it contained was sufficient for me to evaluate the environmental, economic, and social impacts to the community from the new jail at either the Alf Christianson or the Truck City sites.

My substantive comment is regarding my preference among the alternatives. I do not support the "no action" alternative. Along with many of my fellow Skagitonians, I voted last summer to raise my sales taxes to pay for this badly needed replacement jail. Between the two "action alternatives," I prefer the Truck City site, primarily because it leaves the Alf Christianson site available for the commercial redevelopment that is likely to be needed to accommodate desired economic development in downtown Mt. Vernon. That said, I would not see the selection of the Alf Christenson site as a bad outcome. Thanks to the County's earlier site alternatives evaluation process, the choice between the two action alternatives in the DEIS is between two good sites. Either site could meet the community's needs.

Thank you for the opportunity to comment. Good luck on building the jail on time and on budget.

Dennis Clark  
PO Box 1381  
Anacortes, WA 98221

RECEIVED  
CITY OF MOUNT VERNON

JAN 17 2014

C.E.D. DEPARTMENT  
BY LB

Carol A. Lane  
3316 Butler Creek Rd.  
Sedro Woolley, WA 98284-8164

SEATTLE WA 98101

18 JAN 2014 PM 5 L



RECEIVED  
CITY OF MOUNT VERNON

JAN 21 2014

C.E.D. DEPARTMENT  
BY

ANITA HANSON, DIRECTOR  
COMMUNITY & ECONOMIC DEVELOPMENT DEPT.

P.O. Box 809  
MT. VERNON, WASHINGTON  
98273



1/18/2014  
THE FREEWAY & THE TRAINS TOGETHER  
WOULD ADD TO INCARCERATION, SAVE TRANSPORT  
COSTS & CONTRIBUTE TO AVAILABILITY - THE  
PRESENT JAIL IS NOT UGLY - FRAGMATISM NEEDS  
TO FIGURE RELEVANTLY IN THIS DECISION & WHAT  
MORE COULD BE DEVELOPED AT THE SEED CO,  
LOCATION WHAT WITH THE TOXINS FROM THE  
FREEWAY & OIL & COAL TRAINS? - RAISED BY 7-5  
IN SEATTLE THE NOISE IS DETRIMENTAL, PLUS  
THE FUMES & TOXINS - ADD THE TRAINS, & PERHAPS  
THE NUMBER OF POTENTIAL OFFENDERS WOULD DECREASE  
AT THE THOUGHT OF THAT LOCATION - THANKS C. LANE RN,  
CLNC

**From:** Hanson, Jana  
**Sent:** Wednesday, January 22, 2014 4:08 PM  
**To:** Beacham, Linda; Maggie Buckley  
**Subject:** Fwd: Choosing a new location for the jail

*Sent from my Verizon Wireless 4G LTE DROID*

----- Original Message -----

Subject: Fwd: Choosing a new location for the jail  
From: Hollie Skinner <[hollie@haytonfarmswa.com](mailto:hollie@haytonfarmswa.com)>  
To: "Hanson, Jana" <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)>  
CC:

Janah,

Hayton Farms Inc. has many apprehensions about the possibility of locating the jail in the Alf Christianson Seed property. Our farm owns multiple properties nearby and we are concerned about the repercussions of building a jail in this neighborhood. Our first concern is that our properties house many of our employees. Having a jail right outside their homes would lower their quality of life. Who wants their child playing outside right next to a jail or to have to look at such an eyesore? We as a community are marginalizing the lower income community by putting up a jail in there backyard. Second, a jail would most likely lower the property value of the homes in the surrounding area. As a small business owner this is of course a concern.

Thank you,

Robert Hayton



--

Hollie Skinner  
Distribution Manager  
360-391-9283  
[hollie@haytonfarmswa.com](mailto:hollie@haytonfarmswa.com)



MICHELLE DEE PETERSEN-JENSEN

02-01-14 DATE

11223 Jensen Lane  
Burlington Wa 98232

Ms. Irene Anna Hanson

I am  
writing to you  
in response to  
your editorial published  
in the Skagit Valley  
Herald published  
Sunday January 13<sup>th</sup> 2013  
"Which Site is  
Best for New County Jail"

You see... even  
if the jail were  
to be built at  
Cef Christensen Site  
my guess is most  
elder - over weight  
- lazy - crippled  
staff members and  
inmates will need  
to be transferred by car  
- van - or other means  
of transportation to  
the new jail facility -  
so -

Why not Truck City  
while you are on  
your way -  
Thanks Anna  
for your consideration  
on this issue  
Michelle Dee Petersen-Jensen

RECEIVED  
CITY OF MOUNT VERNON

FEB 13 2014

C.E.D. DEPARTMENT  
BY \_\_\_\_\_

## Maggie Buckley

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**From:** Hanson, Jana <janah@mountvernonwa.gov>  
**Sent:** Wednesday, March 19, 2014 11:44 AM  
**To:** Maggie Buckley  
**Subject:** FW: Brunet Building

**Categories:** Red Category

Jana Hanson, Director  
City of Mount Vernon  
Community & Economic Development Department  
P.O. Box 809 / 910 Cleveland Avenue  
Mount Vernon, WA 98273-0809  
Phone: (360) 336-6214  
Fax: ((360) 336-6283

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**From:** Doug Brinley [mailto:brinley.doug@icloud.com]  
**Sent:** Wednesday, December 25, 2013 12:47 PM  
**To:** Hanson, Jana  
**Subject:** Brunet Building

Hi Jana,  
Merry Christmas!

All of your information works! The information and resources you provided have been very helpful. Sharon and I are continuing to study the retail aspects. I am collecting and analyzing more data as it becomes available.

We are set to close tomorrow or Friday. I will be submitting a permit application tomorrow, presuming I can wrap up the initial review process with the clean air agency tomorrow.

I've included my observations on the jail siting process. Having worked on several of these administrative siting processes, and DIS'es, I hesitate to speak too long or too loudly. But perhaps there is some value to the City in sharing my thoughts.

Doug Brinley  
RED BOY, LLC - managing 504-508-510 S First St.  
206 383 9653

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Jail DEIS Comments:

The City might hold out for a hotel on the Alf Christianson site. Alternatives for office and retail would likely be Interstate-oriented, and mid- to low- market value on account of railroad proximity.

The lack of quality in the DEIS site arrangement plans for both site alternatives reflect a present lack of awareness or capability at some level to align the project with City and community expectations. High quality designs are essential for a County jail facility destined for either site, and I'd expect to see thoughtful site arrangement plans early in the design period.

If the final designs were thoughtfully developed and demonstrated to be highly responsive to community issues, I'd likely have reduced reservations with the County jail on the Alf Christianson site for several reasons:

1. A County jail is a higher use than present condition, provided the design and construction has sufficient budget to achieve the project goals, and for quality.
2. A thorough, highly-accountable design review process resulting in a well-designed and -executed project can overcome community objections. I'd expect to see architectural massing studies extending to the adjacent properties; traffic mitigation measures; pedestrian amenities; comprehensive landscape buffers at property perimeters; a landscape establishment period; and comprehensive mitigation of the full range of community-voiced issues.
3. The property need not be 'positioned' as an aesthetic gateway to the downtown.
4. The public is prepared to invest now, while the private community has not put a development forward. A bird in the hand so to speak.
5. The City might attract meaningful concessions from the County for its accommodation of the 'in town' facility, and sacrifice of future tax revenue.
6. As the County seat, the City has a responsibility of sorts to accommodate the County needs.
7. County jails and their customers are somewhat less obnoxious neighbors than regional jails as at Monroe WA.

The City might:

1. Comment extensively on the DEIS site arrangement plans for both site alternatives. The plans I am referring to are in Appendix D, Figures 3 and 4. Accepting the site arrangement plans as presented in the DEIS would potentially present complications for the County and its designers interpreting a DEIS decision in the subsequent design phase as the project management team advances the project.
2. Be explicit with the County about limits on future expansion. Incarceration addresses societal symptoms, and by design does not solve societal problems. A future (800) bed facility is not proportionate with the Mount Vernon downtown. For indirect comparison, Skagit Valley Hospital is licensed for (137) beds. The WA Dept of Corrections facility at Monroe WA operates at (2,400) inmate capacity.
3. Work with the transportation agencies to ensure vehicular access does not compete with traffic on W Kinkaid St.
4. Participate in the County planning for the human interactions associated with the facility, especially comings-and-goings, visitors, employees.
5. Develop a wish list of concession items peripheral to the jail proposal:
  1. Negotiate improvement of the aesthetic relationship of the existing County building to the street. There are several easily-corrected, 'missed opportunities' on County property which are resulting in a blight condition, particularly along the west (street front) side of the County building.
  2. Improve nighttime illumination on adjacent streets.
  3. Improve street plantings, and construct landscape buffers consistent with a visionary plan for the downtown.

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On Dec 23, 2013, at 1:49 PM, Hanson, Jana <[janah@mountvernonwa.gov](mailto:janah@mountvernonwa.gov)> wrote:

Hi Doug,

Just checking in to see if any of the information I send you works. For marketing to retail let me know what I can do to help. The [www.createagreatlifeinmountvernon](http://www.createagreatlifeinmountvernon) has some good information and online brochures.

I will see Esco next week and will ask about the alley work.

Have a Merry Christmas!

Jana Hanson, Director

CITY OF MOUNT VERNON AND SKAGIT COUNTY  
PUBLIC HEARING ON SCOPE OF EIS  
JANUARY 9, 2014

Commissioner Hearing Room  
1800 Continental Place  
Mount Vernon, Washington 98273

CORPOLONGO & ASSOCIATES  
114 WEST MAGNOLIA STREET, SUITE 400-110  
BELLINGHAM, WA 98225  
(360) 671-6298

**ORIGINAL**

Reported by: Deanna Ellis, CCR

1 4:00 p.m.

2

3 COMMISSIONER DILLON: Hi, I am Commissioner  
4 Sharon Dillon. I am one of the three County  
5 Commissioners. I'd like to welcome you here today.

6 Hopefully you're here to listen to what is being  
7 presented. We want your opinions. Please voice what  
8 you have to say and what you want to move forward with.  
9 That's why the City of Mount Vernon, there mayor is in  
10 the back over there. That's why Skagit County has their  
11 people. We want to listen to the people. We want to  
12 make sure that your voices are heard.

13 I welcome you here. Thank you all very, very much  
14 for coming and have a great night.

15 Thanks.

16 MS. HANSON: Thank you all for being here  
17 today. The purpose of today's meeting is to inform the  
18 public about the Draft Environmental Impact Statement  
19 that we have been working on since August. That's  
20 looking at the environmental elements and impacts  
21 associated with the two sites that have been selected  
22 for the jail. Those sites are the Alf Christiansen site  
23 and the Truck City site on old 99.

24 So what will happen today is Maggie Buckley with  
25 David Evans and Associates -- they are the consulting

1 firm that's been hired by the City and the County to  
2 perform the Draft Environmental Impact Statement --  
3 she'll be providing an overview of the Draft  
4 Environmental Impact Statement. Then we're inviting all  
5 of you to come up and make comments on the DEIS. We'd  
6 like to limit those comments to three minutes, and those  
7 are being recorded by our court reporter here. So those  
8 minutes will be available. Probably within two week's  
9 time you can contact my office, the City of Mount  
10 Vernon, or the County. Gary Christensen, I believe, can  
11 be the contact person with the County.

12 Following tonight's meeting, the comment period  
13 will be open on the Draft Environmental Impact Statement  
14 until the 16th of this month. We will then close that  
15 and move on into the entitlement process through the  
16 City, which includes the rezone and the comprehensive  
17 plan amendment for both of those sites. We'll talk more  
18 about that during the presentation that Ms. Buckley will  
19 give.

20 So any questions, comments, please make those. I  
21 will be working on the list that you've all signed up  
22 for. I know that not all of you want to speak, but if  
23 you would like to, please come up and, again, limit your  
24 comments to three minutes.

25 Thank you.

1 MS. BUCKLEY: Good afternoon, everyone. My  
2 name is Maggie Buckley. I'm with David Evans and  
3 Associates. I supported the City and County on  
4 preparation of the Draft EIS for the Skagit County Jail  
5 Project.

6 As Jana mentioned, I just want to give you all a  
7 brief overview of the project and give a very quick  
8 summary of the results of the Draft EIS. I do want to  
9 mention that there was some copies of the summary in the  
10 Draft EIS on the back table if you'd like to take that  
11 for some very exciting, pleasure reading.

12 I do want to keep it brief today because, as Jana  
13 mentioned, the reason we're here is to hear from you.  
14 Providing ongoing and meaningful public input is one of  
15 the primary reasons that we do the SEPA EIS process. So  
16 we've done the best that we can to disclose the  
17 project's impacts in the Draft EIS in a clear and  
18 concise way, and now we want to hear from you. From  
19 that point, when we do hear from you, hopefully the City  
20 and the County will be able to make the best decision  
21 that they can at the end of the day.

22 The purpose of this project is really twofold. In  
23 the near term, the purpose is to provide jail  
24 infrastructure to accommodate the County over the next  
25 15 to 20 years, but we want to look a little further

1 into the planning horizon. In the longer term, the  
2 primary purpose of the project is to accommodate the  
3 County's needs on a 40 to 50 year planning horizon.

4 Most of you probably already know what the need is  
5 for the project. It focuses really on overcrowding at  
6 the existing jail. The existing jail was built in 1984  
7 to accommodate only 83 inmates. It was expanded in the  
8 80s and early 90s to accommodate 180 inmates, but today  
9 the average daily population is somewhere around 263.  
10 Projections show that could get up to over 400 by the  
11 year 2040.

12 So the proposed project is to construct a jail in  
13 two phases. The first and initial phase would be a  
14 100,000 square foot facility with 400 inmate beds and  
15 some facilities to support that. The second phase or  
16 what we call "full build out" is to accommodate that  
17 longer 40- to 50-year planning horizon that I mentioned.  
18 That would be 155,000 square foot facility with an  
19 additional 400 beds to provide total of 800 inmate beds.

20 The County considered a total of 14 sites for a new  
21 jail. Through their alternatives evaluation process,  
22 they really whittled it down to two sites which are  
23 evaluated in the Draft EIS, and that process is  
24 summarized in Chapter 2 of the Draft EIS, if you want  
25 more detail.

1           The first is the Alf Christiansen Seed site. That  
2 is located just south of Kincaid Street and north of  
3 union and sits in between the railroad and I-5. The  
4 site itself is represented by that red boundary there,  
5 and it's about 7.8 acres in size and is comprised of  
6 pieces of 21 different parcels.

7           The second site is the Truck City, Suzanne Lane  
8 Site, and that's located in south Mount Vernon -- again,  
9 shown in red there. It's about 10.4 acres in size and  
10 is comprised of five different parcels.

11           The Draft EIS also evaluates a third alternative,  
12 and that's what we call the "no action alternative."  
13 We're required to evaluate that under SEPA. What that  
14 means for this project is that a jail would not be  
15 constructed, so the County would continue to use the  
16 existing jail as they do today.

17           I do want to mention, the Jail Coordinating Counsel  
18 unanimously agreed that a new jail was needed for the  
19 County, and County residents really supported that  
20 sentiment when they approved the increase in the sales  
21 tax to construct a new jail. So this alternative, while  
22 we have to evaluate it, isn't really a viable, long-term  
23 solution to address the overcrowding issue. So if this  
24 alternative were selected, some other action would  
25 likely need to be taken by the County. We don't know

1 what the action would look like to address the  
2 overcrowding issue.

3         The Draft EIS looks at eight different elements of  
4 the environment. The first seven that are listed there  
5 are pretty standard for an EIS document. I do want to  
6 point out, though, that the eighth one, economics is  
7 somewhat atypical. We added that after the result of  
8 the public scoping period. We heard from you all that  
9 you were concerned with potential impacts on property  
10 values, potential impacts on tax revenues and more  
11 general economic impacts to businesses in the city  
12 limits, especially in the downtown area. As a result of  
13 that, the City and the County decided to add that  
14 element to the EIS.

15         So alternative impacts, this is the exciting stuff.  
16 So of the eight elements that we analyzed, five of those  
17 really had similar impacts between the two site  
18 alternatives, so I want to run through those pretty  
19 quickly.

20         The first is geology and soils. The conditions on  
21 both sites do create some potential for settlement  
22 hazardous, and that issue would be addressed primarily  
23 through the design of the jail, the foundation type and  
24 through the construction methodology.

25         Floodplains, both sites are located within the

1 hundred-year floodplain. To comply with City Code, the  
2 jail would need to be constructed above the base flood  
3 elevation.

4 Hazardous materials, we know that current and past  
5 uses on both of these sites really create a potential to  
6 encounter contaminated soils, underground storage tanks,  
7 or asbestos. Additional investigations are recommended  
8 to further evaluate that. If some contamination is  
9 found in those investigations, it would need to be  
10 removed prior to moving forward with construction.

11 For cultural resources, there is still a  
12 possibility -- although we didn't find anything when we  
13 surveyed the two sites, it was somewhat of a limited  
14 survey -- we think that there is still some potential to  
15 encounter archaeological resources. So, again, we're  
16 going to do some additional investigations on either  
17 site, and we'll address that issue further.

18 Transportation, our analysis shows that a new jail  
19 would generate up to 34 new vehicle trips in the p.m.  
20 peak hour, which is a fairly minor amount of traffic in  
21 the overall transportation system. Some off-site  
22 improvements would be required at either site to comply  
23 with City Code. Specifically at the time Alf  
24 Christiansen Seed Site, those improvements would depend  
25 on what the access configuration is there which hasn't

1 been determined yet.

2 I'll move onto the remaining three elements of the  
3 environment that did have some greater differences  
4 between the two sites. Aesthetically, a new jail on  
5 either site would have fairly minor changes on visual  
6 quality, but at the Alf Christiansen Seed Site we did  
7 determine that a new jail would be somewhat inconsistent  
8 with the visual character that's envisioned for the  
9 downtown area and Kincaid Street, specifically, since  
10 it's a planned gateway into the downtown area.

11 To address that issue, we've recommended some  
12 modifications to the project design, such as  
13 incorporating an outdoor space or some public art on the  
14 site and also complying with the design guidelines that  
15 are in the Waterfront and Downtown Master Plan.

16 Economics, so our analysis basically focused on  
17 what type of a development could occur on either site if  
18 we didn't build a jail there. Based on the current  
19 market conditions at the Alf Christiansen Seed Site,  
20 that alternative development was defined as a mixed use  
21 development with some commercial and retail uses. At  
22 the Truck City Site, that looks more like a business  
23 park. The real difference between the two, from an  
24 impact perspective, is the quantity of potentially lost  
25 revenue. So if we build a jail at either site, that

1 alternative development scenario is lost. From a fiscal  
2 standpoint, that looks like \$86 million a year in gross  
3 business receipts for the mixed use development on the  
4 Alf Christiansen Seed Site and 220 jobs versus the Truck  
5 City Site -- it's somewhat lower -- \$17 million in gross  
6 business receipts per year and 112 jobs.

7 And finally for land use, a new jail at the Truck  
8 City site is generally consistent with the City's land  
9 use plans. At the Alf Christiansen Seed Site, there are  
10 some specific goals that are identified in the City's  
11 Downtown Waterfront Master Plan focused on providing  
12 more of a mixed used, commercial, retail-type  
13 developments in the downtown area. And so to  
14 accommodate that and to address those goals we've  
15 recommended a few different things to modify the project  
16 design, such as incorporating a pedestrian pathway on  
17 the site which would connect the northern and southern  
18 uses. As I mentioned before, anethetics, incorporate  
19 some, potentially, public art or an outdoor space to try  
20 and enhance Kincaid Street as the gateway to downtown.

21 So we are here because we want to know what you  
22 think. There are three different ways that you can  
23 comment. The first is by providing a statement tonight  
24 in front of the court reporter. If you feel more  
25 comfortable writing your thoughts down, you can just

1 fill out a comment form and leave it in the box on the  
2 back table. If you'd like to think about things a  
3 little more, you can provide comments to the City by  
4 next Thursday at 5 p.m., which is the close of the  
5 comment period.

6 And I do want to just reassure you that tonight is  
7 not the last opportunity to provide public input on this  
8 project. In terms of SEPA, we'll be wrapping the  
9 process up here in the next month or two. We will  
10 address all the comments that are received during the  
11 comment period, and we'll issue a Final EIS in the next  
12 one to two months. So that will wrap things up for  
13 SEPA. Then we'll move into the land use permitting  
14 process this spring, and that's needed to change the  
15 comprehensive plan and zoning designation on either site  
16 to a public use which would accommodate a new jail.

17 And then from there we'll move into the essential  
18 public facilities permitting process. We expect that  
19 that will happen this coming summer. Both of those  
20 final two processes have open record public hearings, so  
21 those are two additional opportunities that you can  
22 voice your opinion on the project. There are some  
23 handouts on the back table about those two processes, if  
24 are you are interested.

25 So that does it for me. From here, we'll open it

1 up for public statements. Please remember when you come  
2 up you have three minutes to provide a statement.  
3 Please state your full name and address. We look  
4 forward to hearing from you.

5 MS. HANSON: So I have a Ron Coakley.

6 MR. COAKLEY: I'm good.

7 MS. HANSON: Bill Valder. Lori Coppenrath.  
8 I'm sorry, I can't read the fourth name. Dahl, Sonya  
9 Dahl.

10 MS. DAHL: I didn't sign up to speak tonight.

11 MS. HANSON: Oh, okay. I'm just reading off  
12 the sign-up sheet.

13 Balisa Koetje.

14 MS. KOETJE: Hello. So where do we want the  
15 jail?

16 My name is Balisa Koetje. I'm a commercial real  
17 estate broker with Windermere Commercial Real Estate in  
18 Mount Vernon. I have worked in the profession of  
19 commercial finance and commercial real estate for the  
20 past 30 years.

21 In regards to the two jail sites under review,  
22 professionally, my husband, Jim Koetje and I, represent  
23 the Truck City Site in south Mount Vernon. However,  
24 personally we own and have owned many buildings in  
25 downtown Mount Vernon. Professionally, we've sold

1 dozens of downtown buildings, including four within the  
2 last six months and at least tens of thousands of square  
3 feet.

4 Some may say our interest is professionally driven  
5 due to our representation of the Truck City Site. It  
6 goes way beyond this relationship. The issue is not why  
7 we want the jail to be located in south Mount Vernon at  
8 the Truck City Site, but rather why we do not want the  
9 jail located at the Alf Christiansen Site, the entrance  
10 to downtown Mount Vernon.

11 Some information. In 2008, the City of Mount  
12 Vernon adopted a master plan for downtown Mount Vernon  
13 and the waterfront. Along with dedicating \$27.3 million  
14 to the waterfront revitalization, this plan identified  
15 11 opportunity sites for new developments. The Alf  
16 Christiansen Site is identified as the largest  
17 opportunity site in downtown Mount Vernon.

18 According to the environmental impact statement,  
19 real estate appraisers and brokers, this site is some of  
20 the most valuable real estate in downtown, with  
21 potential for large development, hotel, office park,  
22 mixed use, retail and restaurant. This would generate a  
23 property tax and a sales tax to help support the City  
24 and County; hence, the jail, the schools,  
25 transportation, hospital, court district.

1           So what does this mean? According to the  
2 Environmental Impact Statement, the report that's just  
3 been completed, if the Alf Christiansen Site is allowed  
4 to be developed privately and not as a jail, it's  
5 estimated to generate \$587,000 in annual tax revenue and  
6 \$85 million in gross business receipts. If the Truck  
7 City Site jail is developed privately and not as a jail,  
8 it is estimated to generate \$145,000 in annual tax  
9 revenue and \$16 million in gross business receipts.

10           For this economic reason alone, the jail should be  
11 built on the Truck City Site in south Mount Vernon. A  
12 jail in south Mount Vernon will also generate traffic  
13 which will hence the development of other businesses in  
14 south Mount Vernon.

15           I have present with me today letters from the  
16 downtown Mount Vernon association and from the Chamber  
17 of Commerce, from the Commercial Brokerage Association  
18 which is commercial real estate brokers from Whatcom,  
19 Snohomish, and Skagit County that do business in our  
20 area. They are all in great concern of having the jail  
21 downtown as a welcome into the downtown community. A  
22 couple of quotes:

23           "Downtown Mount Vernon is formally recognized as a  
24 top tier Main Street Community, one of only 13 across  
25 our state. We are concerned the jail could become a

1     doorstep to our community," Mount Vernon Downtown  
2     Association.

3             "Aesthetically, what is there about a county jail  
4     that says 'Welcome to Mount Vernon?' We are investing  
5     millions in revitalizing our riverfront. Let's be smart  
6     about our front door as well," Jim Scott owner of  
7     Windermere Real Estate.

8             Ladies and gentleman, we have two choices for our  
9     sites. Why would you choose the Alf Christiansen Site  
10    when building a jail there and removing it from the tax  
11    rolls takes away a tremendous economic benefit to our  
12    community. Tax revenue of \$587,000, almost four times  
13    higher than the Truck City Site, would be generated  
14    under private development. Estimated gross business  
15    receipts of \$86 million. Over five times higher than  
16    Truck City site would be generated under private  
17    development.

18            If you choose the Alf Christiansen Site for the  
19    jail, you'll eliminate a much greater stream of revenue  
20    for the City, the County, the school district, the  
21    transportation district, hospital districts, and court  
22    district. This is our community. The City of Mount  
23    Vernon is committed to the revitalization of downtown  
24    and the waterfront. Investors and business owners are  
25    excited about downtown Mount Vernon. Make the correct

1 choice and add to this economic growth. Select the  
2 truck site for the jail, and leave the Alf Christiansen  
3 Site for private development.

4 Thank you.

5 MS. HANSON: Kristen Keltz. Sheila  
6 McCandlish.

7 MS. MCCANDLISH: I thought I was just signing  
8 in.

9 MS. HANSON: Ellen Camson

10 MS. CAMSON: What she said.

11 MS. HANSON: Donna Toeffler. Mary Ruth Holder.

12 MR. CHRISTENSEN: When the three minute time  
13 period is up, I'm just going to give you a little hand  
14 signal. So I'll just -- in respect to others who may  
15 want to comment, if you can keep your comments to three  
16 minutes, we'd greatly appreciate that. If there is time  
17 left over at the end, then we can allow more time.

18 MS. HOLDER: Okay. My name is Mary Ruth  
19 Holder. I live at 1319 Digby Place in Mount Vernon, and  
20 I'll be -- I'm submitting more detailed comments in  
21 writing, but I wanted to make at least a brief oral  
22 summary statement.

23 First of all, I really want to thank you for  
24 providing information to the public about this really  
25 important decision to pick a site for a much needed, new

1 jail and for allowing the public to provide public  
2 comments to you.

3 The EIS process and this hearing demonstrate a  
4 welcome to the public willingness to have an open and  
5 transparent decision making process. This is the way  
6 our Government should work and should continue to work  
7 in this case.

8 My husband, Philip and I retired to Skagit Valley  
9 nearly nine years ago. Of the places we could live here  
10 in the valley, we chose to live in Mount Vernon because  
11 of the beautiful and unique historic downtown. Mount  
12 Vernon's pedestrian friendly downtown is where we do the  
13 bulk of our shopping, including just today and other  
14 business, and we walk there nearly daily, and we conduct  
15 our errands there and meet friends there at restaurants  
16 and so forth.

17 We really value the City of Mount Vernon's  
18 considerable efforts to complete its Downtown and  
19 Waterfront Master Plan and the hard work and growing  
20 success by the City, our Downtown Association, and Mount  
21 Vernon Chamber of Commerce to insure that downtown Mount  
22 Vernon has a vibrant and growing downtown economy for  
23 the long term.

24 Siting a new jail, in this case, is not like what  
25 you think of or I think of as the usual development,

1 where there may be raw land available because the rural  
2 sites have already been eliminated. Instead, this  
3 presents an unusual case of dropping what is anticipated  
4 ultimately to be an 800-bed jail that would have the  
5 same footage as a Walmart super center into Mount  
6 Vernon's existing commercial enterprise area.

7 The Draft EIS demonstrates significant adverse  
8 impacts, as you just heard, that this would have  
9 particularly on the City's economy, tax revenues, and  
10 also land use, and indirect impacts on the  
11 transportation system, and even aesthetics if a large,  
12 new jail were to be located at the City's front door  
13 step; that is, at the Alf Christiansen Site. The  
14 impacts would be considerably less significant at the  
15 Truck City Site.

16 As you know, Mount Vernon's Downtown Comprehensive  
17 Plan and its Downtown and Waterfront Master Plan  
18 contemplate a different use of the Alf Christiansen  
19 Site; that is, a private commercial development to  
20 compliment and enhance our downtown's growth and  
21 prosperity.

22 I urge the County to respect the City of Mount  
23 Vernon's vision for the development of the Alf  
24 Christiansen Site, as articulated in the City's plans,  
25 and to allow the City to proceed with its plans,

1 particularly in light of the fact that there is a  
2 perfectly viable alternative, and that is Truck City.

3 Therefore, I recommend the Truck City alternative  
4 for the new jail site.

5 Thank you.

6 MS. HANSON: Mark Semrau. Steve Olson. Paul  
7 Taylor. Jim Carter.

8 MR. TAYLOR: My name is Paul Taylor. I live  
9 at 20388 Eric Street, Mount Vernon. I'm an attorney.  
10 I'm also a commercial real estate broker. I just  
11 recently opened up a new company.

12 I'm not representing anybody. I have no vested  
13 interest in either property. I live south of Mount  
14 Vernon, and I'm here to tell you my personal, opinion  
15 based on my background and experience, of why the Alf  
16 Christiansen Site is probably far superior than the  
17 south Mount Vernon Site.

18 First of all, I would like to point out that there  
19 is already a jail in downtown Mount Vernon. So what we  
20 are doing is moving a facility over to another portion.

21 Second thing is it's been pointed out that this is  
22 the gateway to Mount Vernon. So what's there right now?  
23 We have a rail station with inadequate parking. We have  
24 court houses and administrative buildings, and then we  
25 have a vacant industrial site.

1           Now, does that sound like it's really well planned  
2 and we've got something going for us? I don't think so.

3           As far as the site being used as a business park or  
4 a hotel, I'd like to find out what hotel would like to  
5 put a building right there and who would like to stay in  
6 it.

7           As far as business park, I have worked and rented  
8 from the Skagit I-5 Business Park which is south of  
9 town, and it's half vacant right now. If you build more  
10 business parks, they'll be vacant. So I don't think  
11 that's a viable use. The Alf Christiansen property has  
12 been up for sale for years, and it hasn't sold. That  
13 should tell you something.

14           Now, what about the site itself for what it's used  
15 for? Well, I've been going to the courthouse for the  
16 last 30 years, and I see inmates brought in on time.  
17 They walk right across the street from the current jail.  
18 Now, those same inmates are going to have to be brought  
19 up from downtown. They're going to take parking spaces,  
20 and they're gonna take time. Is that a good use? I  
21 don't think so. There is a better use for south Mount  
22 Vernon, a lot better uses.

23           I have a little experience in that. If some of you  
24 will note, the Cascade Mall in Burlington and the  
25 Factory Outlet mall in Burlington and that whole

1 commercial strip, well, I presented that plan to the  
2 City of Burlington in 1980 as part of my Master's  
3 Program from Arizona State University. That turned out  
4 pretty good for the City of Burlington. Now, some  
5 people may hate that. But in reality, it worked out.  
6 They have a really big tax base.

7 The same thing could be done for south Mount Vernon  
8 if you sit down and plan it well and not put up mixed  
9 uses down in south Mount Vernon. It has good freeway  
10 access. It could be a real gold mine for the City of  
11 Mount Vernon, if you plan it right. That's what we  
12 should be planning now, not to put the jail down there.  
13 Once you put a jail down there, do you think anybody  
14 else is gonna want to build anything on those vacant  
15 lots? I don't think so.

16 Anyway, I've put my comments in a written -- which  
17 I will submit, and I'm done, so thank you.

18 MS. HANSON: Jim Carter.

19 MR. CARTER: My name is Jim Carter. I live at  
20 4223 Lupine Drive in Mount Vernon. I wasn't actually  
21 going to say anything here. I have prepared a  
22 presentation to send to Jana, but having heard some of  
23 the comments tonight, I decided that I better say what I  
24 think.

25 One of the things -- I'll point to Ruth and say,

1 Ruth, I'm in total agreement with you. I think that we  
2 should be developing the Truck City Site for the jail.

3 The economic impacts -- I have been watching very  
4 closely for the last four or five years the downtown  
5 revitalization effort, and it's coming beautifully Jana,  
6 thank you. I think that if we put the jail downtown, it  
7 will ruin most of the work that we have been after.  
8 Looking at the statistics and the economic impacts of  
9 it, I am totally in support of the jail going south.

10 So that's it. Thank you.

11 MS. HANSON: Glen Johnson.

12 MR. JOHNSON: Yes, I'm Glen Johnson. I live  
13 at 20482 Skagit City Road, Mount Vernon. I'm a  
14 proponent of the Christiansen Seed Site partly because I  
15 know the site intimately well having worked there  
16 throughout the 80s and time before that also. The loss  
17 of the short-term monies from the business development  
18 can be made up for in the recycling of that present  
19 facility.

20 Now, one of the major concerns that is brought up  
21 here is about geology and soils. Compressible soils  
22 create settlement hazardous. Well, there is a facility  
23 that has been built there and has been existing and has  
24 done its settling. It has its elevation above  
25 floodplain. The seed storage warehouse at the

1 Christiansen Seed Site, relatively new, extremely solid,  
2 extremely settled already, could house 200 inmates in a  
3 month or two if we decided to put use to something  
4 that's an existing facility rather than raising it and  
5 build something from new.

6 I figure that realistically recycling the  
7 Christiansen Seed Site could create a huge economic  
8 driver for the community by training inmates to no  
9 longer visit our jails, using the facility rather than  
10 just to incarcerate but to "tough love" them back into  
11 the workforce. Rather than using our own resources to  
12 incarcerate our own community members, we could be like  
13 Snohomish or Yakima hiring ourselves out to others for  
14 holding their inmates which would be an income provider  
15 to the County and the City as a potential use.

16 A mixed use is totally possible on not a 7.8 acre  
17 site that was listed here tonight but a  
18 nine-point-something acre site which is really what that  
19 place encompasses. Some of that is being tossed off for  
20 fear that it's more of a liability than an asset in this  
21 conversation. But the casting off of some of those  
22 parcels are parcels that are totally commercial  
23 properties that could be totally developed.

24 I want to specifically use inmate labor to do a  
25 manufacturing process, and thus having the County

1 receive the rewards for that manufacturing done by labor  
2 that -- I've been burgled. I didn't get my monies back  
3 from the burgle. The burglar got away with paying me  
4 \$12 worth of restitution. I'm a taxpayer that wants  
5 some restitution from our criminal element. And if that  
6 means us using their labor to manufacture something that  
7 the City and the County gets to reap a profit from, I'm  
8 all for it. Because as it is right now, we're not  
9 forcing the inmates to step up to their responsibility  
10 as a criminal. We have to remember that we're expending  
11 millions of dollars to incarcerate a criminal, not  
12 somebody who's an active participant in the economy.  
13 I'm wanting to turn them into an economic driver where  
14 they no longer come back to our jails ever again once  
15 they're in our jail once.

16 MS. HANSON: Rebecca Schlaht?

17 MS. SCHLAHT: No.

18 MS. HANSON: Barbara Busby.

19 MS. BUSBY: Pass.

20 MS. HANSON: Jack Cross.

21 MR. CROSS: I'll pass.

22 MS. HANSON: Tamara Thomas. Phyllis McKeehen.

23 MS. MCKEEHEN: My name is Phyllis McKeehen.

24 My address is 12576 Josh Wilson Road, Mount Vernon.

25 I'm looking at the alternative sites from two

1 perspectives. One is from a person who worked in the  
2 past, for 20 years, in the Skagit County Justice System  
3 and was a member of the original jail commission -- many  
4 meetings involved with that.

5 The other perspective is almost 50 years of coming  
6 to downtown Mount Vernon. My access is primarily, for  
7 the most part, heading south on I5, and then west on  
8 Kincaid Street.

9 We have in the jail two separate populations. We  
10 have those that are convicted of crimes that are serving  
11 time. We have those that are accused of crimes that  
12 still have to go to trial with a sentence, if one  
13 happens to be determined. The taxpayers cost to deal  
14 with those two separate populations in the jail is about  
15 -- is going to be about the same for those that are  
16 serving a sentence whether the jail is located in  
17 downtown Mount Vernon or whether the jail is located at  
18 the Truck City Site. As taxpayers, though, we cannot  
19 afford the increased cost that will be involved to the  
20 Criminal Justice System if the jail is in south Mount  
21 Vernon.

22 When you have a trial, you have to bring the person  
23 from the jail to the courthouse. There will be one  
24 courtroom in the new jail, but that is not going to be  
25 adequate for all of the trials.

1           Between Truck City and downtown Mount Vernon, there  
2           is a railroad track. When you're transporting a person  
3           from jail to town, you've got the cost of staff time and  
4           benefits for the deputy or deputies that's bringing the  
5           person to the courthouse. You've got the transportation  
6           costs, the vehicle update, the maintenance, the cost of  
7           gas. When you compound by the number of people,  
8           particularly where we're looking at a jail that's  
9           talking about 400 inmates, there is going to be a heck  
10          of a lot of cost to get people from jail to downtown.

11          While we don't know whether we're going to have a  
12          coal offloading facility in Whatcom County -- the  
13          concern about increased train traffic -- we do know  
14          currently underway in the City of Anacortes is the  
15          expansion of the facilities at both refineries for the  
16          increased crude oil train traffic that's going to occur.

17          There is going to be a lot of times, if we're  
18          bringing people from the jail to downtown Mount Vernon  
19          from the Truck City Site, that we're going to have an  
20          increased cost because somebody is waiting for the train  
21          to get out of the way so that they can go forward.  
22          That's adding for the cost of transport and has to be  
23          factored into economics.

24          From the aesthetic standpoint, I think credit has  
25          to go where credit is due. The County has been very

1 good at having aesthetically pleasing buildings. They  
2 have maintained the grounds. Frankly, they're doing a  
3 better job than about 95 percent of the existing  
4 businesses that are located in downtown Mount Vernon. I  
5 think an aesthetic addition to the community is going to  
6 occur. Our architects, give them credit. They're good.  
7 I think it will look much better and be much more  
8 economically benefited to the community if it's in  
9 downtown Mount Vernon.

10 MS. HANSON: Margaret Fleek.

11 MS. FLEEK: Margaret Fleek, Burlington  
12 Planning Department. We did submit written comments on  
13 the Draft EIS. It was a very thorough job. I think  
14 they did a really hard look at everything and the  
15 details, but this is our regional historic downtown. It  
16 has a huge future, and we need to preserve it for  
17 downtown. We need to have that jail down at the Alf  
18 Christiansen Seed Site. They'll have -- they've got  
19 video. They've got courtrooms. They've got no problem  
20 with access for the prisoners, but we need to have our  
21 history maintained and preserved and expanded on. This  
22 is one of the center pieces of our region.

23 I just wanted to throw that out there. Thank you  
24 very much, and good job.

25 MS. HANSON: Tom Sicklesteel.

1           MR. SICKLESTEEL: My name is Tom Sicklesteel.  
2 My address is 10121 Sicklesteel Lane. We have about 20  
3 acres along Cedardale. We're in business down there, a  
4 little crane company.

5           What I wanted to talk about was the economic  
6 impact. While I think talking about alternatives in a  
7 possibility scenario -- there's some real economic  
8 impacts that are here and now and costs that could be  
9 impacting based on this decision that we could actually  
10 measure and we can actually deal with in the here and  
11 now instead of the potential and the possibility and the  
12 probabilities which may or may not ever occur.

13           For instance, in the corridor -- and all I'm going  
14 to address in this is Truck City's Site because that's  
15 all I really know. That I5 corridor is an industrial  
16 corridor. The industrial corridor is filled with  
17 trucking companies, and it's filled with also a  
18 Department of Transportation oversized vehicle station  
19 where you can get permits.

20           When the Skagit bridge was wiped out and oversized  
21 loads had to be stopped and curfewed, they parked in  
22 south Mount Vernon. They parked all along the I5 -- the  
23 Truck City place and along the roads there, and that  
24 sort of stuff. The reason they are doing that is the  
25 routes on and off the freeway and the routes to a fuel

1 station is the only one in the County outside of Cook  
2 Road. The next one is south, down at Donna's truck stop  
3 in Marysville.

4 So what does that mean for my company? My cranes  
5 cannot fuel at the fuel station that's like 300 feet up  
6 the road from me. I have to go to Truck City in order  
7 to turn the cranes around and cycle through there. If  
8 that's closed, my cranes now have to go up to Cook Road  
9 or down to Donna's. If we do that, we pay about \$10 per  
10 mile for the pleasure of going down the freeway. That  
11 can easily wind up \$500 per trip just to fuel the crane.  
12 That would be a huge economic impact for us.

13 There is a number of trucking companies and heavy  
14 haul companies that use that area for those purposes.  
15 That's what it was intended for. That's why the City of  
16 Mount Vernon sought it so hard when they incorporated it  
17 a while back. I understand about economics and economic  
18 impact, but I think comparing probabilities and  
19 possibilities versus the here and now is not  
20 appropriate.

21 Thank you.

22 MS. HANSON: Patty Smith.

23 MS. SMITH: My name is Patty Smith. I live at  
24 6184 West Edison Lane in Bow, Washington.

25 I'm one of the owners of Truck City, and I would

1 just like to say that if the jail is not built down  
2 there, it probably will not be a truck stop. I just  
3 wanted that known. If you take out of fact that I own  
4 one of the sites, I look at it purely from common sense.  
5 It makes more common sense to build it down at Truck  
6 City than it does at Alf Christiansen. You're getting  
7 way more land. You're not putting yourself in a small  
8 space where you're going to need to get more land later  
9 on down the road. You keep your downtown core intact.  
10 Those people all really don't want it down there. It's  
11 your whole downtown. If you don't have a downtown with  
12 all your independent business, you don't have an old  
13 town downtown. Sorry. I don't speak well in front of  
14 people.

15 Thank you.

16 MS. HANSON: Jerry Dodd.

17 MR. DODD: Just was signing in.

18 MS. HANSON: Charlie Wend.

19 MR. WEND: Just signing in.

20 MS. HANSON: Brian Clark.

21 MR. CLARK: I'd like to come at the end.

22 MS. HANSON: Craig Cammock.

23 MR. CAMMOCK: Craig Cammock, 227 Freeway  
24 Drive. To be right up front, I'm an attorney. My firm  
25 has represented Alf Christiansen since the last 70s.

1 I'm also a downtown business owner/downtown property  
2 owner, downtown shopper, big time downtown eater. My  
3 thoughts are the same regardless of the fact that Alf  
4 Christiansen is a client.

5 The worst thing that ever happen to downtown Mount  
6 Vernon was the County pulling out the administrative  
7 offices, moving them here on Continental Place. If you  
8 look around the room, there's a lot of people in this  
9 room that will spill out on the streets when this  
10 meeting is done. Wouldn't it be great if they were  
11 dumping out into downtown Mount Vernon right at dinner  
12 time? Well, they're not because the County is here now.

13 The jail, as currently configured, has 75 full-time  
14 employees and will expand to 136 employees at full  
15 capacity. That's 136 employees to the employee base of  
16 Mount Vernon that will disappear to south Mount Vernon.  
17 At shifts end, they'll get in their car. It will be  
18 just as easy to go to Burlington or home as it will be  
19 to downtown Mount Vernon. Downtown Mount Vernon needs  
20 the employee base that's represented by the jail and the  
21 facilities, auxiliary services, staff and personnel that  
22 goes with it.

23 There is other problems or rather advantages to the  
24 Alf Christiansen Site. Beginning with the floodwall,  
25 Mount Vernon, the taxpayers are investing \$30 million in

1 a floodwall to protect critical facilities, critical  
2 downtown and future developments. It makes no sense to  
3 build a \$60 million jail on top of floodplain and not  
4 protect it by our \$30 million investment in the  
5 floodwall.

6 The jail is also a critical facility. This means  
7 that it needs access 24/7, 365 days a year. The EIS  
8 glossed over the fact that in the floodplain we'll lose  
9 access to the jail. Simply, the EIS states, well, with  
10 the advanced flood warning, the jail can stock up on  
11 supplies and ride out the high water until it goes down.  
12 I've seen Lord of the Flies. I know what happens when  
13 you cut out the jail. There's riots. There's medical  
14 needs. You need access to and from the jail. It's  
15 wishful thinking to say, they'll ride it out with a pile  
16 of food in the back room.

17 Safety is also an issue. The EIS knows notes that  
18 the south Mount Vernon property is at high risk of --  
19 and earthquake. Alf Christiansen is medium risk. One  
20 thing we know we are going to have in this area are  
21 earthquakes and floods. The Alf Christiansen Site is  
22 better in both regards.

23 As for appearance, the property is currently a  
24 rundown warehouse. The best thing that could happen in  
25 City of Mount Vernon, to the extent you can even see the

1 Alf Christiansen Property when you enter Mount Vernon,  
2 is to have it redeveloped into an attractive new  
3 facility, such as the jail we already have that does not  
4 drive away business in the City of Mount Vernon.

5 As for redevelopment, you have to understand the  
6 difficulties of developing the Alf Christiansen Site.  
7 It's sandwiched between the railroad and the freeway.  
8 You can stack traffic for the turn signal. The only  
9 access is right, right out only. That means no hotel,  
10 no restaurant, no business wants to access off of that  
11 because there is no practical access from the freeway.

12 Can you imagine going into your hotel and they ask  
13 you, do you want the railroad view room or the freeway  
14 view room. It's too noisy. It's too crowded, and the  
15 access is too bad for viable redevelopment.

16 Over the course of our representation of Alf  
17 Christiansen, I've become familiar with the number of  
18 people that have been interested in the property, which  
19 is few and far between. The interest has been this:  
20 pickle storage from a now bankrupt company, a climbing  
21 wall, an espresso stand, and used as a warehouse. None  
22 of them materialized. That's the extent of interest  
23 that has occurred for that property. None of it is  
24 real. None of it is viable.

25 The relocation of the jail to the Alf Christiansen

1 Site would be a benefit to the City of Mount Vernon, as  
2 recognized by Alf Christiansen which substantially  
3 discounted the appraised value of the property to move  
4 it because they know there is no other viable  
5 alternative.

6 Thank you.

7 MS. HANSON: Kathleen Bisagna.

8 MS. BISAGNA: No.

9 MS. HANSON: Brian Clark.

10 MR. CLARK: My name is Brian Clark. I office  
11 at 227 Freeway Drive, Mount Vernon, Washington. I lived  
12 in the immediate Mount Vernon area for nearly 30 years  
13 with my family before relocating some 20 miles north. I  
14 reside 866 Autumn Lane. I'm a partner of Craig Cammock.  
15 Like Craig, we've represented the Seed Company since  
16 1979. At least, I have. Prior to that, my firm  
17 represented them probably for 40 years.

18 I'm an owner of commercial property in downtown  
19 Mount Vernon. My family has owned property in downtown  
20 Mount Vernon for 60 years or more. I have looked at  
21 some of the economic projections contained in the EIS.  
22 I think they are extremely over optimistic, as far as  
23 redevelopment of the existing Alf Christiansen Seed  
24 site. I think my partner, Craig Cammock went into the  
25 discussion in detail relative to the limitations of that

1 site in terms of access and the fact that it's  
2 sandwiched between I5 and the railroad track.

3 I have a concern about the relocation of services  
4 in downtown Mount Vernon, the movement of administrative  
5 offices from the present County core, that this is just  
6 part of that trend with the movement of the Criminal  
7 Justice Center from the existing site to the extreme  
8 south Mount Vernon. We have the administrative offices  
9 and other County divisions here, out here on Continental  
10 Place, the two extreme sites. That doesn't do anything  
11 for the downtown Mount Vernon core in terms of potential  
12 patrons for businesses and services and the like.

13 I, professionally and personally, feel that the  
14 best site for the jail, in terms of immediate spin off,  
15 is the Alf Christiansen Seed Company Site. Truck City,  
16 I think, imposes some additional costs, as we've heard  
17 from several of the speakers already, in terms of  
18 transportation. It makes no sense to me for the City of  
19 Mount Vernon to spend \$30 million on a floodwall to  
20 encapsulate the downtown Mount Vernon area and not  
21 provide that protection to a new Criminal Justice Center  
22 or jail.

23 Thank you.

24 MS. HANSON: And Brian, my apologies. There  
25 are a few more names.

1           John Mitzel.

2                   MR. MITZEL: My name is a John Mitzel. I live  
3 at 2703 River Vista Loop in Mount Vernon. I am a  
4 commercial real estate broker with Windermere out of  
5 Whatcom County, live in Mount Vernon.

6           In all disclosure, I represent two of the owners of  
7 property that is called the Truck City Site. I have got  
8 some questions that are a little more specific. I  
9 support what Balisa has said 100 percent, and I have  
10 some other clarifications I'd like to share.

11           1. The questions I've got have to do with the  
12 cost of development of the two sites. Which site, based  
13 on the information available, including in the EIS, are  
14 the most cost affective? Does that include the  
15 anticipated off-site costs? Does it include the cost of  
16 property owned by the City of Mount Vernon? Which site  
17 has the most unknowns which could add developments cost?

18           2. Which site based on information available  
19 included in the EIS would have the fastest development  
20 schedule including completion of off-site work,  
21 beginning with the development of site engineering  
22 drawings? Which site gives a design team the most  
23 flexibility to include any desired changes that may come  
24 up during the design phase of the project?

25           Another question, which site would or could have

1 the most potential direct costs from the development of  
2 the site to the City of Mount Vernon?

3 The previous speakers have talked about the  
4 transportation costs and the time. I want to clarify  
5 that. It's my belief that the time for handling inmates  
6 to court, back and forth from downtown Mount Vernon and  
7 to the Truck City Site is minimum. I drive it. I  
8 represent a lot of property in Mount Vernon. I know  
9 what it takes to get there, and the tracks have to be  
10 crossed no matter what. The inmates will be transported  
11 by vehicle. They it will not be walked across the  
12 street. That doesn't happen today. Train traffic I do  
13 believe is an issue overall that we have to address in  
14 the City because it may have some real honest affect of  
15 our commercial needs.

16 The floodwall certification will not take place for  
17 several years, and the -- the Alf Christiansen Site  
18 cannot be certified until that is completed, and that is  
19 more years out than when the jail will be --  
20 construction will start.

21 Hotels on the site. I represent three different  
22 groups of hotel owners, and they are leasing their  
23 properties. I've sold hotels for them and have look for  
24 their sites.

25 One of the previous comments was about the tracks.

1 Well, folks, the tracks are a factor of the Hampton Inn,  
2 Candlewood Suites, and the Fairfield Inn in Burlington,  
3 and they are all thriving. I5 is a factor in just about  
4 every hotel on interchanges in Mount Vernon. And there  
5 is planned hotels in Marysville.

6 I'm going to end with a quote from a Jim Clausen, a  
7 commercial real estate broker in Snohomish County that  
8 meets with us on a regular basis focusing on bringing  
9 business to Skagit County. I may be a word or two off  
10 here, but this what he said recently:

11 "It would be not be prudent or responsible for the  
12 City of Mount Vernon Leaders to take the risk of  
13 allowing the new County Jail to be built at the entrance  
14 to the City that would impact the desired results of the  
15 existing \$27 million investment in revitalizing downtown  
16 Mount Vernon."

17 Thank you.

18 MS. HANSON: Carl Crawford. Roger Pederson.

19 MR. CRAWFORD: Carl Crawford, 200 Bellmount  
20 Terrace, Mount Vernon, a registered voter and a legal  
21 citizen of the United States.

22 I am opposed to the Alf Christiansen Site. That's  
23 the entrance to the City. We need to do everything we  
24 can to make the City look beautiful. A hotel there  
25 makes a lot of sense, just like the gentleman just said.

1 There are lots of areas similar to that, that have  
2 commercial and hotel facilities, just like that site  
3 would have, so that's a non-issue.

4 Transportation to and from the jail is a non-issue.  
5 How many blocks is it from the courthouse down to the  
6 Truck City Site? It's very few. If you think of other  
7 cities, many cities have to travel many miles from their  
8 jail to courthouse, so that's a non-issue. I'm in favor  
9 of the Truck City Site, and I hope that's the decision  
10 that everyone will make eventually.

11 Thank you.

12 MS. HANSON: Roger Pedersen.

13 MR. PEDERSEN: Roger Pedersen, Mount Vernon.  
14 Born and raised in Mount Vernon. Raised from the -- I  
15 was raised down in the Cedardale area. I find it  
16 interesting you call this the Truck City Site on Suzanne  
17 Lane. I'd call it the Cedardale Site, but that's a  
18 matter of history, I guess.

19 I'd like to make my comments historically and then  
20 perspective. In 1940, when I was in school in this  
21 town, Mount Vernon was a viable, all purpose downtown.  
22 It had medical facilities. It had shops. It had  
23 stores. It had processing, industrial things. We had  
24 two condensers. We had two processing plants.  
25 Actually, three if you moved down to San Juan. It was a

1 viable, busy business center of our community. And our  
2 county.

3 As you know, Mount Vernon is located between the  
4 bend of a river and a hill which forces railroad. In  
5 those days, Highway 99 and a route to Anacortes which  
6 crossed -- was a convenient crossing of the river at  
7 Skagit -- Skagit River. My grandfather was killed on  
8 that river in 1906. But after 1945, the war was over,  
9 things begin to change.

10 I also might say in 1945 we had Model A's and Model  
11 T's and smaller cars than we have today. You could walk  
12 from downtown to the hill easily. You had no interstate  
13 system blocking the two routes between the two. As a  
14 consequence, when I5 was built, you divided the  
15 residential area and the downtown area. The walking to  
16 and from the residential areas on the hill to downtown  
17 ceased; and cars became more numerous and bigger; trucks  
18 became larger; and people got off the railroad trains  
19 and started using trucks and vehicles. Mount Vernon did  
20 not adjust to the increasing size of the vehicles, nor  
21 did it adapt to the increasing numbers.

22 With increased mobility after World War II, Mount  
23 Vernon made some pretty -- did make various decisions.  
24 And after World War II, people started to move out of  
25 the Mount Vernon downtown area, one by one. And I'm

1 going to cite specifically what used to be the Mount  
2 Vernon Herald was located at Second and Broadway for  
3 those of you that can remember that time frame. Then  
4 they moved to Second and Washington, at the bottom of  
5 the viaduct. Then they moved to College Way. And now  
6 they've moved to Anderson Road in the Cedardale area.

7 Our Montgomery Ward store, Sears and Roebuck,  
8 medical offices, all these things have left downtown one  
9 by one because of the mobility of the vehicles and the  
10 larger trucks. Mount Vernon has not done a good job in  
11 accommodating those things, so now we need to do  
12 something and the decision that is going to be made is  
13 going to affect all of this. I'm not giving a  
14 recommendation for one side or the other, but it's going  
15 to be a historical deciding decision as to what happened  
16 to downtown, and it needs to be very well considered.

17 Thank you.

18 MS. HANSON: Is there anybody that I didn't  
19 call that you'd like to speak? Thank you very much.  
20 We're here to answer questions, if there are any. We'll  
21 be here until about six o'clock.

22 Thank you.

23 (Whereupon the hearing concluded at 5:08 p.m.)

24

25

STATE OF WASHINGTON. )  
 ) SS: C E R T I F I C A T E  
COUNTY OF WHATCOM )

I, Deanna Ellis, a Certified Court Reporter  
in and for the State of Washington do hereby certify;

That the foregoing is true and correct to  
the best of my skill, ability, and knowledge, taken  
on the date and at the time and place as shown on  
Page Two hereto;

That I am not related to any of the parties  
to this litigation and have no interest in the  
outcome of said litigation;

Witness my hand and seal this 27<sup>th</sup> day of  
January, 2014.

Deanna M. Ellis

DEANNA M. ELLIS, CCR #2511

IN AND FOR THE STATE OF  
WASHINGTON, RESIDING AT  
MARYSVILLE, WASHINGTON