



STAFF REPORT *for* COMPREHENSIVE PLAN AMENDMENTS & ASSOCIATED REZONES

A. SUMMARY AND BACKGROUND:

DATE: April 22, 2014

PROPOSAL IDENTIFICATION: Truck City Proposed Jail Location, LU13-012; and,
Alf Christianson Proposed Jail Location, LU13-014.

CONTACT: Jana Hanson, CEDD Director

BACKGROUND: The Washington State Growth Management Act (GMA) mandates that the City of Mount Vernon have a Comprehensive Plan, which is a generalized, coordinated land use policy statement. The objectives and policies of the Mount Vernon Comprehensive Plan are based on the City's goals, as expressed through its Mission and Vision Statements.

Within the City of Mount Vernon:

- The Comprehensive Plan is subject to continuing review and evaluation;
- A process is in place to allow citizens to propose Comprehensive Plan amendments;
- The City assesses the cumulative impacts of proposed amendments;
- The Comprehensive Plan is designed to be internally and externally consistent; and,
- The Comprehensive Plan is designed to be consistent with adopted development regulations.

Applications for the Comprehensive Plan amendments and associated rezones included in this report were submitted prior to the 2013 deadline of January 31st. During the 2013 amendment cycle, they were carried over to be included in the 2014 process due to complexities with these requests and the environmental review that was required.

The City has adopted procedures for processing Comprehensive Plan Amendment requests that include at least one public hearing on the proposed amendment(s) before the Planning Commission after the amendment has been prepared. After receiving the recommendation of the Planning Commission for modification to the Comprehensive Plan, the City Council then considers the same at a public hearing. The final form and content of the amendments to the Comprehensive Plan are determined by the City Council.

The purpose of this report is to:

- Prepare for legislative review of the proposed Comprehensive Plan amendments and associated rezones;
- Address consistency and conformance between the proposed amendments and the Comprehensive Plan;
- Identify the cumulative effects of the proposed amendments on the community; and
- Provide background and analysis to the City Council for its decision-making process.

The Goals, Objectives and Policies found in the City's Comprehensive Plan are implemented by development standards found in the City's municipal code. Mount Vernon Municipal Code (MVMC) Chapter 17.111, titled "Amendments and Reclassifications", contains within subsection .070 the below factors the City shall consider with regard to the reclassification of land.

- Is the request compatible with the City's Comprehensive Plan and development goals?
- Are public utilities, public facilities, and other services currently adequate to serve the proposed district?

It is important to point out that even if the amendments and reclassifications are approved at both proposed locations, the Applicant has stated that only one location will be selected for the new jail facility. Following the subject re-designation process, the applicant will be required to go through the City's Essential Public Facilities Conditional Use Permit (CUP) process and any "Public" Comprehensive Plan and zoning designations for areas not utilized for the facility would revert to their previous classifications following the approval, and expiration of any appeal periods on said approval, of an Essential Public Facilities Permit CUP for the selected location.

Additionally, the Alf Christianson location is part of a sub-area plan that is adopted as part of the City's Land Use Element of the Comprehensive Plan. The re-designation of this site will require this sub-area to be amended to reflect the revised designation and different uses.

B. EXHIBIT LIST:

Exhibits included as attachments to this staff report:

- Exhibit 1:** 2013 Docketing Resolution
- Exhibit 2:** Procedural:
2A: Determination of Significance/Scoping Notice;
2B: Draft EIS Notice;
2C: Final EIS Notice;
2D: Public Hearing Notices (including City Council hearing); and,
2E: Department of Commerce Acknowledgement.
- Exhibit 3:** Copies of Comments Received After January 16, 2014
- Exhibit 4:** **4A:** Legal Description and Narrative/Justification from the applicant for the Truck City Jail Location PL13-012.
4B: Legal Descriptions and Narrative/Justification from the applicant for the Alf Christianson Jail Location PL13-014.
- Exhibit 5:** Essential Public Facilities Master Plan Exhibit for the Truck City site.
- Exhibit 6:** Essential Public Facilities Master Plan Exhibit for the Alf Christianson site.
- Exhibit 7:** Proposed Changes to Sub-Area Plan A: Downtown Planning Area for Alf Christianson Location.
- Exhibit 8:** Draft Environmental Impact Statement for the Skagit County Jail, dated December 13, 2013, and its associated Appendices A-J (available on the City's website at: <http://www.mountvernonwa.gov/index.aspx?NID=655>).
- Exhibit 9:** Final Environmental Impact Statement for the Skagit County Jail, dated March 2014, and its associated Appendices A-C. (available on the City's website at: <http://www.mountvernonwa.gov/index.aspx?NID=655>).
- Exhibit 10:** Signed Planning Commission Motion
- Exhibit 11:** Approved Planning Commission Minutes

Exhibit 12: Phase II ESA Supplemental Investigation Report for Truck City

Exhibit 13: Phase II ESA Supplemental Investigation Report for Alf Christianson

Exhibit 14:

14 A: Ordinance accepting both Truck City and Alf Christianson sites

14 B: Ordinance accepting Truck City and rejecting Alf Christianson site consistent with the Planning Commission's recommendation.

Maps contained within this report:

Map 1: Site Locations Overall Vicinity Map

Map 2: Existing Conditions Aerial Map of the Truck City Site

Map 3: Existing Conditions Aerial Map of the Alf Christianson Site

Map 4: Differences in Transport Distances Between Both Sites

Map 5: Truck City Existing and Proposed Land Use Designations

Map 6: Truck City Location

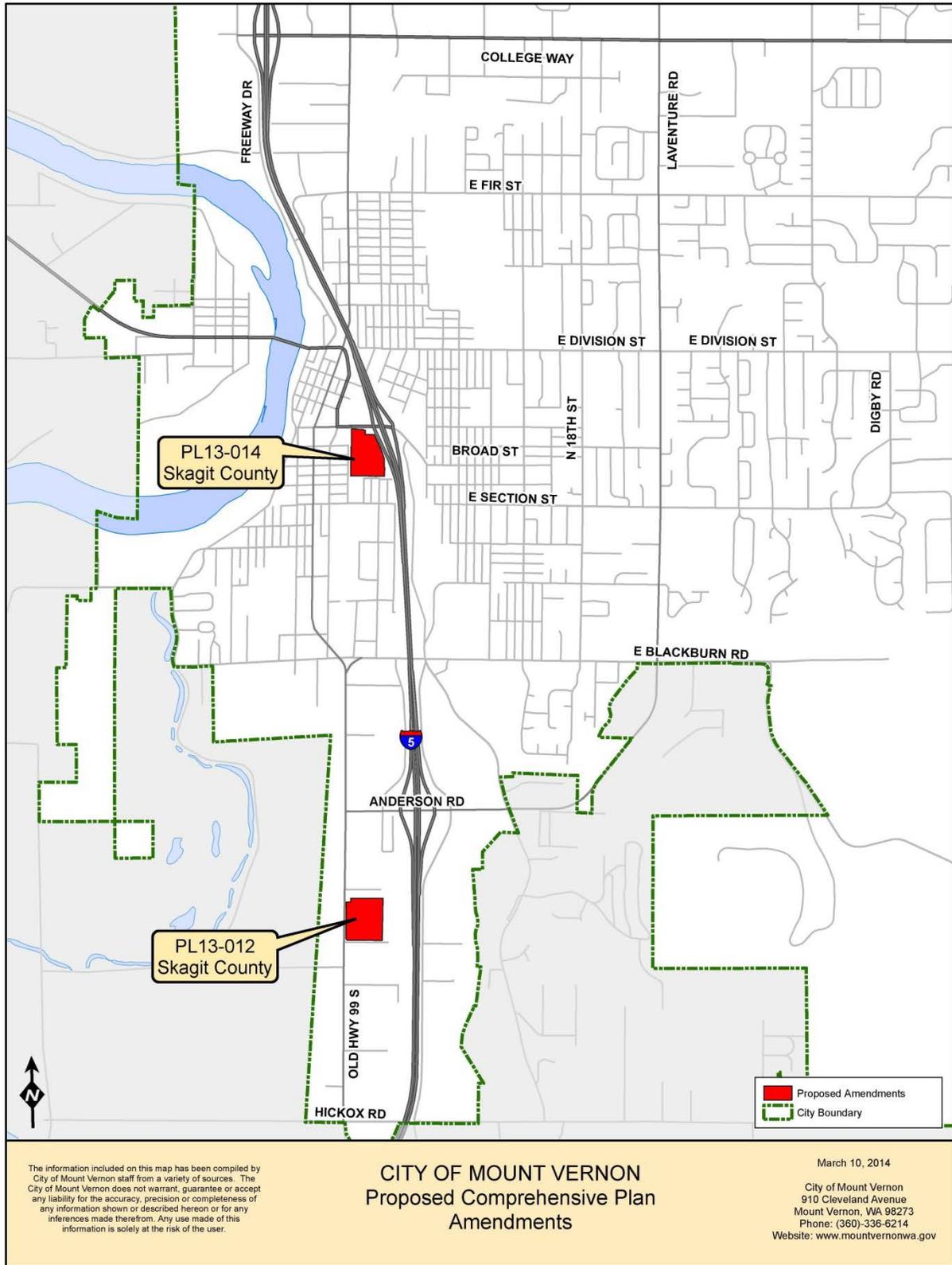
Map 7: Alf Christianson Existing and Proposed Land Use Designations

Map 8: Alf Christianson Location

C. GENERAL INFORMATION:

LOCATION DESCRIPTIONS (maps follow):		
	ALF CHRISTIANSON LOCATION	TRUCK CITY LOCATION
	The area is bound by East Kincaid to the north, Interstate-5 to the east, East Section to its south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject area as parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P53379, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116 which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.	The area is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south of the site. The Skagit County Assessor describes the subject area as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.
Following are existing conditions maps that illustrate characteristics of both locations.		
OWNERSHIP:		
	ALF CHRISTIANSON LOCATION	TRUCK CITY LOCATION
	Bayview Ridge Properties, LLC, parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116.	Old 99 LLC (Bart and Patty Smith) for parcel P29546, the northernmost parcel.
	City of Mount Vernon parcel: P53379	COLCO LLC for parcels P119262, P119265, and P119267. Thomas A. Little for parcel P119263.
EXISTING CONDITIONS FOR BOTH LOCATIONS:		
	ALF CHRISTIANSON LOCATION	TRUCK CITY LOCATION
Comprehensive Plan Designation:	Commercial-Industrial (CI)	Commercial-Limited Industrial (C-L)
Zoning:	General Commercial (C-2)	Commercial-Limited Industrial (C-L)
Floodplain:	Yes, AO zone	Yes, AO zone
Existing Uses:	Existing, vacant industrial warehouse buildings, parking lots, and landscaped areas.	Approximate south half of the overall area is undeveloped. The remaining northern portion of the area is comprised of a truck fueling station with food mart, parking lots, and other accessory buildings.
Access:	West Kincaid Street/SR 536 on the north side of the area. Union and South 6 th Street on the south side of the proposal area.	Off of Old Highway 99 South on the west side of the site. Suzanne Lane on the south side of the proposal area.
Acreage:	9.0 ± acres	10.4 ± acres
Abutting Uses:	<u>North:</u> West Kincaid Street/SR 536 <u>East:</u> Interstate-5 <u>South:</u> C-2 & R-3 zoned property with single-family homes and commercial buildings. <u>West:</u> Railroad Tracks	<u>North:</u> C-L zoned property developed as a commercial nursery. <u>East:</u> C-L zoned property that is developed with commercial buildings, parking lots, and a business that sells landscape rock and other associated materials. <u>South:</u> Suzanne Lane. <u>West:</u> Old Highway 99 South

Map 1: Site Locations Overall Vicinity Map:



The information included on this map has been compiled by City of Mount Vernon staff from a variety of sources. The City of Mount Vernon does not warrant, guarantee or accept any liability for the accuracy, precision or completeness of any information shown or described hereon or for any inferences made therefrom. Any use made of this information is solely at the risk of the user.

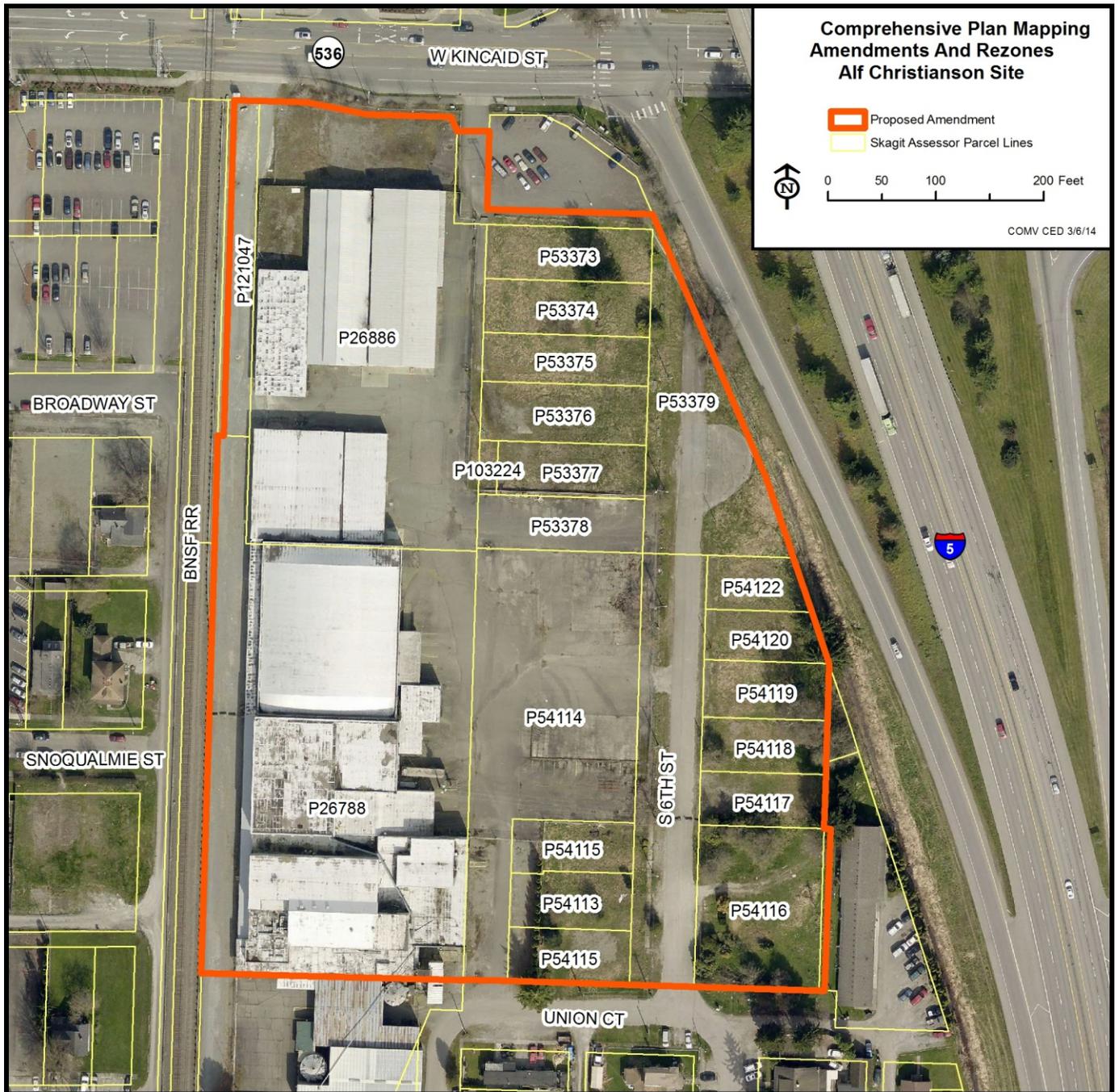
**CITY OF MOUNT VERNON
Proposed Comprehensive Plan
Amendments**

March 10, 2014
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273
Phone: (360)-336-6214
Website: www.mountvernonwa.gov

Map 2: Existing Conditions Aerial View of the Truck City Site



Map 3: Existing Conditions Aerial View of the Alf Christianson Site



D. APPLICABLE SECTIONS OF THE MOUNT VERNON MUNICIPAL CODE (MVMC):

Title 14: Land Use and Development

Chapter 14.05 Administration of Development Regulations

Chapter 14.10 Concurrency

Title 15: Buildings and Construction

Chapter 15.06 Environmental Policies

Chapter 15.36 Floodplain Management Standards

Chapter 15.40 Critical Areas

Title 17: Zoning

Chapter 17.30 Public Zone (P)

Chapter 17.48 General Commercial Zone (C-2)

Chapter 17.56 Commercial-Limited Industrial Zone (CL)

Chapter 17.111 Amendments and Reclassifications

Chapter 17.200 Essential Public Facilities

Resolution 491: Public Participation Program (GMA requirements)

E. APPLICABLE SECTIONS OF THE MOUNT VERNON COMPREHENSIVE PLAN:

- Land Use Element
- Economic Development
- Transportation Element
- Downtown and Waterfront Master Plan
- Sub-Area "A" Downtown Planning Area
- Sub-Area "G" I-5 Corridor / City Entry System

F. PROCESS INCLUDING ENVIRONMENTAL REVIEW:

- On February 13, 2013 a public hearing was held before the Mount Vernon City Council to docket the two (2) Comprehensive Plan amendments and their associated rezones. At this hearing the City Council approved Resolution 856 that docketed the two (2) requests that are outlined within this staff report. Subsequent to the docketing process and as a result of a decision to prepare an EIS, the 2013 docket was carried over into 2014.

- The Washington State Department of Commerce was notified of the proposed amendments on March 5, 2014 and on March 6, 2014 Commerce acknowledged receiving staff's request for review.
- Staff deemed the two (2) requests that were received to be technically complete on April 8, 2013.
- On July 18, 2013 staff issued Notices of Application and a proposed Determination of Significance for the applications. These notices were published on July 22, 2013; and were distributed to all of those properties within 300-feet of each proposal location. In addition, a pink land use sign was posted at the proposed locations on or before July 22, 2013 (the date the notice was published).
- A SEPA threshold Determination of Significance and a Notice of Public Hearing for the Scope of the EIS was issued on July 18, 2013 and published on July 22, 2013. The notice was distributed to properties within 300-feet and land use signs were posted at the two (2) proposal locations. The Scoping Hearing was held on August 13, 2013.
- The Notice of Availability for the Skagit County Jail Draft Environmental Impact Statement (EIS) was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing was held on January 9, 2014, at the Skagit County (County) offices in Mount Vernon, which gave the public, agencies, and organizations the opportunity to learn about the proposal and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City of Mount Vernon (City) and County accepted comments by mail and email.
- After considering comments on the Draft EIS, the City and County made changes to the Draft EIS including factual corrections and clarifications both in response to comments and in light of further staff review. The Final EIS consists of the Draft EIS (Appendix A), a new fact sheet, the comments received on the Draft EIS (Appendix B), the City and County responses to comments (Section 3.3 of the document), and changes to the information and analysis in the draft (Section 2 of the document). The Final EIS also contains City and County Joint Planning and Alternatives Analysis for a Public Facility Potentially Located within a Mapped Floodplain (Appendix C). The Final EIS was issued March 3, 2014.
- The Planning Commission public hearing of March 18, 2014, was preceded with appropriate notice, issued on February 24, 2014, that was sent to those property owners within 300-feet of each area boundary and to parties of record on February 27, 2014, and was published on February 27, 2014.

- The Planning Commission, after considering the record and public testimony, forwarded to the Council its recommendation for approval of the Comprehensive Plan amendment and associated rezone for the Truck City application and recommended denial of the application for the Alf Christianson location.
- The City Council public hearing of April 22, 2014 , was preceded with appropriate notice, issued on March 27, 2014, that was sent to those property owners within 300-feet of each area boundary and to parties of record on March 27, 2014, and was published on March 31, 2014

Accompanying this staff report, labeled as **Exhibits 2A – 2E**, are copies of the notices and documentation of their publishing and mailing outlined above.

G. DEPARTMENT ANALYSIS:

The amendment requests being considered include many similarities. As such, the analysis of the review criteria for the requests will be organized to discuss those areas that are similar first and areas that are specific to each location following the general discussion.

As stated within the Background portion of this staff report, Mount Vernon Municipal Code (17.111.070) states that to receive a recommendation for approval the following factors must be considered:

- Is the request compatible with the City’s Comprehensive Plan and development goals?
- Are public utilities, public facilities, and other services currently adequate to serve the proposed district?

With regard to the first criteria, *Is the request compatible with the City’s Comprehensive Plan and development goals?:*

Both locations have Comprehensive Plan and zoning designations that can be categorized as commercial/industrial. Removing either area from its associated commercial/industrial designation has consequences for the City. Following are relevant sections of the City’s adopted Comprehensive Plan as it relates to both of the proposed locations.

The City’s Land use Element of the Comprehensive Plan contains the following goal, objective, and policy related to the siting of essential public facilities within the City.

Goal LU-64:	Provide a process for the identification and siting of essential public facilities.
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Objective LU-64.1 Allow for the appropriate siting of essential public capital facilities of a Statewide or Countywide nature.

Policy LU-64.1.4 Any site selected as an essential public facility shall have Comprehensive Plan and zoning designations of Public (P) and an overall Master Plan shall be prepared and accepted by both the City Planning Commission and City Council.

To address this policy, attached in **Exhibits 5 and 6** are Proposed Master Plans that represent each of the subject sites.

The City's Land Use Element of the Comprehensive Plan contains the following Objective and Policies related to commercial/industrial uses within the City.

Objective LU-54.1 Balance residential, commercial, industrial and public land uses within the City.

Policy LU-54.3.1 Provide adequate land for commercial and industrial development that provides jobs and augments the City's tax base.

The City's Economic Development Element of the Comprehensive Plan contains the following Goal, Objectives and Policies also related to commercial/industrials uses within the City.

Goal: Develop and maintain a strong, proactive position toward economic development that promotes a positive civic image and establishes Mount Vernon as a good place for business investment and sustained profitability.
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Policy ED-1.1.5 Provide adequate industrial and commercial sites to accommodate planned population growth.

Objective ED-1.2 Expand the retail and office base within the City.

Policy ED-1.2.1 Encourage retail business that increases the sales tax base of the City.

Policy ED-1.2.5 Ensure an adequate amount of land is designated for retail/commercial uses based on site characteristics, market demand, community need, and adequacy of facilities and services.

Objective ED-1.3 Sustain and expand the current industrial and manufacturing employment base.

Policy ED-1.3.1 Protect the existing inventory of industrial parcels from conversion to non-industrial uses.

This goal and the objectives and policies encourage collaboration between the public and private sectors to ensure the long-term economic health of Mount Vernon and its citizens. A healthy economy provides jobs and opportunities and helps pay for vital public services such as education, parks, transportation, police and fire protection, and human services. The policies encourage a mix of industrial, retail, service and office uses that will result in a diversified employment base. The policies encourage the quality development necessary to sustain a high standard of living in Mount Vernon.

Changing either site to a public designation would remove these properties from the available supply of commercial/industrial acreage citywide, resulting in a lost opportunity for commercial development. The lost development potential cannot be realized elsewhere in the City due to the shortage of commercial and industrial lands citywide and downtown. However, as an ameliorating factor, the proposed public use would add to the employment base and stimulate some supporting commercial activity.

Construction of the new jail will generate business activity in the local economy through expenditures and employment during the construction period at both locations. Construction workers are likely to utilize local businesses for food, accommodations, and other services, resulting in economic benefit in the short term. In the long term the jail would provide employment opportunities at either location although the overall employment of a jail facility would be expected to be less than a similarly sized and located property that was developed for commercial or industrial uses. The anticipated reduction in taxes and opportunity costs for each location are included in the specific analysis within this report for each location (page 16 for the Truck City site, and page 20 for the Alf Christianson site); but are also summarized below:

	TRUCK CITY SITE	ALF CHRISTIANSON SITE
Loss of Property Tax Revenue*	\$46,806.00	\$51,360.00
Loss of Potential Gross Business Receipts*	\$16,701,620.00	\$85,906.900.00
Loss of Potential Jobs*	112	220
Loss of Potential Personal Income*	\$3,040,000.00	\$8,744,750.00
Loss of Potential Local Annual Tax Revenue*	\$145,484.00	\$587,963.00

* Source: Property Counselors 2013

Both locations have excellent visibility from I-5 north and southbound. Both sites would require transporting inmates by vehicle from the courthouse facilities. The Alf Christianson location would transport the inmates roughly 0.6 miles and the Truck City location would transport them roughly 1.8 miles (see **Map 4**, on the following page that shows the difference in transport distances between the two sites).

The EIS for the Skagit County Jail proposal includes other common conditions at both sites. Both locations contain soils with settlement hazards and both have the potential to encounter hazardous materials and archaeological material during construction. Additional investigations have been conducted to further explore those risks (see **Exhibits 12 and 13**).

Both locations are also currently located within the 100-year floodplain and must comply with City floodplain regulations and other mitigation imposed through the EPF CUP process. For further detail, see the EIS, including Final EIS, Appendix C. Also, as addressed in the EIS and below, the construction of a new jail facility would change land use and visual character at either location.

Map 4: Difference in Transport Distances Between Both Sites

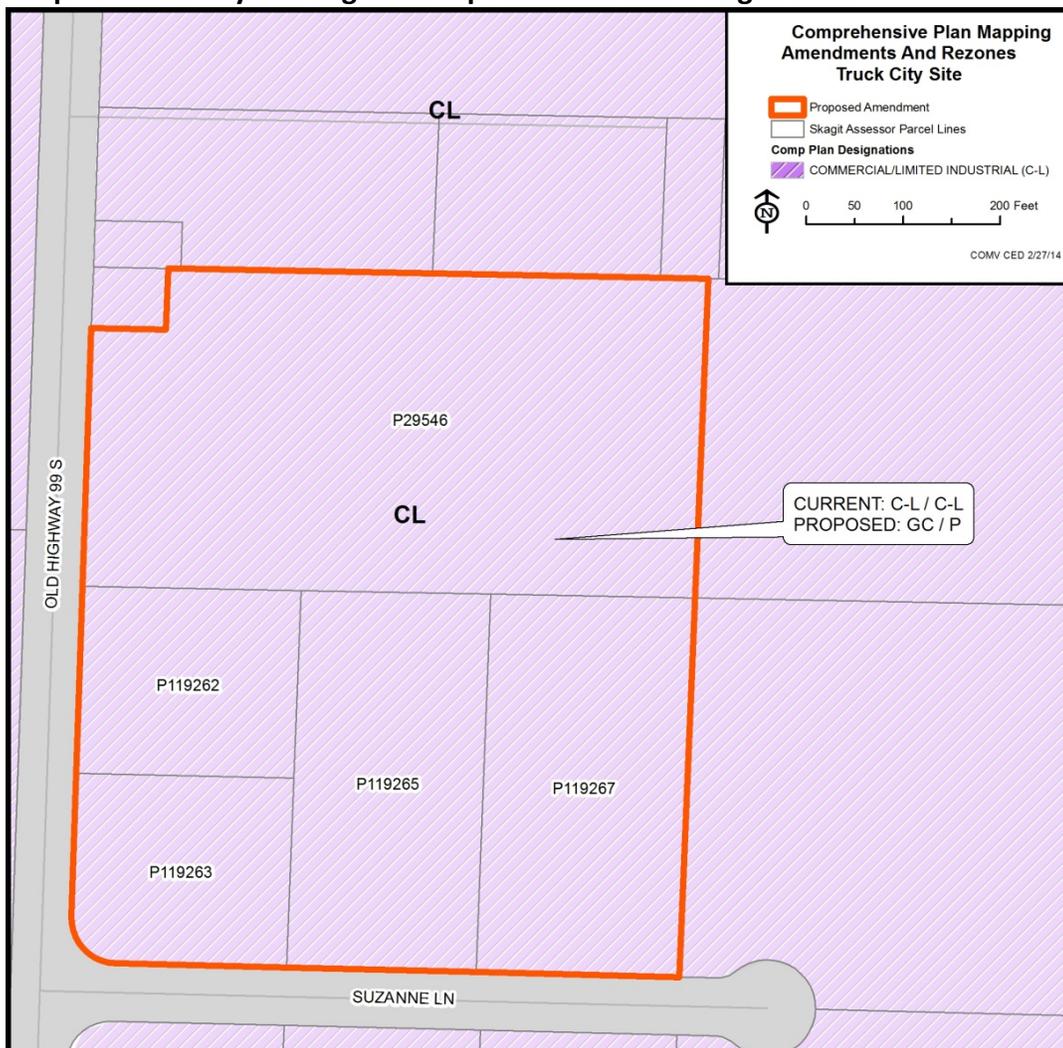


Now that the characteristics that both sites have in common have been discussed, following is the Department Analysis specific to each of the proposed locations. An overview of each site is provided along with an analysis of how each location complies with the applicable approval criteria found in MVMC 17.111.070.

- 1. City File No:** Truck City Proposed Jail – City File No: PL13-012
- Owners:** Old 99 LLC (Bart and Patty Smith) for parcel P29546, the northernmost parcel. COLCO LLC for parcels P119262, P119265, and P119267. Thomas A. Little for parcel P119263.
- Applicant/Proponent:** Skagit County – Contact Marc Estvold

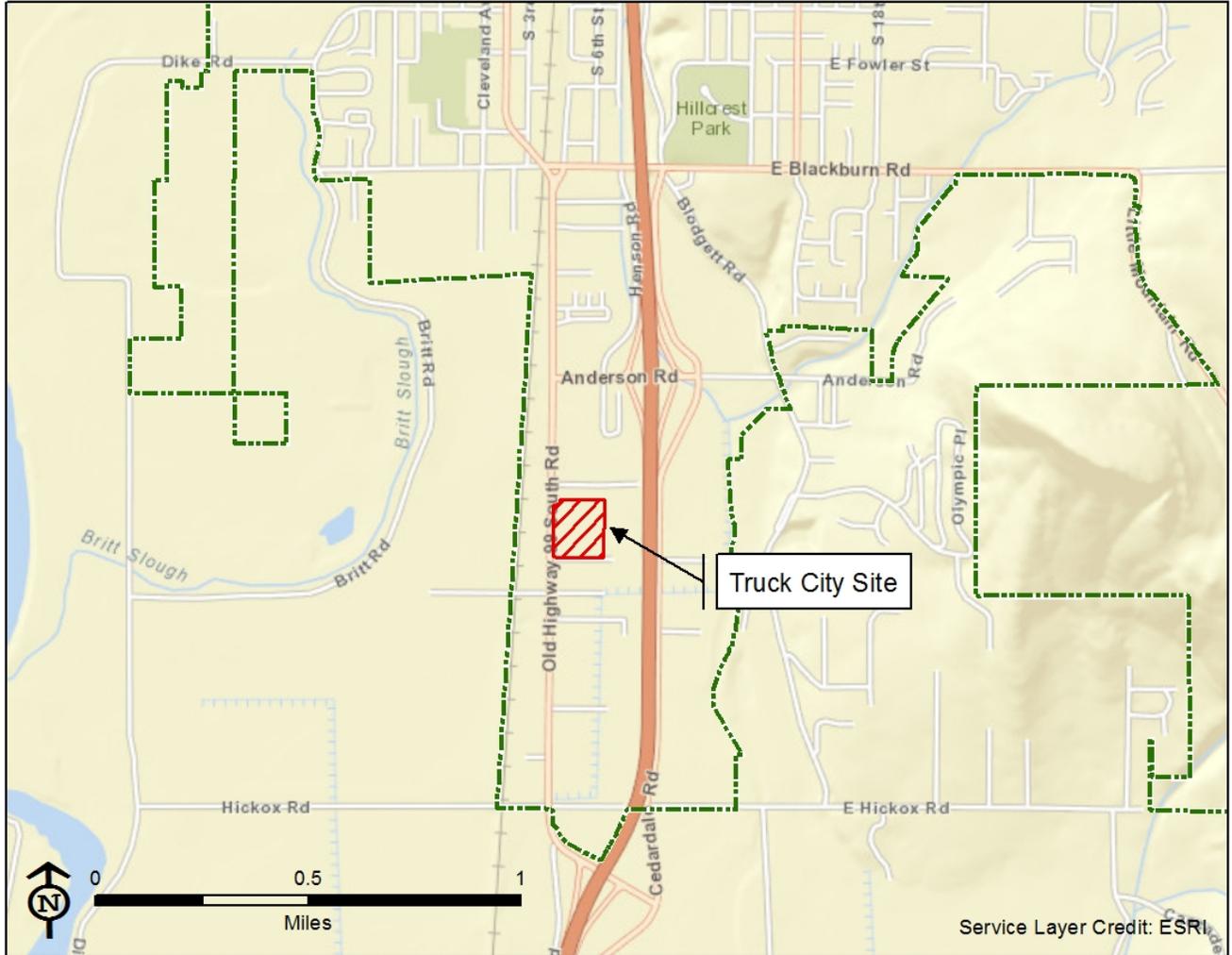
Request: The approximate 10.4 acre area has a Comprehensive Plan designation of Commercial Limited Industrial (C-L); and the current zoning designation is Commercial Limited Industrial (C-L). The applicant has requested a re-designation to a Comprehensive Plan designation of Government Center (GC) with zoning of Public Use (P).

Map 5: Truck City Existing and Proposed Land Use Designations



Location: The area is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south. The Skagit County Assessor describes the subject area as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.

Map 6: Truck City Location



Review Criteria Specific to the Truck City Site:

1. Is the request compatible with the City's Comprehensive Plan and development goals?

According to the City's Comprehensive Plan, the Truck City site is located in Sub-Area Plan G: Interstate 5 Corridor and City Entry System. A public facility, such as a new jail, would be consistent with this sub-area plan. The physical characteristics of a jail facility are compatible with the existing, surrounding development; and with future development that would be required to be developed consistent with the Commercial-Limited Industrial zone. This sub-area plan does not have goals or objectives targeted to the Truck City location, and no sub-area plan has been prepared.

The proposed jail facility would generally be consistent with Comprehensive Plan Objective LU-54.1 found in the Land Use Element that states the City is to, "Balance residential, commercial, industrial and public land uses within the City". The jail would be a public use in the midst of commercial, industrial, agricultural, and limited pre-existing, non-conforming residential uses in the vicinity. The parking areas and landscaping in the proposed site design (which must be further detailed during EPF permit review) would be consistent with Comprehensive Plan Policy LU-54.1.2 that states, "Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses". Impacts from the additional traffic generated from a new jail (an additional 34 trips per PM peak hour) can be mitigated, so as to not significantly impact adjacent uses.

The removal of the Truck City properties from the tax roll will result in an annual loss in property tax revenue of \$46,806.00. The acquisition of the Truck City properties will also result in the removal of one sales tax-generating business, causing a loss in sales tax revenue for local jurisdictions. Additionally, the lost opportunity costs associated with this site represents nearly \$17 million in gross business receipts, 112 jobs, \$3 million in personal income, and almost \$150,000.00 in annual tax revenue (Property Counselors 2013).

If approved, the Truck City proposal would result in split zoning on parcel P29546. The Mount Vernon Municipal Code (MVMC) does not permit Boundary Line Adjustments to create a parcel with split zoning (MVMC 16.36.020). By logical extension a Comprehensive Plan/rezone would similarly be prohibited from creating a parcel with split zoning. To resolve this outcome, if the Truck City location was approved and selected to go through the Essential Public Facilities (CUP) process, upon completion of that process and the expiration of associated appeals, a boundary line adjustment between the portion of P29546 not included in the re-designation process and an adjacent parcel with similar zoning would be required.

2. *Are public utilities, public facilities, and other services currently adequate to serve the proposed district?*

Urban services are currently available; and could be extended by the applicant to serve new development.

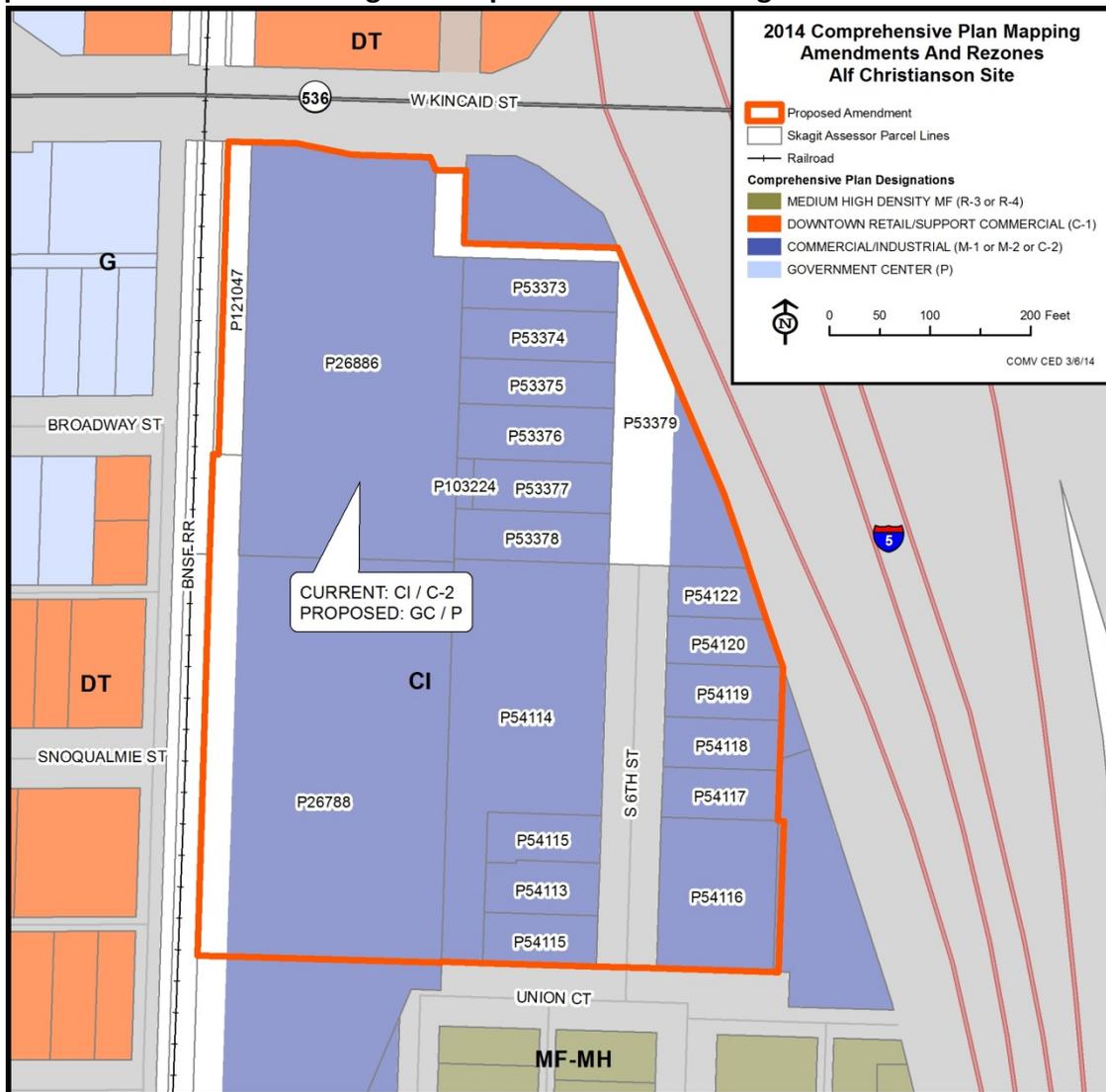
Use of the area for a jail facility would likely have fewer circulation and noise impacts to the residences to the north than the existing truck refueling facility does. In addition, the northern portion of the area would be landscaped and developed with parking, providing a buffer between the buildings and the residences and commercial uses on adjacent properties.

The Truck City location is approximately 1.8 miles south of the Superior Court and approximately 4 miles from the City of Mount Vernon police station. This increased distance in comparison to the existing jail location and the Alf Christianson Seed location is not expected to have substantial impact on jail operations because inmates must be transported by vehicle from either location. Moving the jail from its current location downtown to the Truck City location is not expected to substantially increase travel times for jail and court employees nor is it expected to trigger significant new development in the surrounding area.

- 2. City File No:** Alf Christianson Proposed Jail Location – City File No: PL13-014
Owners: Bayview Ridge Properties, LLC, parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116. City of Mount Vernon, parcel: P53379.
Applicant/Proponent: Skagit County – Contact Marc Estvold

Request: The existing Comprehensive Plan designation of the approximate 9.0 acre area is Commercial-Industrial (CI); and the existing zoning is General Commercial (C-2). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and ‘required support facilities’.

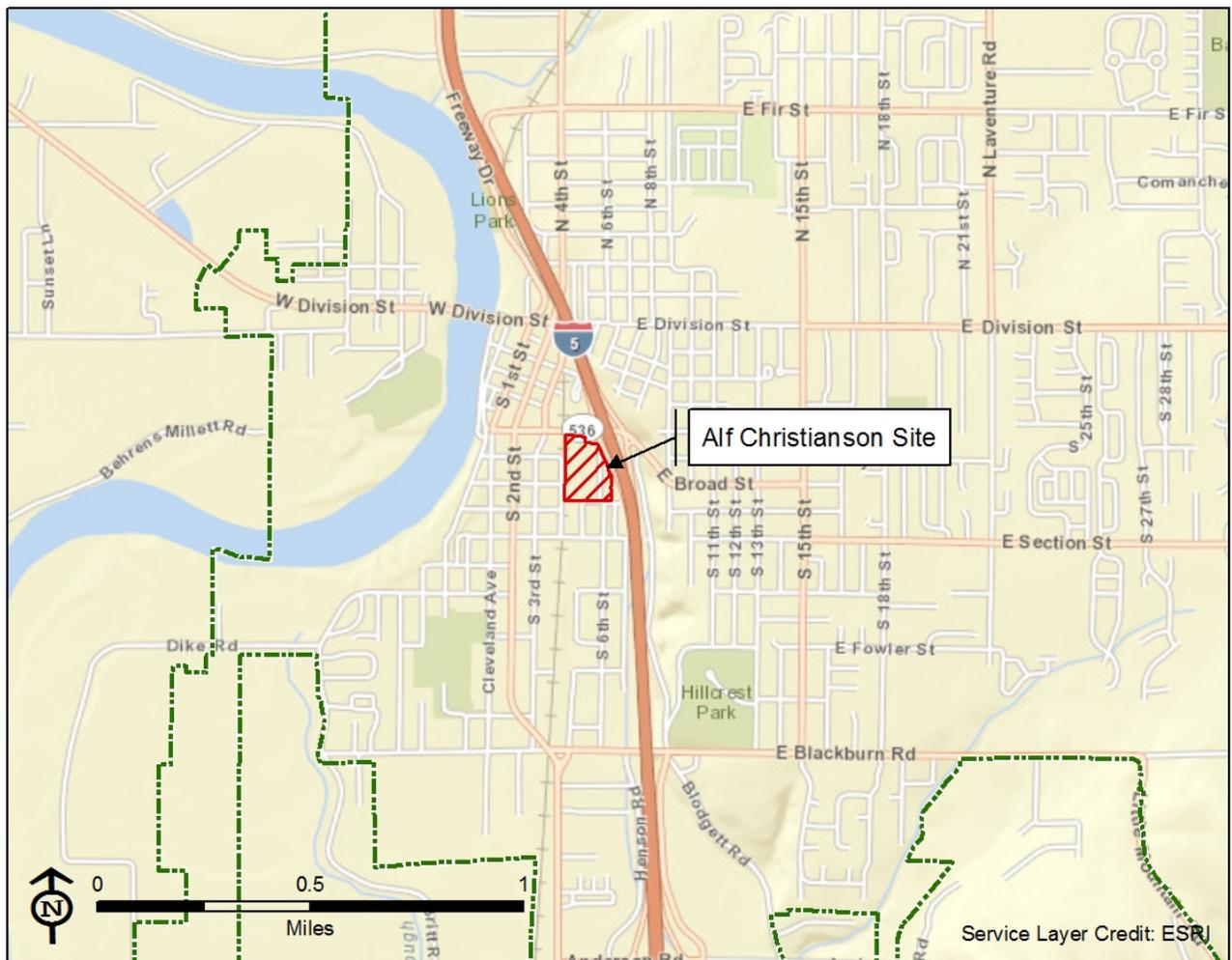
Map 7: Alf Christianson Existing and Proposed Land Use Designations



Location: The project site is bound by East Kincaid to the north, Interstate-5 to the east, East Section to its south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject site as parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P53379, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116 which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.

As originally submitted, the Alf Christianson location did not include the northernmost property extending to Kincaid Street. To address potential mitigation resulting from the EIS process, the current proposal has been expanded to include property extending north to Kincaid Street as shown on the mapping within this report.

Map 8: Alf Christianson Location



Review Criteria Specific to the Alf Christianson Site:

1. *Is the request compatible with the City's Comprehensive Plan and development goals?*

In addition to the Comprehensive Plan Goals, objectives, and policies discussed previously; the economic analysis prepared by Property Counselors discusses other plans that would be impacted by the proposed re-designation of the subject property. The City adopted a Master Plan for Downtown and the Waterfront in 2008. The plan outlines a vision for the downtown area that includes increasing the density of downtown development to build on and enhance existing retail activity; creating a vibrant, attractive, and safe waterfront and downtown with improved access to the Skagit River; providing new and improved public amenities; and stimulating mixed use redevelopment that will generate new jobs and create housing that preserves the character of the downtown area.

The above referenced Master Plan also identified 11 vacant, under-utilized properties within the downtown area that provide opportunities for new development. These areas are referred to in the Master Plan as “opportunity sites”. Potential uses identified for these opportunity sites include residential units, retail, office space, public parking, and hotels or mixed use complexes. The Alf Christianson Seed location is identified as Opportunity Site 11; and is the largest opportunity site in downtown. Potential uses include a large development such as a hotel or a complex of uses such as an office park or mixed use development.

If the new jail is constructed at the Alf Christianson Seed location, it would result in a lost opportunity to implement an alternative development scenario. The Alf Christianson Seed location is somewhat unique compared to the other opportunity sites due to its large size near a freeway interchange within the gateway corridor to the City, which makes it particularly well suited for a hotel or office campus. While other properties may redevelop and capture a share of market demand, a portion may be foregone if the Alf Christianson Seed location is not available for commercial development. If that alternative development does not occur, its loss represents a negative economic impact as a result of constructing the new jail at that location. The entire economic contribution would be lost due to the overall shortage of commercial land within the City, the lack of sufficient space to capture the total potential development demand in the downtown area, and the unique gateway features of the Alf Christianson Seed location. The lost opportunity represents nearly \$86 million in gross business receipts, 220 jobs, \$9 million in personal income, and over \$500,000 in annual tax revenue (Property Counselors 2013).

The removal of the Alf Christianson Seed properties from the tax roll will result in an annual loss in property tax revenue of \$51,360.00 (Property Counselors 2013). The potential economic loss is greater at the Alf Christianson Seed location than at Truck City, due to the higher potential density and economic value of a development there.

The lost “opportunity” addressed above can be ameliorated, to a degree, if the facility is integrated into the neighborhood and designed to support key Comprehensive Plan objectives.

A key focus of the 2005 Comprehensive Plan update for the use at the Alf Christianson Seed location is to provide a buffer from I-5 for adjacent residential areas. Objectives LU-54.1 and 54.2 of the Comprehensive Plan’s Land Use Element are to “Balance residential, commercial, industrial, and public land uses within the City” and “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses”. The new jail, if designed consistent with the Comprehensive Plan and Downtown and Waterfront Master Plan, could provide a transition between the more intensive downtown uses and the residential uses to the south. Impacts from additional traffic (an additional 34 trips per hour), on adjacent residential uses can be mitigated, if designed appropriately. With adequate parking and landscaping, the proposal can be generally consistent with Objective 54.2.

As stated above, the City adopted a Master Plan for Downtown and the Waterfront in 2008. The Master Plan goals and objectives relevant to the new jail at the Alf Christianson Seed location are identified below, followed by a brief consistency discussion for each.

Goal 2: Develop a pedestrian-oriented downtown where people are encouraged to circulate on foot.

Objective b: Install streetscape improvements, wider sidewalks, and other sidewalk amenities.

The existing park and ride lot and vacant seed processing building fronting Kincaid Street will remain to the north of the new jail. These properties may provide opportunities for future redevelopment that may support the intent of Master Plan. Of course, this opportunity is limited due to fragmentation of the area for development of the jail. The remaining properties fronting Kincaid Street will be approximately 1.4 acres, compared to the larger area as a whole, which is approximately 8.7 acres, and is the largest opportunity site identified in the Master Plan. The remaining, fragmented property is not likely to accommodate the large, cohesive development of a single use as envisioned in the Master Plan for Opportunity Site 11.

The Master Plan also identifies the neighborhood south of Kincaid Street as being in transition. Potential development opportunities cited include services and facilities that support the downtown retail core and opportunities to increase residential density within close proximity to the retail core. If the Alf Christianson Seed location (Opportunity Site 11) is selected as the preferred jail location, the opportunity cost of not redeveloping the area as a hotel or complex of uses will be high (see Section 3.8 Economics).

While on-site improvements do not directly support the objectives of this goal, mitigation, as described with respect to “Goal 3” below, can address this, and can deal with the consistency concerns among related goals and objectives. (Note: this alternative does not preclude future streetscape developments on Kincaid Street nor does it preclude redevelopment of the smaller, remaining properties fronting Kincaid Street that could support the objectives of this goal.)

Goal 3: Encourage a mixture of land uses, including public open space, shoreline recreational, cultural, and institutional uses integrated with revenue producing uses that may include office, retail, restaurant, hotel, entertainment, and residential uses.

Objective c: Increase intensity of commercial and retail activity.

A new jail at this location would fit in with existing institutional uses in that it would be two blocks from the Superior Court and would integrate with existing and future residential and commercial uses by providing a buffer to I-5 and the BNSF railroad track. The proposed jail facility would redevelop the area with a use compatible with adjacent and nearby uses, with no or low traffic, noise, or other impacts. Without mitigation, a new jail at this location does not increase the intensity of commercial and retail development, accommodate pedestrian activity at street level, or contribute to the desired character of the downtown area. But, with architectural and site design treatment, consistent with the policies of the Downtown and Waterfront Master Plan, as well as public amenities incorporated as mitigation, a jail development could help support these uses.

The Urban Design Framework Plan in the Master Plan shows the location and extent of recommended improvements to downtown Mount Vernon. The Kincaid Street frontage on the west side of I-5 is identified as the gateway to downtown. The Alf Christianson Seed location is identified as a large industrial area that is likely to be redeveloped, with the north edge fronting on Kincaid Street. The Alf Christianson Seed Alternative does not propose any improvements to the properties immediately fronting Kincaid Street. The existing park and ride lot and vacant seed processing building on Kincaid Street are shown to remain.

The Master Plan reiterates the importance of Kincaid Street serving as a gateway into downtown:

- *“The portion of the site along Kincaid Street should be designed to provide an attractive entry experience to downtown...”*
- Future development on Kincaid Street *“will contribute to the gateway experience into downtown”*.
- *“Kincaid Street, the primary entrance to downtown from the south, is shown as a tree-lined boulevard to provide an attractive and calming invitation into the downtown core”*.
- *“Kincaid Street is a high volume street that serves as a primary gateway into Mount Vernon, so it needs to reflect the character of the City”*.

To uphold the vision, goals, and objectives of the Master Plan, the design should reflect the character of the downtown area and recent development downtown such as the Skagit Station transit center, north of Kincaid Street. To ensure consistency with the Comprehensive Plan, opportunities to enhance the area as part of the gateway to the downtown area must be considered, including incorporation of a pedestrian pathway between Kincaid and the neighborhoods to the south, public art (see *e.g.*, Master Plan, pg. 53), courtyard, and/or public outdoor space. (See *e.g.*, Draft EIS, pgs. 51-52, and 83).

The Alf Christianson properties are within the Comprehensive Plan, Sub-Area Plan A: Downtown Planning Area. The uses that the Sub-Area Plan envisions for downtown are culture, entertainment, tourism, conventions, restaurants, shops, and hotels. The Alf Christianson Seed Site is identified as Downtown Concept Area (g), for “hotel convention and retail development as well as improving access to the site off Kincaid, to encourage re-development”. Re-designation of the Alf Christianson location would require an amendment to the Sub-Area Plan A: Downtown Planning Area, a copy of which is included in the accompanying **Exhibit 7**.

2. Are public utilities, public facilities, and other services currently adequate to serve the proposed district?

Urban services are currently available to the area; and could be extended by the applicant to serve new development.

Local access to the area is somewhat constrained by the railroad to the west, proximity to the I-5 on-ramp to the north and east, and a residential neighborhood to the south. Immediate freeway access to the area is provided from I-5 exit 225 (Kincaid Street).

The Alf Christianson Seed location will eventually be protected by the new downtown levee and will, therefore, be out of the floodplain.

H. FINDINGS OF FACT & CONCLUSIONS OF LAW:

As stated in the beginning of this staff report, the final form and content of the amendments to the Comprehensive Plan are determined by the City Council. The determination that the Council will make will be documented in an Ordinance that the Council approves.

On March 18, 2014, the City of Mount Vernon Planning Commission held an open-record public hearing to consider site-specific amendments to the Comprehensive Plan and associated rezones. Similarly, on April 22, 2014 the City Council held a public hearing to consider the same amendments to the Comprehensive Plan and associated rezones.

All persons present at the hearings wishing to speak were heard and all written comments were considered, along with the written report submitted by staff. Findings of Fact and Conclusions of Law should be considered to inform Council review. These Findings of Fact and Conclusions are included in the attached Ordinance(s) for the Council's consideration.

I. RECOMMENDATION - DECISION

- The City Council may make a motion to approve the Truck City application and deny the Alf Christianson application consistent with the Planning Commission recommendation; or,
- approve both Comprehensive Plan Amendment and associated rezone requests with the provision that the location not selected would revert back to its previous classifications following the approval and expiration of any appeal periods on said approval, of an Essential Public Facilities Permit (CUP) for the selected location. Also provided that if the Alf Christianson location is not selected that the Comprehensive Plan "Downtown Planning Area" subarea, section "g" would revert back to its original language at the expiration of any appeal periods on said approval, of an Essential Public Facilities Permit (CUP) for the selected location;
- Or approve the Alf Christianson Seed application and deny the Truck City application;
- Or deny both requests.

RESOLUTION NO. 856

WHEREAS, the City's public participation program that was adopted with Resolution 491 outlines the process by which the City receives and docketed proposed Comprehensive Plan amendments; and

WHEREAS, consistent with Resolution 491 four (4) site specific Comprehensive Plan amendment applications were submitted to the City before January 31, 2013; and,

WHEREAS, staff compiled the Comprehensive Plan amendments proposed for the 2013 cycle and on February 13, 2013 forwarded these amendments to the City Council for a public hearing for their determination regarding which amendments should be considered during the 2013 amendment cycle; and

WHEREAS, a notice of public hearing for the 2013 docket was published in the Skagit Valley Herald on February 6, 2013; and

WHEREAS, on February 13, 2013, the City Council held a public hearing to review proposed 2013 Comprehensive Plan Amendments, Associated Rezones, and Mount Vernon Municipal Code Amendments; and

WHEREAS, at the public hearing, the Council reviewed all requests brought forward by staff to docket the Comprehensive Plan amendments proposed for project number PL13-013 (Skagit County Jail Site, Gunn Road); and

WHEREAS, at the public hearing the Council reviewed the proposed amendments to be docket for 2013, considered their relative importance of the proposed amendments, the relationship they may have to other proposed amendments, whether or not there is need for prompt review, how long the amendments have been on the docket for review, and ability of staff and Planning Commission to review the proposed amendments; and

WHEREAS, at the public hearing, the Council approved the docketing of project numbers: PL13-012 (Skagit County Jail Site, Old Hwy 99 South), PL13-014 (Skagit County Jail Site, Alf Christianson), PL13-015 (Citipoint Church), and CA13-002 (Amendments to the MVMC); and

WHEREAS, at the public hearing, the Council rejected the docketing of the Comprehensive Plan amendments proposed for project number PL 13-013; and

WHEREAS, City Council hereby finds:

- a. That PL 13-013 associated re-zone is not consistent with the City's Comprehensive Plan; and
- b. That state law requires any zoning map amendment be consistent with the City's Comprehensive Plan; and

c. The Council rejects the application for associated re-zone for project number PL13-013.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MOUNT VERNON AS FOLLOWS:

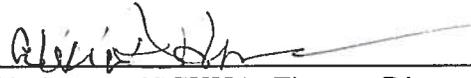
SECTION ONE. The City Council does hereby adopt the above listed recitals as findings of fact and conclusions of law as set forth fully herein.

SECTION TWO. That the City of Mount Vernon will accept for review the proposed Comprehensive Plan Amendments, Associated Rezones, and Mount Vernon Municipal Code Amendments, as described in the attached **Exhibit 'A'**, incorporated herein.

Passed this 13th day of February, 2013.

BY: 

Jill Boudreau, Mayor



ALICIA D. HUSCKHA, Finance Director

Approved as to form:



Kevin Rogerson, City Attorney

EXHIBIT 'A'

1. PL13-012 Skagit County Jail Site, Old Hwy 99 South
- ~~2. PL13-013 Skagit County Jail Site, Gunn Road (removed from docket)~~
3. PL13-014 Skagit County Jail Site, Alf Christianson
4. PL13-015 Citipoint Church
5. CA13-002 Amendments to the MVMC

Beacham, Linda

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

15 JAN 2014 11:51



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



THE FREEWAY & THE TRAINS TOGETHER ^{1/18/2014}
WOULD ADD TO INCARCERATION, SAVE TRANSPORT
COSTS & CONTRIBUTE TO AVAILABILITY - THE
PRESENT JAIL IS NOT UGLY - PRAGMATISM 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

Beacham, Linda

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>
To: "Hanson, Jana" <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



ALICE DEE PETERSEN JENSEN
02-01-14 DATE
11223 Jensen Lane
Burlington Wa 98232

RECEIVED
CITY OF MOUNT VERNON

FEB 13 2014

C.E.D. DEPARTMENT
BY _____

Ms. Sheri Ann Hanson
I am

writing to you
in response to
your editorial published
in the Skagit Valley
Herald published
Sunday January 12th 2013
with title "Is
Best For New County Jail"

You see... even
if the jail were
to be built at
Arl Christensen site,
my guess is most
elder - over weight
- lazy - crippled -
staff members &
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 for
your consideration
on this issue
Alice Dee Petersen Jensen

RECEIVED
CITY OF MOUNT VERNON

FEB 24 2014

C.E.D. DEPARTMENT
BY _____

Peter Goldfarb Exhibit 3 - Comments Received After 1.16.14
3010 Cherokee Lane
Mount Vernon, WA 98273
(360) 428-3702

goldfarbpeter@hotmail.com

Jana Hanson; Develop. Director
City Hall
Mount Vernon, WA

Dear Jana,

Feb, 21, 2014

I realize it's late in the game of where to put the new jail, a serious decision that will impact the look, future and more, of our city, long after you and I are gone.

There is an available, convenient site I feel has been overlooked which would be great for the jail and future city expansion of services.

The acreage on Urban Ave., north of College Way, close to train tracks and the police station would be more suitable than either of the two proposed locations.

Could this be considered before a long-term mistake is made? This is too important to limit the decision to just 2 choices, both questionable at best. Hope you'll propose this.

Sincerely,

Peter Goldfarb

Feb 26, 2014

Dear City Council Members,

This letter is concerning the jail sites. It just makes so much more sense to buy the truck stop site.

1. more land, less money
2. Not having the jail in town. It would be an eyesore. I can see it now - "come to beautiful Mount Vernon and see our gorgeous new jail".
3. Years ago we lived in a larger city where their leaders had a long term vision. They bought a large chunk of land out of town for a good price. They not only had room for a large jail, but also a new courthouse, administrative offices, etc.

This larger piece of land will give us room, in years to come, for a courthouse. For we know someday we will need a new one.

4. I've read that the town site would be more convenient for transporting prisoners. But what is a few more miles?

To sum this up. Please have a vision for our city. I know you do. Think what will be good in 25 yrs - 50 yrs. Our descendants will thank you.

Thank you,

RECEIVED
CITY OF MOUNT VERNON

FEB 27 2014

C.E.D. DEPARTMENT

Wanda Weiden

1215 Cherry Pl.

Mount Vernon, Wa 98273

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

From: Susan Rowe [mailto:susanrowe7@hotmail.com]
Sent: Wednesday, March 05, 2014 5:42 PM
To: Marianne Marville-Ailles
Subject: Community & Economic Development Department / Jail Site

To: Marianne Marville-Ailles
Community and Economic Development Department of Mount Vernon, WA.

After reading the public comments included in the latest Environmental Impact Statement about the proposed location of the new jail I feel like I need to add a few words. A couple years ago I was thrilled to become a first time homebuyer through Home Trust of Skagit. My new home is located on 1214 S 6th St very close to the Alf Christlanson Seed Site. This precious neighborhood is going through a time of renewal. Longtime and new home owners take pride in their homes and in creating a friendly, safe environment for themselves and their families. Building a large jail complex in this neighborhood would certainly have a negative impact on the value of property and the lives of the people who live there. Most of the traffic including visitors, employees and transfer of inmates would be routed on S.6th St. Would you like to live next to a jail? I am sure all would have to honestly say NO! So please do not ask me and my neighbors to do this. The quality of life in our neighborhood needs to be preserved and cherished. Locate the jail in another location where it will not be next to residents.

Thank you,

Susan Rowe
1214 S 6th St
Mount Vernon, WA 98273
360-336-0601
susanrowe7@hotmail.com

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

3614 Friday Creek Road

Burlington, Wa 98233

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

From: Bud and Sylvia Weber

RE: Jail Site Selection

We are in against the Alf Christianson Seed site for the following reasons:

1. We live in Burlington however we do shop in Mt. Vernon and having a jail in close proximity is unnerving.
2. It would not enhance the town for tourist trade, especially during special events such as the Tulip Festival, etc.
3. The welcome sign off the free way is "City of the Soft Petal"; where does a jail fit into that?
4. Traffic is congested enough now; please don't add to it with a jail in town.
5. Not enough room for expansion of jail and to accommodate visitor parking.
6. The Alf Seed site is impacted by heavy rail road traffic, coal trains etc. and traffic from Skagit Station Center.
7. Court rooms could be included as part of a new jail thus eliminating transportation of prisoners.
8. Would give Truck City Café and other eateries in the area added business.

In closing we hope you'll consider the above items why we are against the Alf Christianson Seed site and know Truck City is a better site.

Sincerely,

Bud and Sylvia Weber

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

1320 Quentin Avenue

Mount Vernon, WA 98274

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

FROM: Gerry Douglas

RE: Selection of Jail Site

As an interested and concerned citizen, I wish to express my thoughts about the site selection for the new Skagit County Jail.

I and many other citizens I have spoken with favor the Truck City site for the following reasons:

1. It is a larger site which will accommodate future expansion if necessary.
2. The existing traffic at that site is far less than at the downtown site and development won't cause a congestion "bottle neck" as it would at the other site.
3. The cost of acquisition will be less.
4. It will fit in with other business development rather than "stand out" as the entrance to the City of Mount Vernon off I-5.
5. A larger jail facility just doesn't fit in with the existing plans for the Mount Vernon Downtown Development Area.
6. The site is close to the south Mount Vernon park and ride lot which will enhance access to the jail site.

In closing, I hope that you will seriously consider why the "Truck City" site is far better for now and into the future for the County but especially for Mount Vernon and it's residents.

Sincerely,

Gerry H. Douglas

Beacham, Linda

From: Hanson, Jana
Sent: Thursday, March 06, 2014 9:01 AM
To: Beacham, Linda; Marianne Manville-Alles (mma@sseconsultants.com)
Subject: FW: Jail Sites

RECEIVED
CITY OF MOUNT VERNON

MAR 06 2014
C.E.D. DEPARTMENT
BY _____

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: June Jordan [mailto:bejunej@gmail.com]
Sent: Thursday, March 06, 2014 8:55 AM
To: Hanson, Jana
Subject: Jail Sites

Hello Jana,

In my opinion, the entrance into the City of Mount Vernon should not have the jail welcoming residents and visitors. I vote for the Highway 99 site to be used to build the new jail, and not the Elf Christensen site.

According to the instructions in the SVH, a written comment should be sent to you or to the City of Mount Vernon, CEDD by March 18th.

Please let me know via email, if anything else is needed.

Thank you,

June Jordan

Beacham, Linda

From: Hanson, Jana
Sent: Friday, March 07, 2014 7:51 AM
To: Beacham, Linda; Marianne Marville-Alles (mma@sseconsultants.com)
Subject: FW: Jail

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CITY OF MOUNT VERNON

MAR 07 2014

C.E.D. DEPARTMENT
BY _____

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: Janet Moore [<mailto:moore.jal@comcast.net>]
Sent: Thursday, March 06, 2014 10:08 PM
To: Hanson, Jana
Subject: Jail

I absolutely oppose the site in town. I believe the only logical choice is down Old Hwy 99. Thank you. J Moore



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



1610 E. Kincaid St

Mount Vernon, WA 98274

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

FROM Lynn Grobschmit

RE: Selection of Jail Site

As an interested and concerned citizen, I wish to express my thoughts about the site selection for the new Skagit County Jail.

I and many other citizens I have spoken with favor the Truck City site for the following reasons:

- 1. It is a larger site which will accommodate future expansion if necessary.**
- 2. The existing traffic at that site is far less than at the downtown site and development won't cause a congestion "bottle neck" as it would at the other site.**
- 3. The cost of acquisition will be less.**
- 4. It will fit in with other business development rather than "stand out" as the entrance to the City of Mount Vernon off I-5.**
- 5. A larger jail facility just doesn't fit in with the existing plans for the Mount Vernon Downtown Development Area.**
- 6. The site is close to the south Mount Vernon park and ride lot which will enhance access to the jail site.**

In closing, I hope that you will seriously consider why the "Truck City" site is far better for now and into the future for the County but especially for Mount Vernon and it's residents.

Sincerely,

Lynn Grobschmit

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MAR 10 2014

C.E.D. DEPARTMENT
BY _____

1320 Quentin Avenue

Mount Vernon, WA 98274

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

FROM: Myrna Pickens

RE: Selection of Jail Site

As an interested and concerned citizen, I wish to express my thoughts about the site selection for the new Skagit County Jail.

I and many other citizens I have spoken with favor the Truck City site for the following reasons:

1. It is a larger site which will accommodate future expansion if necessary.
2. The existing traffic at that site is far less than at the downtown site and development won't cause a congestion "bottle neck" as it would at the other site.
3. The cost of acquisition will be less.
4. It will fit in with other business development rather than "stand out" as the entrance to the City of Mount Vernon off I-5.
5. A larger jail facility just doesn't fit in with the existing plans for the Mount Vernon Downtown Development Area.
6. The site is close to the south Mount Vernon park and ride lot which will enhance access to the jail site.

In closing, I hope that you will seriously consider why the "Truck City" site is far better for now and into the future for the County but especially for Mount Vernon and it's residents.

Sincerely,



Myrna Pickens

2980 Butler Creek Road

Sedro Woolley, WA 98284

Beacham, Linda

From: Tim and Brenda [bctm@fidalgo.net]
Sent: Sunday, March 16, 2014 10:05 PM
To: MVced
Subject: Comments on selection of jail site

I appreciate all the information now available for comparing the two prospective sites for the new jail. As a resident of Mount Vernon, I agree strongly with those speaking against building this facility at the Alf Christensen site because of its prominent location at a major entrance to the city. We all hope and anticipate that the revetment project will lead to further revitalization of downtown, which will in turn increase the attractiveness of the Alf Christensen site for economic development. It should be held for that rather than being occupied by a facility better sited less prominently.

Now that the cost comparison of the two sites has been completed, it is clear that the Truck City site also makes more sense financially even with higher long-term costs for transportation.

The best choice to make for the benefit of both the city and the county is the Alf Christensen site.

Thank you.

Sincerely,

Timothy Manns
1220 South 11th Street
Mount Vernon, WA 98274

No virus found in this message.

Checked by AVG - www.avg.com

Version: 10.0.1432 / Virus Database: 3722/6702 - Release Date: 03/16/14

Beacham, Linda

From: Hanson, Jana
Sent: Monday, March 17, 2014 7:44 AM
To: Beacham, Linda
Subject: FW: new jail site

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: sunnyque [<mailto:sunnyque@comcast.net>]
Sent: Saturday, March 15, 2014 3:17 PM
To: Hanson, Jana
Subject: new jail site

I think the best site for a new jail would be the Alf Christianson site, because of its proximity to the court house. However, the difference in cost to build on that site is a major drawback. The site is not suited for a hotel or retail business because of the tracks and increasing number of trains, so putting a jail there seems reasonable. The building itself doesn't need to be ugly and "scream" jail. The exterior can be designed to blend with the historic aspect of Mount Vernon.

Has anyone considered the vacant property on Urban Ave? Is it large enough? Is it affordable? It isn't much closer than the truck city site. but might be suitable.

Kathy Hansen
115 South Waugh Road

COMMENTS JAIL

Have I missed it or have any of the studies, so far, included anything about any changes in property values for those owners near the prison. Residences, I'm talking about. Especially those owners on the south side who have made and are making efforts and dollar investments in upgrading their handsome little bungalows.

Not talking about those in the area where there's a profusion of the law offices in the near area. The judicial system participants will always do well...at least, they seem to. I'm thinking most of them don't live anywhere near the downtown site, and might refer to the process as all "progress". Well a refinery downtown might be considered by some as "progress" too, but do you want one there?

The EIS statement possibly suggesting that the public sentiment about the location site "appeared" to be equal is, of course, something far less than a scientific poll of city citizens. Many of the pro-downtown site comments were heavy with economic thoughts, but I don't remember any of them mentioning the disparity in potential revenue lost by using the downtown site for the prison. The estimated numbers difference in potential revenue is in the millions if the prison swallows up that downtown property...let alone initial costs.

Maybe this needs to be on the ballot.....maybe we should poll the tourists coming here soon too.

The lovely towns along the main thoroughfares of this great county and others adjacent are under attack by large corporate and bureaucratic interests (those sometimes inseparable entities). A prison in your historic downtown.....huge coal and oil train traffic in part to benefit a man and corporation so wealthy he can't spend the interest on his money....Warren Buffet's coal for China. Oil companies. We already know they don't much care about the results or the effect on citizens....all done in the name of capitalism....and capitalism without a conscience is not good for most of us.

Thinking is the best way to travel.

What I'm confused about are the loud voices for the downtown site (sound quite conservative to me) and organized enough to gather multiple signees. and why those voices aren't interested in having that property as an eventual fine form of INCOME for the City of Mount Vernon. Once it's gone.... it gone..adios!!!

The conservative hair pulling public comments something along the line of "The property has been for sale for years etc. etc. etc.!!!! FIRE...FIRE !!!" "No one is going to invest in it!!" DOOM !! DOOM!! The "reality" is private investment money has been tight everywhere for a while....that is unless you're part of the untaxed wealthy who need to add another house to their collection. (GOP donors)

On lighter notes here, I wish I could quote from someone at the county who allegedly said there would be room in the new architectural design for the downtown prison to include exterior basketball and handball courts with seating available for tourists and citizens to observe and make small wagers on the shirts or skins. With a small house cut taken, of course, for the city revenue.

If zoning can control the downtown.....why shouldn't it?don't re-zone it for prison use.

Submitted by Anthony Spanovic 3-17-14

Beacham, Linda

From: Hanson, Jana
Sent: Monday, March 17, 2014 7:38 AM
To: Beacham, Linda
Subject: FW: Submitted to Mount Vernon Planning Commissioners re: rezoning for new jail site

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: Mary Ruth Holder [mailto:mruthholder@gmail.com]
Sent: Sunday, March 16, 2014 5:24 PM
To: mvced@mountvernon.wa.gov; Hanson, Jana
Subject: Submitted to Mount Vernon Planning Commissioners re: rezoning for new jail site

Please submit the following to the Mount Vernon Planning Commissioners for purposes of their March 18th meeting. Thank you.

March 18, 2014

Submitted to Mount Vernon Planning Commissioners on rezoning property for purposes of a new Skagit County Jail. Submitted by Phillip and Mary Ruth Holder via e-mail at: mvced@mountvernonwa.gov and janah@mountvernonwa.gov

Dear Planning Commissioners:

We respectfully request that the Planning Commissioners vote on March 18th to recommend that the City Council approve the Comprehensive Plan Amendment and associated rezone (from commercial to public) request for only the Truck City site, and deny the request to rezone the Alf Christianson Seed site. Truck City is the more appropriate site for a new jail for the reasons that follow.

Taxpayer costs for development of the Truck City site would be significantly less than for the Alf Christianson site. The cost comparison matrix prepared by Skagit County with the help of several consultants demonstrated

that construction the new jail at the Alf Christianson Seed Co. site would cost taxpayers about \$7.1 million more at the Alf Christianson site. According to the “Skagit County Jail Cost Comparison Matrix: Alf Christensen Seed versus Truck City” produced by DLR Group, the grand total budgetary construction cost of the jail at Alf Christianson would cost about \$13.9 million but only \$6.8 million at Truck City.

Also, the EIS process uncovered more drains on taxpayer money and the Mount Vernon economy if the Alf Christianson site is rezoned “public.” Economic studies conducted for purposes of the EIS showed that removing the Alf Christianson Seed site from the tax roll (public owners do not pay taxes) would result in an annual loss to Mount Vernon’s taxpayers of \$51,360.00 in property taxes, whereas the property tax loss at Truck City would be \$46,806. The loss of gross business receipts, jobs, personal income, and annual sales tax revenue would be significantly higher for the Alf Christianson site than for the Truck City site. There is no adequate mitigation for these higher taxpayer and economic losses associated with the Alf Christianson site. The remaining 1.4 acres of fragmented tracts at Alf Christianson that would not be taken up by the large jail are totally inadequate to make up the financial losses if the remaining acreage is rezoned for the large jail. While additional travel time to the Truck City site would be higher, the annual travel costs for that site would be dramatically outweighed by other costs associated with Alf Christianson.

We believe the former Alf Christianson Seed site, located at the major gateway to Mount Vernon’s historic downtown, would be an ideal location for a hotel and retail or office facilities tied to the adjoining historic downtown. Only the Alf Christianson site provides the unique “gateway to Mount Vernon” characteristics important for this type of commercial development of the city’s downtown. Mount Vernon’s Comprehensive Plan, Sub-Area Plan A, 2005, recognizes the use of the Alf Christianson site for this economic development 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 and believe that rezoning the Alf Christianson site to public use for purposes of a jail would be incompatible with the City’s Comprehensive Plan and development goals. Specifically, rezoning the Alf Christianson site as public for purposes of a new jail would be inconsistent with at least the following Mount Vernon Goal, Objective and policies set forth in the Land Use and Economic Development elements of its Comprehensive Plan:

- Objective LU-54.1 (*Balance residential, commercial, industrial and public land uses within the City.*) Downtown Mount Vernon needs space for more commercial and retail development. A large portion of downtown is already committed to public use by county and city government buildings. Adding the large Alf Christianson site by also rezoning it public would create an imbalance in land uses in downtown Mount Vernon.
- Policy LU-54.3.1 (*Provide adequate land for commercial and industrial development that provides jobs and augments the City’s tax base.*) Rezoning Alf Christianson would remove (aggregated) large tract(s) of land needed for commercial development of the city’s downtown, and removal of that land from the City’s tax base would result in a greater financial impact to Mount Vernon than rezoning the Truck City site as public.
- Goal (*Develop and maintain a strong, proactive position toward economic development that promotes a positive civic image and establishes Mount Vernon as a good place for business investment and sustained profitability.*) Rezoning Alf Christianson for an enormous jail at the gateway to Mount Vernon’s promotes a strong penitentiary rather than civic image for Mount Vernon. Removing a significant large tract(s) from the retail/commercial development inventory in this area of downtown

does not support establishment of the city as a good place for business investment and sustained profitability.

- Objective ED-1.2 (*Expand the retail and office base within the City.*) Converting Alf Christianson to a jail rather than leaving it available for retail and office undermines this objective.
- Policy ED-1.2.1 (*Encourage retail business that increases the sales tax base of the City.*) Rezoning Alf Christianson would result in a significant loss of potential retail business and gross receipts at the Alf Christianson site and would, in turn, result in a significantly greater loss of annual sales tax revenue than at the Truck City site.
- Policy ED-1.2.5 (*Ensure an adequate amount of land is designated for retail/commercial uses based on site characteristics, market demand, community need, and adequacy of facilities and services.*) More land in downtown Mount Vernon is needed for retail/commercial uses. Rezoning the Alf Christianson site does not ensure the adequacy of land available for retail/commercial uses downtown but would significantly further restrict the available downtown land for those uses. The remaining 1.4 acres of small fragmented tracts next to a huge new jail would be inadequate to meet the city's downtown needs.

The City of Mount Vernon has made considerable effort and has invested significant public financial resources to complete its Downtown and Waterfront Master Plan. The Master Plan, Opportunity Site 11, contemplates development of a single use for the large 8.7 acre Alf Christianson site. We are concerned that locating the new jail at the Alf Christianson site would undermine this Plan and the taxpayer monies invested into it as well as all the very hard work (and growing success) by the City, our MV Downtown Association, and MV Chamber of Commerce to ensure that downtown Mount Vernon has a vibrant, growing downtown economy for the long-term. The remaining fragmented properties on 1.4 acres located next to a huge new jail would be totally inadequate to meet the Master Plan or alleviate the harm to our downtown, taxpayer investment and efforts of our city and community resulting from rezoning the Alf Christianson site for a new jail.

The Truck City site offers greater opportunity for future jail expansion because the acreage available there is greater - offering 10.4 acres versus the 7.8 acres (excluding the potential mitigation area) at the Alf Christianson site. The reason for the current search for a location for a new jail is inmate overcrowding creating dangerous conditions for inmates and County jail staff. It would be consistent with good long-term vision to choose the site with greater acreage for a new jail. This may help us avoid having to make the same difficult decision in the future; i.e., moving the jail yet again.

We urge you to make a decision about your recommendation at your March 18th meeting and to recommend that only the Truck City site be rezoned to public for purposes of the new Skagit County jail in order to meet the community's goal for a new jail without harming Mount Vernon's plans for a bright future. Thank you for your consideration of our request.

Sincerely,

Phillip and Mary Ruth Holder

1319 Digby Place

Mount Vernon, WA 98274

Beacham, Linda

From: Hanson, Jana
Sent: Monday, March 17, 2014 11:15 AM
To: 'msclair_54@frontier.com'
Cc: Beacham, Linda
Subject: RE: The new jail site:

Thank you for your comment which will be included in the official record and transmitted to the Planning Commission and City Council for review and consideration.

Thank you for your interest and participation.

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: msclair_54@frontier.com [mailto:msclair_54@frontier.com]
Sent: Monday, March 17, 2014 11:13 AM
To: Hanson, Jana
Subject: The new jail site:

I, Susan Zamaria, have been a property owner in Mount Vernon since 1989, and after reviewing all the information on the subject, I have decided I want the new jail to be built at the Truck City site.

Thank you, Susan A. Zamaria
1629 South 3rd Street
Mount Vernon, Wa. 98273-4909
(360) 708-3313

Beacham, Linda

From: Hanson, Jana
Sent: Monday, March 17, 2014 11:26 AM
To: 'Martin Boer'
Cc: Beacham, Linda
Subject: RE: Preferred Jail Site

Thank you Martin for your thoughtful comments. Your email will be included in the official record and transmitted to the Planning Commission and City Council for review and consideration.

Thank you for your interest and participation!

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: Martin Boer [<mailto:martin@meyersign.com>]
Sent: Monday, March 17, 2014 11:24 AM
To: Hanson, Jana
Subject: Preferred Jail Site

To the City of Mount Vernon, CEDD and to the Mount Vernon Planning Commission.

We appreciate and applaud the due diligence all concerned parties have shown in researching the many and varied consequences and cost impacts each proposed location for the new jail will have.

As business owners in South Mount Vernon for well over 40 years we had reservation having a jail facility in our neck of the woods. However, as more information was presented, we would strongly urge you to pave the way to have the new jail located at the Truck City location for the following reasons.

1. Saving over 7 million dollars in site preparation.
2. More acreage for future expansion and related development.
3. Allow the city of Mount Vernon the opportunity to realize significant tax revenue.
4. Develop a functional and attractive gateway to the city on the Alf Christianson location.

In your deliberations, please keep in mind the long-term impacts, both aesthetically and financially your decision will have on the future well-being of our city.

With the exciting Waterfront Revitalization Project on the west side of downtown Mount Vernon let's keep the east side, fronting the 1-5 corridors, equally attractive, appealing and a functional presentation to our historic downtown shopping and business district.

Thanks for your consideration,
Martin and Tonnie Boer

MAR 17 2014

C.E.D. DEPARTMENT
BY _____

To: Mount Vernon Planning Commission

From: Ownership Group of P123128

To Whom It May Concern:

We own parcel 123128 which is located near the intersection of College Way and Urban Avenue and adjacent to the BNSF rail line. We wanted to point out why this may be the best choice for the site of the new jail.

Site amenities:

- 17.34 Acre Site**
- Site is filled to grade including documentation**
- Close to I-5**
- Good traffic access via traffic light on College Way**
- Close to MV Police Department**
- Adjacent to rail line**
- Better acreage versus price value than other sites**
- Size of property allows for future growth**
- Development costs lower than comparable sites**
- Central location in Mount Vernon**

For questions or comments concerning this property please contact:

**Clay Learned
(360)-770-1388**

Or

**Alice Hanson
(360)-770-8791**

Thank you for your consideration.

RECEIVED
CITY OF MOUNT VERNON

MAR 17 2014

C.E.D. DEPARTMENT
BY _____

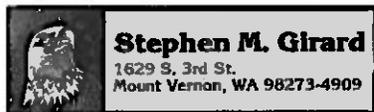
March
2014

I HAVE BEEN READING
ABOUT THE JAIL SITES
AND I WANT THE TAX
MONEY I'VE BEEN PAYING
TO GO TOWARDS THE NEW
JAIL BEING BUILT AT THE

TRUCK
City

Site,
THANK YOU,

STEPHEN M. GIRARD
Stephen M. Girard



Colleen Ladwig

1500 E College Way Ste A333, Mount Vernon, WA 98273
Tel: 360-466-8484, Email: travel@aaworldwidetravel.com

March 17, 2014

Gary R Christensen, AICP,
Former and Current Under Director
Skagit County Planning & Development Services
1800 Continental Place, Mount Vernon, WA 98273
garyc@co.skagit.wa.us

Attn: Jana
City of Mount Vernon, CEDD
PO Box 809, Mount Vernon, WA 98273
janah@mountvernonwa.gov

RE: March 18 Planning Commission's Meeting - Skagit County Jail Relocation Alternative Site

Dear Mr. Christensen,

I wish to go on record in support of the Truck City location for the reasons to be stated below.

Thank you for taking the time last week to speak with me at your office at length about this very important matter. I have been a local resident here in the area for over 50 years and remember going into Truck City for lunch and diesel with my grandpa Oscar Helde, a well-known Darigold farmer when I was pre-grade school. Since this time I have owned and operated several award winning hospitality and tourism related businesses here in the region. I have belonged to the Chamber of Commerce as well as been on the WA State Tourism Board. With this knowledge I believe I have a better than average sense of where this new jail should be located for the betterment of all concerned.

I have carefully studied both sites and the accounting for both. I should also mention that I have a BA from Skagit Valley College and I highly excel in business accounting.

Economically: Both in the short term and the long term, the Truck City site would be the jail site to choose.

Parking: Having a massive 400-800 (once fully completed) bed facility jail in old downtown Mount Vernon would just KILL old downtown literally. Where will the overflow of additional judges and attorneys needed for these EXTRA 600 INMATES be located and park etc? And what about the additional parking needed for all the families coming to court for these inmates, where do they park?

Tourism: Not in my Backyard Syndrome! What about the fantastic Mount Vernon Chamber and Downtown Development Organization and their efforts to build up small and medium sized businesses in downtown. Some businesses may flee and many new businesses will not wish to come to a downtown with a huge 800 bed jail at the south entrance of town. Downtown needs RETAIL, WHOLESALE and SERVICE related business in order to properly round out the downtown core and be able to collect the proper amount of sales tax to support the city.

Please accept my comments and reasons above in support of Truck City for the Skagit County Jail site location.

Sincerely,

Colleen Ladwig

Beacham, Linda

From: Hanson, Jana
Sent: Tuesday, March 18, 2014 7:55 AM
To: clark, fred; Keltz, Donnie; Legro, Denny; Lyon, Al; piazza, linda; waller, tom
Cc: Beacham, Linda
Subject: FW: County Jail

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: Kari Odden [<mailto:bobkari@frontier.com>]
Sent: Tuesday, March 18, 2014 7:43 AM
To: Hanson, Jana
Subject: County Jail

Planning Commission,

I am unable to attend the hearing today, but would like to comment on the siting of the new Skagit County Jail. I feel that the most appropriate place for a jail is out of the downtown core, at the Truck City site. I work in downtown, shop there regularly, take my kids to the library, go to the farmer's market, etcetera. I'm really looking forward to the completion of the riverfront. We have a lovely downtown, but one with many empty storefronts that is struggling to retain businesses. We need tourism and shoppers to help our downtown thrive. The Alf Christianson site needs to be retained for a use that supports our City and our downtown, not detract from it. It could be a hotel or convention center, a lovely park that I-5 drivers couldn't help but notice, or something else that would (voluntarily) draw people into Mount Vernon.

Another point worth considering is what if there is a 500 year or 1000 year flood? An earthquake that releases a lahar? Would the Truck City site would be less impacted and easier to manage in the case of a natural disaster? I hope that possibility is being considered.

Please, let's keep the jail from being our City's notable feature. Thank you.

Kari Odden

March 17, 2014

Mount Vernon Planning Commission
Members: Denny Legro, Donnie Keltz, Al Lyon, Linda Piazza, Fred Clark, Thomas Waller,
Shelley Acero
c/o Jana Hanson
Director, Community and Economic Development
P.O. Box 809
Mount Vernon, WA 98273
janah@mountvernonwa.gov

Re: Skagit County Public Safety Facility

Dear Mount Vernon Planning Commission Members:

We are writing on behalf of ourselves and companies that we represent, including Sicklesteel Cranes, Inc., Pacific Lift Equipment, Inc., Pacific Rigging & Heavy Haul, Inc. and Pacific Tower Cranes, Inc., all of which are headquartered and located in South Mount Vernon. These businesses utilize oversize vehicles and rely on the Truck City refueling station for their refueling because it has sufficient space to allow the maneuvering of oversize vehicles. No other Mount Vernon refueling station can be used. Because of this, we are strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon.

In addition to the business listed above, there are a great many other existing businesses that utilize the Truck City site for fuel and storage of oversize loads. Oversize loads are attracted to the area due to the WSDOT permitting facility on Cedardale. At no time was this more evident than during the Skagit river bridge collapse. With the restrictions of travel times implemented by the City of Mount Vernon, oversized loads were required to park in South Mount Vernon in order to comply. Many utilized the Truck City location to do so.

While there have been comments made regarding the possible sale of the Truck City site, the City of Mount Vernon should not be the entity that closes the doors of an active business and takes this site out of the commercial property inventory. This is even more the case if Mount Vernon has failed to plan for the impacts on the surrounding businesses and on the City's mitigation steps should I-5 be closed again for any length of time.

Besides the business reliance on the Truck City as a refueling station and oversize load parking area, the Alf Christianson sight is superior to the Truck City location for a number of reasons. First, those arguing that locating the jail facility at the Alf Christian Seed site would detract from the attractive qualities of the city of Mount Vernon ignore the fact that the existing jail facility is currently located at the same exit area. No one seems to claim the existing jail site offends the design sensibilities of Mount Vernon or our overall community. In fact, the applicable studies show that the new jail facility would actually increase the visual quality of the exit area, far beyond what the aging and decaying Alf Christianson sight offer.

Second, assuming that a jail facility would offend the aesthetic of the community and that the existing jail facility structure would remain and be put to other public use, the choice to site the jail facility at the Truck City location would literally mean that constructed jail facilities would be located near two of the three freeway exits from Interstate 5 into Mount Vernon.

Third, the significantly constrained access to the Alf Christianson Seed site significantly undermines the sites potential to be privately developed. A mere aspirational plan for mixed use private development does not mean that any plan would ever actually occur. As such, the estimated figures for potential loss in revenue to private development is grossly overstated, the potential loss to the city likely to be far less than the amount quoted.

Fourth, it must be emphasized that while both sites are currently in the flood plain, the completion of the downtown flood wall will remove the Alf Christianson Seed site from the 100 year flood plain. As this jail is a critical piece of community infrastructure, it only makes sense to locate it in a convenient and protected location. Only the Alf Christianson Seed site can possible provide the requisite protection.

Finally, when the city of Mount Vernon negotiated with property owners over the expansion of the city limits into the urban growth area of South Mount Vernon, the South Mount Vernon property owners formed the Cedardale Property Owners Association. Of primary concern was the city's ability to prepare plan for the development of the South Mount Vernon area consistent with the property owners existing and intended uses. The South Mount Vernon area is a portion of the city which is continuing to develop. Choosing to site the new jail facility in that area will with certainty have a detrimental impact as it will drive out existing established businesses and it will serve to slow business development in that portion of the city.

For all of these reasons, we respectfully request that you the City of Mount Vernon Planning Commission recommend that the Mount Vernon City Council approve the Comprehensive Plan Amendment and associated rezone request for the Alf Christianson Seed site.

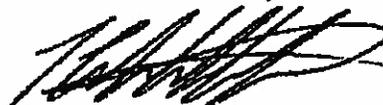
Sincerely,

SKAGIT LAW GROUP, PLLC



JOHN T. BURKE
Outside Counsel for:
Sicklesteel Cranes, Inc.
Pacific Lift Equipment, Inc.
Pacific Rigging & Heavy Haul, Inc.
Pacific Tower Cranes, Inc.

SICKLESTEEL CRANES, INC.



THOMAS SICKLESTEEL
President



ANACORTES EXECUTIVE DEPARTMENT

P.O. BOX 547, ANACORTES, WA 98221-0547
LAURIE GERE, MAYOR

PH (360) 299-1950
FAX (360) 293-1938

E-MAIL: laurieg@cityofanacortes.org

March 17, 2014

City of Mount Vernon
CEDD
PO Box 809
Mount Vernon, WA 98273
janah@mountvernonwa.gov

RE: Proposed Comprehensive Plan Amendment PL13-012 and PL13-014

Dear Mayor Jill Boudreau and Planning Commission:

I am writing to you today in regards to PL13-012 and PL13-014, Comprehensive Plan Amendments, representing the taxpaying citizens of Anacortes.

I support the public use rezone of the Truck City property that will allow the Skagit County jail to be relocated based on the cost savings of \$7,143,817. I cannot justify the additional expenses to the public for development of the Alf Christensen site.

Thank you for your consideration of this important Skagit County Public Safety project. If you have any questions, please contact me at 360-299-1950.

Sincerely,

CITY OF ANACORTES

A handwritten signature in cursive script, appearing to read "Laurie Gere".

Laurie Gere
Mayor

Beacham, Linda

From: Hanson, Jana
Sent: Tuesday, March 18, 2014 11:29 AM
To: Beacham, Linda
Subject: Fwd: comments about jail location

Sent from my Verizon Wireless 4G LTE DROID

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

Subject: comments about jail location
From: Bob Carey <bcarey@TNC.ORG>
To: "Hanson, Jana" <janah@mountvernonwa.gov>
CC:

Dear Jana,

As a resident and father of two children who live in Mount Vernon and someone who works in this fine city, I ask that you take these two comments in consideration in regards to siting our new jail:

1. As with all critical facilities, it is unwise to locate them within the floodplain. It's great that our new floodwall will bring 100 year protection to downtown. That is good enough to foster economic development and stem all but the worst floods. But as we've seen in with Katrina and Sandy and flood events in Alberta, Colorado, and on the Mississippi and Missouri Rivers in recent years, 500 year and larger flood events are not only possible, they appear to be becoming more frequent. When one of these catastrophic flood events comes to our city – and at some point it will – our public officials and responders will have more than enough to do to protect our city and its residents and businesses. Let's not add the need to evacuate several hundred prisoners to that chaos.
2. Do not locate the jail in the core downtown area. The City of Mount Vernon is doing great work to revitalize our downtown core through efforts to improve landscaping, signage, artwork, flood protection and river access and trailways. Let's not undermine those great investments in our economy and well-being by building an even larger jail at our doorstep. Talk about sending the wrong message to potential visitors and businesses! The opportunity to relocate this facility outside of our main business and community center will not come again for a long, long time. Let's jump at the opportunity to further revitalize our downtown by moving the jail out – and save money in the process! -

Thank you for the opportunity to comment.

Sincerely,

Bob Carey
bobkari@frontier.com

Have I missed it or have any of the studies, so far, included anything about any changes in property values for those owners near the prison. Residences, I'm talking about. Especially those owners on the south side who have made and are making efforts and dollar investments in upgrading their handsome craftsman style historic bungalows.

Not talking about those in the area where there's a profusion of the law offices in the near area who converted the older housing to offices. The judicial system participants for profit will always do well...at least, they seem to. I'm thinking most of them don't live anywhere near the downtown site, and might refer to the process as all "progress". Well a refinery downtown might be considered by some as "progress" too by some, but do you want one there?

The EIS statement suggesting that the public sentiment about the location site "appeared" to be equal is, of course, something far less than a scientific poll of city citizens. Many of the pro-downtown site comments were heavy with economic thoughts, but I don't remember any of them mentioning the disparity in potential revenue lost by using the downtown site for the prison. The estimated numbers difference in potential revenue is in the millions if the prison swallows up that downtown property...let alone initial costs.

Maybe this needs to be on the ballot....maybe we should poll the tourists coming here soon too.

The lovely towns along the main thoroughfares of this great county and others adjacent are under attack by large corporate and bureaucratic interests (those sometimes inseparable entities). A prison in your historic downtown....huge coal and oil train traffic in part to benefit a man and corporation so wealthy he can't spend the interest on his money...Warren Buffet's coal for China. Oil companies. We already know they don't much care about the results or the effect on citizens and their environs....all done in the name of capitalism....and capitalism without a conscience is not good for most of us.

What I'm confused about are the loud voices for the downtown site (sound quite conservative to me) and organized enough to gather multiple signers and why those voices aren't interested in having that property as an eventual fine form of INCOME for the City of Mount Vernon. A noticeable number of law firms and attorneys on the lists of affection for the downtown site..... groups notorious for having to sit on their duffs for hours on end in their chosen careers...so having to negotiate from the truck site to downtown might surely interrupt their daily restive states. My goodness they'd have to negotiate the road for a couple minutes !!!

These conservative hair pulling public comments on the blogs... something along the line of "The property has been for sale for years etc. etc. etc.!!!! Woe is Me !!!" "No one is going to invest in it!!" DOOM !! DOOM!! The "reality" is private investment money has been tight everywhere for a while....that is unless perhaps you're part of the untaxed wealthy who need to add another house to their collection.... see GOP.

On lighter more revenue related notes here, I wish I could quote from someone at the county who allegedly said there could eventually be room in the new architectural design for the downtown prison to include exterior basketball and handball courts with seating constructed for tourists and citizens to observe the matches and make small wagers on the shirts or skins. With perhaps a small house cut taken, of course, for the city revenues.

If zoning can control the downtown.....why shouldn't it?don't re-zone it for prison use!!

In the meantime, if the owners of the site and their LLC management people do their job (security on the site) there won't be anymore suspicious fires on the downtown site. Highly suspicious because of the timing...just a coincidence during the site debates? Yeah sure, unless you're a detective

Tony
Spanovic

Mount
Vernon

RECEIVED
CITY OF MOUNT VERNON

MAR 18 2014

C.E.D. DEPARTMENT
BY _____



SKAGIT LAW GROUP PLLC

Attorneys at Law

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

March 18, 2014

RECEIVED
CITY OF MOUNT VERNON

MAR 18 2014

C.E.D. DEPARTMENT
BY _____

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:

Attached to this letter are letters of support for the Alf Christianson site to be selected for the site of the new public safety facility. The letters are signed by 87 individuals and include the owners of 17 downtown Mount Vernon businesses including:

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

Please let me highlight just a few points from the letters.

1. Employee/Customer Base. The public safety facility represents a crucial employee base for downtown businesses. The public safety facility represents 136 full time employees at full build out, in addition to many more employees from lawyers, judges, court staff and auxiliary services. Selection of the Truck City site will continue the decline of the employment base evidenced by the loss of the Mount Vernon Police Department, Skagit County Commissioners, Skagit County Planning Department and DSHS.
2. Redevelopment of Alf Christianson Site. The Alf Christianson site is squeezed by I-5 to the east and BNSF tracks to the west. Access off of Kincaid Street must be right in and right out only. It is unrealistic that a hotel, convention center, office park or any other type of use will locate there. The only chance for Mount Vernon to benefit from the redevelopment of the site is for Skagit County to construct the new public safety facility on the site. Skagit County builds and maintains attractive properties and would be a good neighbor to the community.

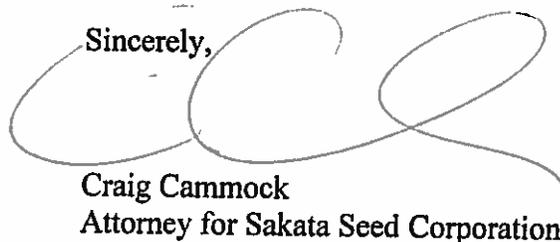
Skagit County has estimated that construction at the Alf Christianson site will cost \$7 million more. If correct, that estimate should put to rest any hope that the site would ever be developed as a hotel, office park or any other attractive development.

Included in Skagit County's cost estimate is \$2,000,000 in direct benefit to the City of Mount Vernon. Skagit County estimates that \$2,000,000 will be provided to the City of Mount Vernon, through construction of a park / public area and payment of \$500,000 for vacated street right of way. The remaining estimated cost differential can easily be reduced. The buildings could be located in a manner to eliminate the need for utility relocation (savings of \$1,500,000) and the seller of the property could conduct demolition of existing structures at a substantially reduced cost. Regardless, the Planning Commission's role is not to determine which site is more cost effective, that decision is left to Skagit County.

3. Flood / Earthquake. The EIS states that Truck City site will not be protected by the flood wall and it is at greater risk of liquefaction in an earthquake.

Location of a public safety facility at the Alf Christianson site is Mount Vernon's best and only chance to improve that property. The Planning Commission should approve only the comprehensive plan amendment and rezone for the Alf Christianson site.

Sincerely,



Craig Cammock
Attorney for Sakata Seed Corporation



January 16, 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 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.

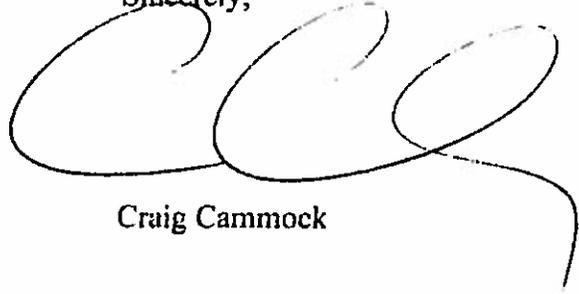
Access to the Alf Christianson property will be right-in, right-out access only. This limited access coupled with a location sandwiched between the railroad and the freeway has resulted in no interest from developers despite marketing over many years. The only inquiries received by Alf Christianson have 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 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, 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 extends downwards and to the right.

Craig Cammock

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 large, stylized circular flourish.

BRIAN E. CLARK
Skagit Law Group, PLLC, Manager/Member
Mount Vernon Ventures, LLC, Manager/Member

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.

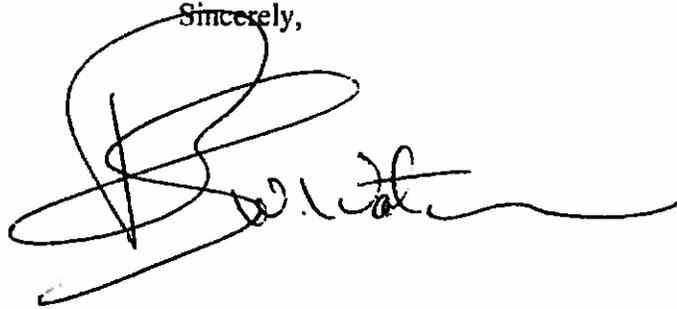
The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections,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

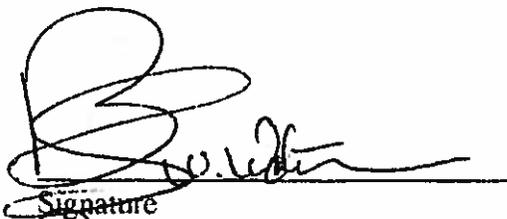
the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

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,

A handwritten signature in black ink, appearing to be "B. J. White", written in a cursive style. The signature is positioned below the word "Sincerely,".


Signature

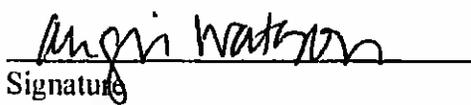
Bradley W. Johnson
Print Name

820 S. 2nd
Address

Mount Vernon, WA.
City/State/Zip 98273

I am:

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


Signature

Angie Watson
Print Name

820 S. 2nd 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

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.

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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.

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 will never 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 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, 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,

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 Blakburn 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

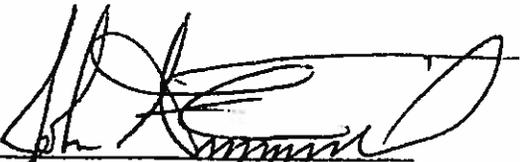
Kelli Douglass Kaler
Signature

Kelli 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 GUGNES 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

Wt 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 98224
City/State/Zip

I am:

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

Art Oflin
Signature

Art Oflin
Print Name

P.O. 496
Address

Ham. Ham 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. Hubbs
Signature

Gary 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. Division St.
Address

MS. JEROME 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 Taylor Ct
Address

Seabrook 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

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 Nilson
Signature

Lynnette K Nilson
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 Dunford
Signature

REBECCA DUNFORD
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 Pardo

Signature

Delita Pardo

Print Name

2212 Donovan 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 Kinris
Signature

BRUCE KINRIS
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, VA 22123

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

Ship Nalley
Signature

Gail Nalley
Print Name

11070 D 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

Yvonne Green
Signature

Yvonne Green
Print Name

3606 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]
Signature

Patrick Samu
Print Name

111 Jay 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]
Signature

Benjamin Martin
Print Name

7207 Montgomery Pl
Address

Mt. Vernon WA
City/State/Zip

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

[Signature]
Signature

Gloria Marin
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 Peterson

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

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.

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 will never 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 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 black ink, appearing to read "John L. Bouslog". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

John L. Bouslog
Owner/General Manager

To the city of Mount Vernon, I Lindsey Gear who owns property at 1118 s 6th 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 6th 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 6th 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 HANSEN

RECEIVED
AUG 15 2013
SKAGIT LAW GROUP, PLLC

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.

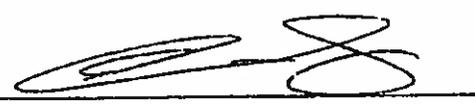
The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, 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

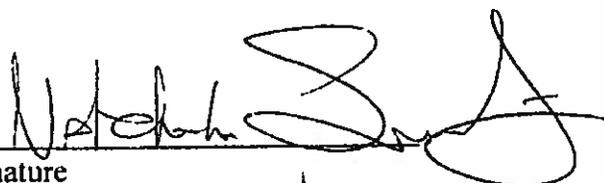
Print Name

Address

City/State/Zip

I am:

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



Signature

Natchaneek Srirong

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

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

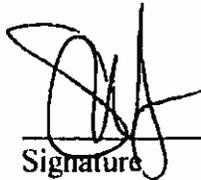
the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

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,

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

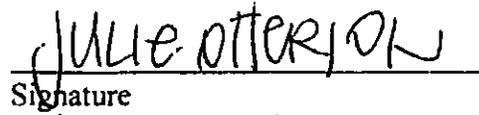
Address

Mount Vernon, WA 98274

City/State/Zip

I am:

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



Signature

JULIE OTTERON

Print Name

301 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

Signature

Print Name

Address

City/State/Zip

I am:

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

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.

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.

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.

Sincerely,


Signature

Jason H Pinker
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

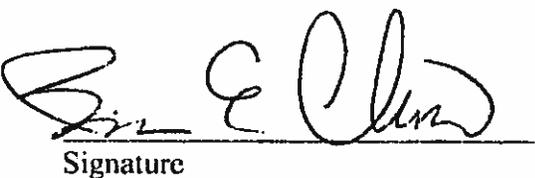
Alicia Stensland
Print Name

~~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. Curren
Print Name

227 FEBRUARY 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 Dundee 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

Print Name

Address

City/State/Zip

I am:

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

Virginia S. Voigt
Signature

Virginia S. Voigt
Print Name

306 S. 6th 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

AINCORTES, 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 Siletz
Address

Mount Vernon, WA 98273
City/State/Zip

I am:

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

Cy Runn
Signature

Cynthia Runn
Print Name

117 N. 1st Street
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

Signature

Print Name

Address

City/State/Zip

I am:

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

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 5TH 2ND

Address

MT. VERNON, VA

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 98275
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

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.

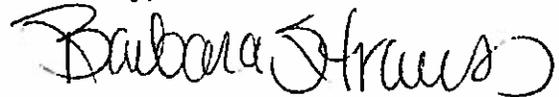
The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, 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,

A handwritten signature in cursive script that reads "Barbara Strauss". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

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

ANACOURTES WA 98221
City/State/Zip

I am:

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

Lyndal Strauss
Signature

Lyndal Strauss
Print Name

401 First St.
Address

M. Vernon WA
City/State/Zip 98273

I am:

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

Sean McCarty
Signature

Sean McCarty
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. McCarty
Signature

Bonnie M. McCarty
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

Signature

Print Name

Address

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

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.

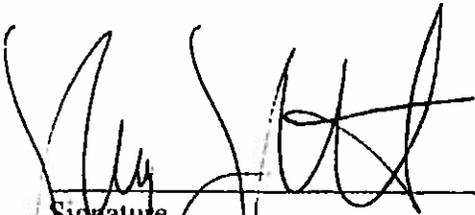
In addition, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the 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
MONICA 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

TRUCK CITY LEGAL DESCRIPTION

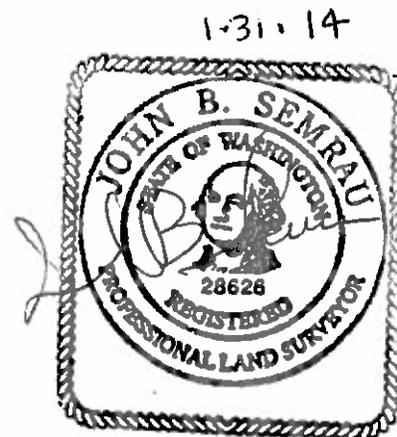
Lots 1, 2, 4 and 6, Skagit County Western Peterbilt Binding Site Plan No. L-99-0003, approved July 1, 2002, recorded July 1, 2002, under Auditor's File No. 200207010180, records of Skagit County, Washington; being a portion of the Southwest ¼ of the Northwest ¼ of Section 32, Township 34 North, Range 4 East, W.M.;

TOGETHER WITH

The South 20 rods of the North 30 rods of the Southwest ¼ of the Northwest ¼ of Section 32, Township 34 North, Range 4 East, W.M., **EXCEPT** the North 63 feet of the West 107 feet thereof, **AND EXCEPT** existing state Highway Right-of-Way, lying Westerly of the following described line:

Beginning at the Southeast Corner of Lot 6, and a point on the north margin Suzanne Lane, Skagit County Western Peterbilt Binding Site Plan No. L-99-0003, approved July 1, 2002, recorded July 1, 2002, under Auditor's File No. 200207010180, records of Skagit County, Washington; thence North 0°24'33" East along the East line of said Lot 6 a distance of 391.55 feet to the Northeast Corner of said Lot 6; thence continuing North 0°24'33" East a distance of 330.07 feet, more or less, to a point and terminus on the North line of the South 20 rods of the North 30 rods of the Southwest ¼ of the Northwest ¼ of Section 32, Township 34 North, Range 4 East, W.M.

Situate in the County of Skagit, State of Washington.





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

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

Revised February 3, 2014

Rebecca Lowell
Senior Planner
City of Mount Vernon
PO Box 809
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: ***Comprehensive Plan Amendments / Rezones for Skagit County Jail Facility
Proposed South Mount Vernon (Truck City Site)***

Skagit County Jail Facility, Justification of Proposal.

Public interest is best served by having multiple locations to consider for construction of a new jail facility. The first advantage to multiple locations is that it allows for competitive property pricing. Secondly, if the public process reveals challenges to a particular site that make use of that site difficult or impossible, we have the other site to fall back on. The South Mont Vernon site is one of two desirable sites we have identified as currently available, large enough for the proposed facility, allows for future expansion and meets the balance of the siting criteria. No existing location within the current Public zoning meets the criteria required for siting this facility and therefore we are requesting consideration of this proposed re-zone.

This request is to have the current Zoning and Comprehensive Plan designation changed from "CL" to "Public" zoning and a comprehensive Plan designation of "Government Center" for the above mention site.

According to section, "17.56.010 Intent." from the Mount Vernon Municipal Code, in the current CL zoning the intent is as follows:

"The intent of this chapter is to implement the goals and objectives of the city's overall economic development plan by promoting the development of retail, limited industrial/manufacturing, and business office park developments **concurrent with the expansion of urban public facilities** and services and in consideration....." (bold underline added here, not in original document.) With the proposed zoning change we would in fact be able to expand public facilities.

“17.56.020 Permitted Uses” in the underlying C-L zoning section B. allows “Public and Quasi-public Uses. Government buildings, including fire and police stations, administrative offices.....” This intent also lends itself to the requested public zoning.

If the zoning change is approved we would then be able to submit all required documents for the specific project and address any project specific concerns at that time.

Skagit County Jail Facility, Project Narrative

- a. This project, Skagit County Jail Facility, is being sponsored by Skagit County and will be built to serve Skagit county residents; it includes initial construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 100,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. The building will be designed to accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet.

Construction will be of durable materials and the building appearance will be pleasing and designed to fit the site. Required parking and storm water measures will be provided onsite.

This building type is classified as an Essential Public Facility and requires proper zoning. This process is to have the proposed sites rezoned to a City of Mount Vernon Comprehensive plan designation of “Government Center” and a City of Mount Vernon Zoning Designation of “Public”. Current zoning at the site is a City of Mount Vernon Comprehensive plan designation of “CL” and a City of Mount Vernon Zoning Designation of “CL”.

- b. The site currently has the Truck City and one other business as well as vacant land.
- c. Review of the Critical Areas Map would indicate that the site has a drainage culvert that is tied to a fish bearing stream, the culvert is indicated to have “Intermittent” flow.
- d. A soils study completed at the site indicate the areas not currently covered by asphalt are generally covered by 0.5' to 1.3' of poorly draining topsoil. Beneath the top soil are three layers of alluvium: upper, middle and lower. For more specific information of the soils please see the Environmental Impact Statement for the project. Foundations and site drainage will be designed to meet all current code and City of Mount Vernon requirements.
- e. Regarding proposed uses of property please see a. above.

- f. Offsite improvements will be made as required during the project permitting process.
- g. It is anticipate the construction cost of this project will be roughly \$40 million with a total project cost of \$60 million.
- h. Estimation volumes of fill to raise the site above the flood level would total approximately 75,000 to 83,000 cubic yards in phase one (400 beds). Full build out at the site (800) beds would require an additional 8,600 to 9,400 cubic yards.
- i. A detailed plan for tree removal and Landscape will be submitted during the actual project permitting process.
- j. At this point it is not anticipated any land will be dedicated to the City.
- k. & l. This is not a Shoreline or Subdivision application so that information is not applicable.

Flood Hazard Data / or Flood Zone Location

Flood Zone Designation for this site is A0. Flood Zone Designation of A0 is defined as areas of 100-year shallow flooding where depths are between one(1) and three(3) feet.



Service Layer Credits: Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, NAVTEQ, Geonames.org, and other contributors

- Truck City Site (10.3 Acres)
- Skagit County Tax Parcels

Site boundary, parcels, and acreage are approximate.

Data Sources: Skagit County, 2013 Pictometry

Map Created by:
Skagit County Geographic Information Services

Skagit County Jail Draft EIS
Skagit County and City of Mount Vernon

Figure 4. Truck City Site

Map Date: February 2014



ALFCO REZONE DESCRIPTION:

PARCEL "A":

That portion of the West ½ of the West ½ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M., Skagit County, Washington, described as follows:

Beginning at the intersection of the South right of way line of Kincaid Street, according to the recorded Plat of the Town of Mount Vernon, Washington, and a line drawn parallel with and distant 54.0 feet Easterly of, as measured at right angles to Burlington Northern Railroad Company's (formerly Great Northern Railway Company's) Main Track centerline, as originally located and constructed; thence Southerly parallel with said Main Track centerline a distance of 429.0 feet; thence Easterly at right angles to the last described course a distance of 215.0 feet; thence Northerly at right angles to the last described course a distance of 300.0 feet; thence Westerly at right angles to the last described course a distance of 30.0 feet; thence Northerly at right angles to the last described course a distance of 129.0 feet to the point of intersection with said South right of way line of Kincaid Street; thence Westerly along said South right of way line of Kincaid Street a distance of 185.0 feet to the point of beginning, EXCEPT those portions thereof, if any, lying East of the East lines of those properties conveyed to The Seattle and Montana Railway Company by deeds recorded in Volume 15 of Deeds, page 411, and in Volume 18 of Deeds, page 537,

EXCEPT those two Northerly and Northeasterly portions thereof conveyed to the State of Washington and the City of Mount Vernon by Auditor's File Nos. 9803170090 and 200005080050, respectively,

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "B":

The Easterly 29.0 feet of Burlington Northern Railroad Company's (formerly Great Northern Railway Company) right of way in the West ½ of the West ½ of the Southwest ¼ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M. at Mount Vernon, Skagit County, Washington, lying between two lines drawn parallel with and distant, respectively, 25.0 feet and 54.0 feet Easterly, as measured at right angles from said Railroad Company's Main Track centerline, as now located and constructed, said 54.0 foot parallel line also being on the Westerly boundary of that certain parcel of land described in Quit Claim Deed from Burlington Northern Railroad Company to Alfco, Inc. dated July 27, 1992 and recorded as Document No. 9209030031 in and for Skagit County, Washington, being on the Westerly boundaries of two parcels of land described in Warranty Deed from the Great Northern Railway Company to Libby, McNeill & Libby, a Maine Corporation dated May 8, 1955, being on the Westerly boundary of that certain parcel of land described in Warranty Deed from the Great Northern Railway Company to S.A. Moffett and wife dated November 14, 1944 and being on the Westerly boundary of that certain parcel of land described in Quit Claim Deed from Burlington Northern Railroad Company to Glacier Park Company dated October 17, 1988, bounded on the South by the North line of Section Street and bounded on the North by the Easterly extension of the South line of Broadway Street, according to the recorded Plat of Mount Vernon, Washington.

EXCEPT that portion lying South of a line beginning at the Southwest corner of Lot 8, Block 1, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington; thence Westerly parallel with the North Margin of Union Street as platted a distance of 242.88 feet, more or less, to a point on the previously described West line of this parcel.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "C":

Those portions of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 20, Township 34 North, Range 4 East, W.M., described as follows:

2.) Beginning at a point in the West line of said Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 20, distant 620.11 feet South of the Northwest corner thereof;
thence Easterly perpendicular to said West line 65 feet, more or less, to a point perpendicularly distant 54 feet Easterly from the centerline of the Main Track of the railway of the Great Northern Railway Company, as now located and constructed, to the point of beginning;
thence Northerly parallel with said centerline of Main Track and distant 54 feet East therefrom 158 feet;
thence Easterly perpendicular to said West line 215 feet, more or less, to a point perpendicularly distant 280 feet Easterly from said West line;
thence Southerly parallel with said West line 158 feet;
thence Westerly perpendicular to said West line 215 feet, more or less, to the point of beginning.

3.) Beginning at the Northwest corner of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 20;
thence Southerly along the West line of said Section 20, 975.26 feet;
thence Easterly at right angles to the West line of said Section 20, 65 feet, more or less, to a point 54 feet distant Easterly, measured at right angles, from the centerline of the Great Northern Railway Company's Main Track as now located and constructed, said point being the true point of beginning of this description;
thence Easterly continuing along the last described course 150 feet, more or less, to a point in the Southeasterly boundary of the tract of land conveyed to the Seattle & Montana Railway Company by James F. McElroy by Warranty Deed dated March 17, 1891;
thence Northeasterly along said Southeasterly boundary 95 feet, more or less, to the Northeast corner of said tract of land;
thence Easterly at right angles to the West line of said Section 20, 30 feet to a point 280 feet distant Easterly from the West line of said Section 20;
thence Northerly parallel to the West line of said Section 20, 267.89 feet;
thence Westerly at right angles to last described course 215 feet, more or less, to a point 54 feet distant Easterly measured at right angles from the centerline of said Main Track;
thence Southerly parallel to said centerline of Main Track 355.15 feet to the true point of beginning'

EXCEPT that portion lying South of a line beginning at the Southwest corner of Lot 8, Block 1, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington; thence Westerly parallel with the North Margin of Union Street as platted a distance of 213.88 feet, more or less, to a point on the previously described West line of this parcel.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "E":

That portion of Lots 8, 9, 10, 11, Block 3, "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," as per plat recorded in Volume 2 of Plats, page 84, records of Skagit County, Washington, as described within that Warranty Deed dated March 19, 1973, filed in Vol. 113 of Official Records, Pages 542-543 and recorded under Auditor's File No. 783208, all records of Skagit County, State of Washington;

TOGETHER WITH that portion of 'South 6th Street' as conveyed to THE CITY OF MOUNT VERNON, a Municipal Corporation, by Deed dated September 3, 1976, filed in Vol. 234 of Official Records, Pages 65-69, recorded under Auditor's File No. 842193, all records of Skagit County, State of Washington, lying East of the East line of Block 2 and West of the West line of Block 3, of said "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.,":

AND TOGETHER WITH that portion of Right-of-Way within said "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," lying South of Block 1; North of Block 2; West of the East line of said Block 1 extended Southerly; and East of the West line of said Block 1 extended Southerly;

AND ALSO TOGETHER WITH the South 129 Feet of the North 159 feet of the East 30 feet of the West 280 feet of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 20, Township 34 North, Range 4 East, W.M.;

EXCEPT any portion thereof lying South of the South line of Lot 11, Block 3, of said "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," extended West;

ALSO EXCEPT any portion thereof lying within Primary State Highway Right-of-Way No. 1;

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "F":

Lots 9, 10, 11, 12, 13, 14, 16 and the South 3 feet of Lot 15, all in Block 2, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington, EXCEPT that portion thereof conveyed to the State of Washington for Primary State Highway No. 1 by Deeds, recorded April 17, 1953 and July 17, 1972, under Auditor's File Nos. 487248 and 771195, respectively.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "G":

Lots 1, 2, 3, 4, 5 and 6, all in Block 2, "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," as per plat recorded in Volume 2 of Plats, page 84, records of Skagit County, Washington.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "H":

Lots 1, 2, 3, 4, 5, 6, 7 and 8, all in Block 1, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "I":

The Easterly 29.0 feet of the Burlington Northern Railroad Company's (formerly Great Northern Railway Company) right of way in the West ½ of the West ½ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M., lying between two lines drawn parallel with and distant, respectively, 25.0 feet and 54.0 feet Easterly, as measured at right angles from said Railroad Company's Main Track centerline, as now located and constructed, said 54.0 foot parallel line also being on the Westerly boundary of that certain parcel of land described in Quit Claim Deed from Burlington Northern Railroad Company to Glacier Park Company dated October 17, 1988, bounded on the South by the Easterly extension of the South line of Broadway Street and bounded on the North by a line drawn parallel with and 45 feet Southerly of, as measured at right angles to, the K Line Survey Line of SR 5, Mount Vernon; Blackburn Road to Skagit River. The specific details of said K Line are shown on that certain map of definite location now of record and on file in the Office of the Secretary of Transportation at Olympia, and bearing the Date of Approval, February 25, 1971, revised November 22, 1996,

EXCEPT that Northerly portion thereof conveyed to the City of Mount Vernon by deed recorded May 8, 2000, under Auditor's File No. 200005080050,

ALSO EXCEPT the West 5.6 feet thereof as conveyed to the BN Leasing Corporation by deeds recorded April 25, 2003 and June 27, 2003, under Auditor's File Nos. 200304250120 and 200306270020, respectively,

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "J":

That portion of the Southwest ¼ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M., described as follows:

Beginning at the Northeast corner of Lot 11, Block 2, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington; thence South along the East line of said "PICKEN'S ADDITION," a distance of 150.00 feet to the Southeast corner of Lot 9; thence East along the Easterly projection of the South line of said Lot 9, a distance of 6.00 feet; thence North along a line which is parallel to and 6.00 feet East of the East line of "PICKEN'S ADDITION," a distance of 150.00 feet; thence West along the Easterly projection of the North line of Lot 11 of said "PICKEN'S ADDITION," a distance of 6.00 feet to the point of beginning.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "K":

Lot 15, EXCEPT the South 3 feet thereof, Block 2, "PICKENS ADDITION TO MOUNT VERNON", as per plat recorded in Volume 2 of Plats, page 105, EXCEPT that portion deeded to the State of Washington for Highway purposes by deed dated September 1, 1972, recorded October 27, 1972, under Auditor's File No. 775979.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "L":

That portion of 'South 6th Street' lying East of the East line of Block 1 and West of the West line of Block 2, of "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON", as per plat recorded in Volume 2 of Plats, Page 105, records of Skagit County, Washington;

EXCEPT any portion thereof lying North of the North line, Extended East, of Lot 1, Block 1, of said "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON";

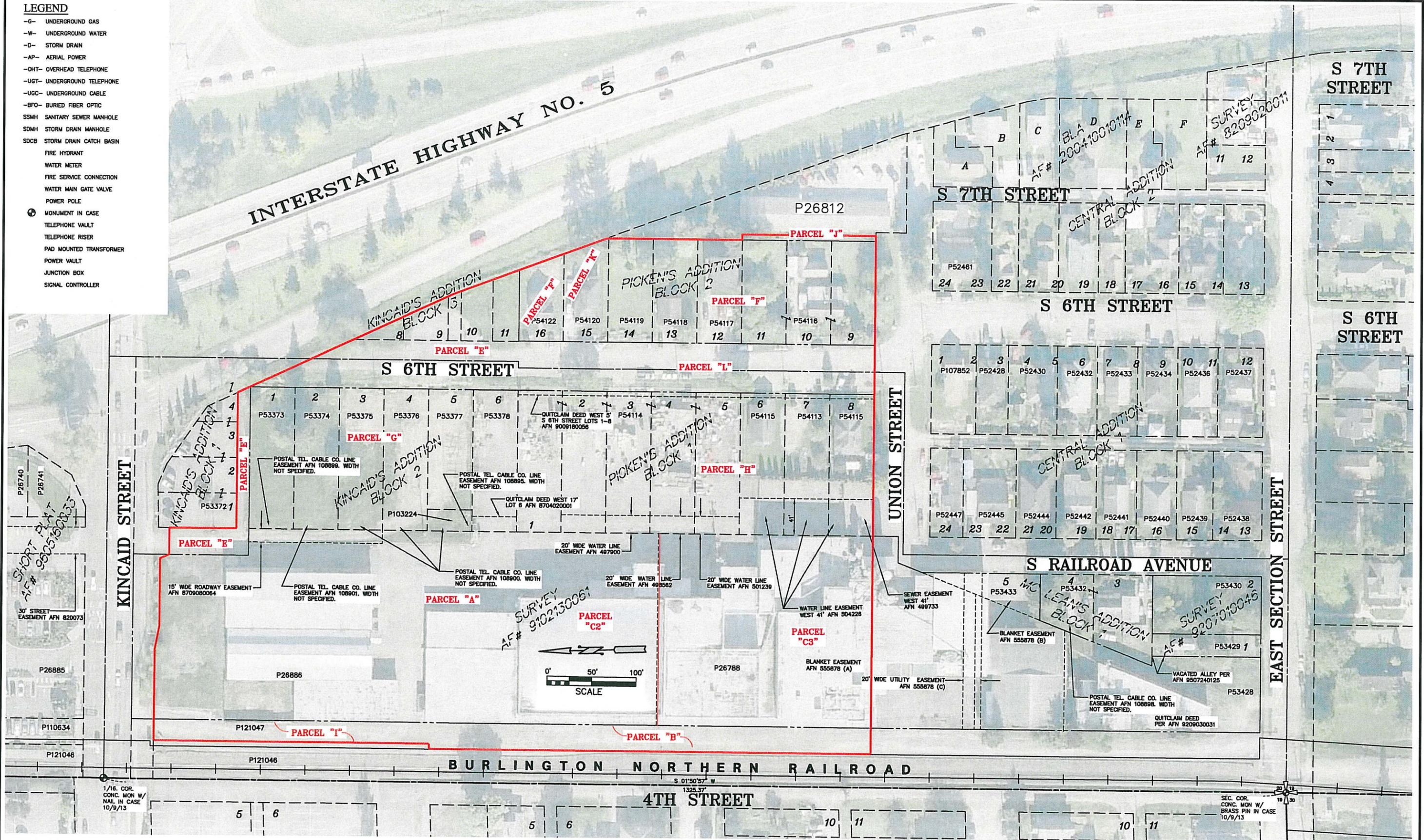
AND ALSO EXCEPT any portion thereof lying South of the North line of 'Union Street';

Situate in the City of Mount Vernon, County of Skagit, State of Washington



LEGEND

- G- UNDERGROUND GAS
- W- UNDERGROUND WATER
- D- STORM DRAIN
- AP- AERIAL POWER
- OHT- OVERHEAD TELEPHONE
- UGT- UNDERGROUND TELEPHONE
- UGC- UNDERGROUND CABLE
- BFO- BURIED FIBER OPTIC
- SSMH SANITARY SEWER MANHOLE
- SDMH STORM DRAIN MANHOLE
- SDCB STORM DRAIN CATCH BASIN
- FIRE HYDRANT
- WATER METER
- FIRE SERVICE CONNECTION
- WATER MAIN GATE VALVE
- POWER POLE
- MONUMENT IN CASE
- TELEPHONE VAULT
- TELEPHONE RISER
- PAD MOUNTED TRANSFORMER
- POWER VAULT
- JUNCTION BOX
- SIGNAL CONTROLLER



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SEMRAU ENGINEERING & SURVEYING, PLLC
 CIVIL ENGINEERING • LAND SURVEYING • PLANNING
 2118 RIVERSIDE DRIVE - SUITE 208
 MOUNT VERNON, WA 98273
 360-424-9566

NO.	DATE	REVISION	BY	REV.

**REZONE BOUNDARY
 SKAGIT COUNTY**

SCALES:
 HORIZONTAL : 1" = 50'
 VERTICAL : N/A
 NOTE: IF THIS SHEET IS LESS
 THAN 22" x 34" THEN SHEET
 HAS BEEN REDUCED

**ALF CHRISTENSEN SITE
 SKAGIT COUNTY JAIL**
 SECTION 20, T. 34 N., R. 4 E., W.M.
 MOUNT VERNON, WASHINGTON

FIELD BOOK/Pg.:
 DATE: 03/04/2014
 DRAWING: 5197ACBNDY-2
 JOB NO.: 5197
 SHEET: 1 OF 1



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

3302 Oak⁵ Avenue • Anacorte⁵, Washington 98221 • 360-770-3994 • mestvold@comcast.net

Revised February 3, 2014

Rebecca Lowell
Senior Planner
City of Mount Vernon
PO Box 809
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: ***Comprehensive Plan Amendments / Rezones for Skagit County Jail Facility
Proposed Alf Christianson Seed / Bayview Ridge Properties, LLC Site***

Skagit County Jail Facility, Justification of Proposal.

Public interest is best served by having multiple locations to consider for construction of a new jail facility. The first advantage to multiple locations is that it allows for competitive property pricing. Secondly, if the public process reveals challenges to a particular site that make use of that site difficult or impossible, we have the other site to fall back on. The Alf Christianson Seed site (held under the entity name of Bayview Ridge Properties, LLC) is one of two desirable sites we have identified that are available, large enough for the proposed facility, allows for future expansion and meets the balance of the siting criteria. No existing location within the current Public zoning meets the criteria required for siting this facility and therefore we are requesting consideration of this proposed re-zone.

This request is to have the current Zoning of "C-2" changed to "Public" and the current Comprehensive Plan designation of "CI" changed to "Government Center" for the above mentioned site.

The Alf Christianson Seed site is located across Kincaid Street and to the south of existing Public zoning and across the railroad tracks and to the east of existing Public zoning. This site is also located within easy walking distance of other Public zoning and related uses in Mount Vernon. Conversion of the site to Public zoning would maintain a cohesive, contiguous and functional Public zoning district in Mount Vernon.

"17.48.020 Permitted Uses" in the underling C-2 zoning section B. allows "Public and Quasi-public Uses. 1. Government buildings, including fire and police stations and administrative offices....." The request to change the zoning of this site to Public is consistent with surrounding zoning and with the current underlying zoning.

If the requested zoning change is approved we would then be able to submit all required documents and address any project specific concerns at that time.

Skagit County Jail Facility, Project Narrative

- a. This project, Skagit County Jail Facility, is being sponsored by Skagit County and will be built to serve Skagit county residents; it includes initial construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 100,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. The building will be designed to accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet.

Construction will be of durable materials and the building appearance will be pleasing and designed to fit the site. Required parking and storm water measures will be provided onsite.

Although a final site plan for this site has not yet been developed, a traffic study has been completed as part of the EIS process. This study determined that access from Kincaid could only be right into the site and right out of the site back onto Kincaid. Given this restriction it appears a significant amount, if not all of the vehicular trips to and from the site will be to the south. Leaving the site south bound on S. 6th Street or S. Railroad Avenue and then west onto East Section Street.

This building type is classified as an Essential Public Facility and requires proper zoning. This process is to have the proposed sites rezoned to a City of Mount Vernon Comprehensive plan designation of "Government Center" and a City of Mount Vernon Zoning Designation of "Public". Current zoning at the site is a City of Mount Vernon Comprehensive plan designation of "CL" and a City of Mount Vernon Zoning Designation of "CL".

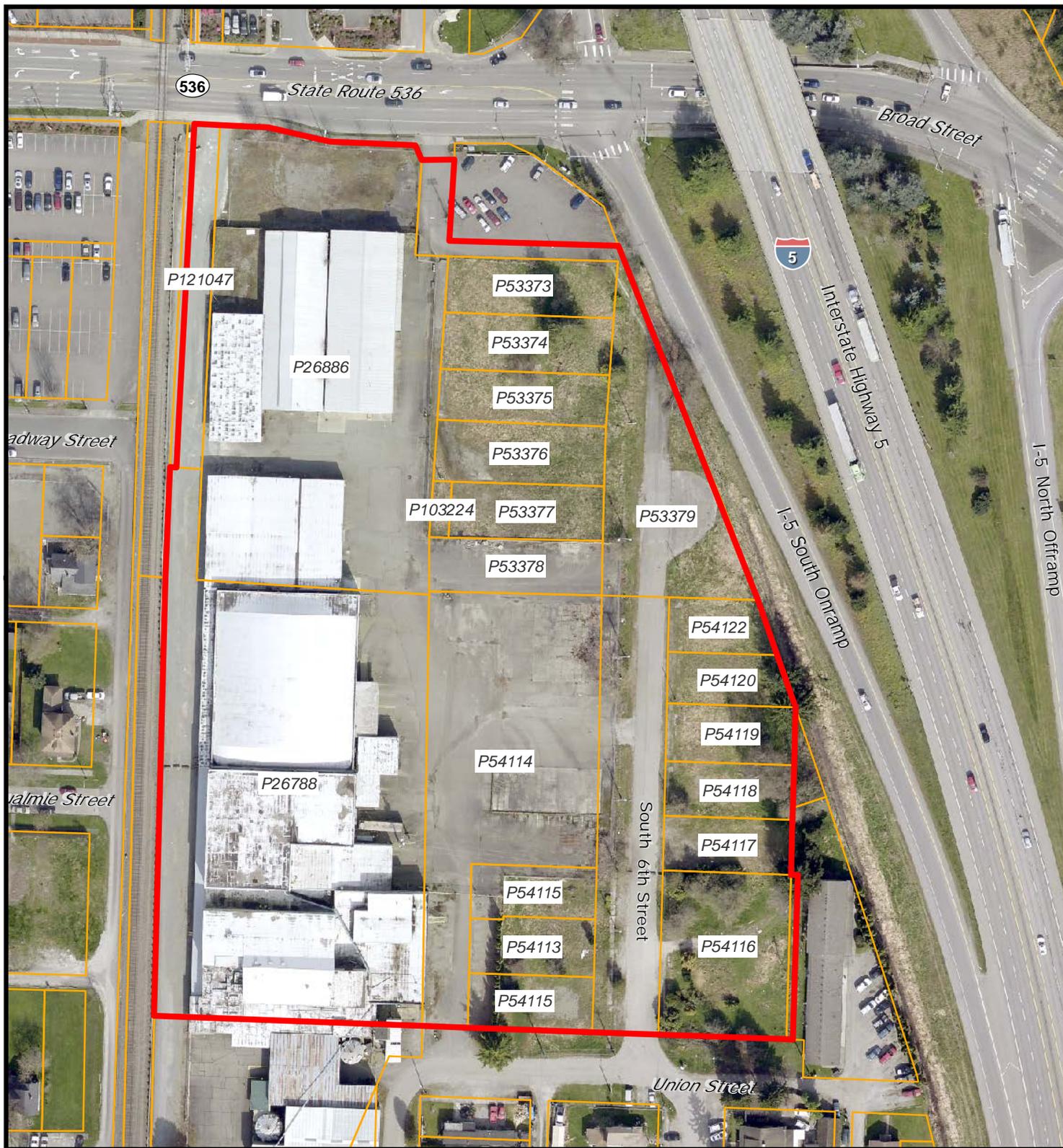
- b. The site consists of buildings which formerly housed the operations of Alf Christianson Seed Company plus a number of adjacent, older houses sites that are owned by Alf Christianson Seed Company and utilized when the site was operational, the houses have since been demolished.
- c. Review of the Critical Areas Map indicates that there are no "Critical areas" on or near the site. The site consists almost entirely of buildings, concrete surfaces and other impermeable surfaces so no critical areas are likely to exist.
- d. A soils study completed at the site indicate the areas not currently covered by asphalt are generally covered by less than a foot of topsoil. Beneath the top soil is a layer from 7' to 11' deep of various types of fill from previous construction projects and below that are three layers of alluvium: upper, middle and lower. For more specific information of the soils please see the Environmental Impact

Statement for the project. Foundations and site drainage will be designed to meet all current code and City of Mount Vernon requirements.

- e. Regarding proposed uses of property please see a. above.
- f. Offsite improvements will be made as required during the project permitting process.
- g. It is anticipate the construction cost of this project will be roughly \$40 million with a total project cost of \$60 million.
- h. Estimation volumes of fill to raise the site above the flood level would total approximately 47,000 to 52,000 cubic yards in phase one (400 beds). Full build out at the site (800) beds would require an additional 7,500 to 8,200 cubic yards.
- i. A detailed plan for landscaping will be submitted during the actual project permitting process.
- j. At this point it is not anticipated any land will be dedicated to the City.
- k. & l. This is not a Shoreline or Subdivision application so that information is not applicable.

Flood Hazard Data / or Flood Zone Location

Flood Zone Designation for this site is A0. A Flood Zone Designation of A0 is defined as areas of 100-year shallow flooding where depths are between one(1) and three(3) feet.



Service Layer Credits: Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, NAVTEQ, Geonames.org, and other contributors

- Alf Christianson Seed Site (9 Acres)
- Skagit County Tax Parcels

Site boundary, parcels, and acreage are approximate.

Data Sources: Skagit County, 2013 Pictometry

Map Created by:
Skagit County Geographic Information Services

Comprehensive Plan Amendments/Rezoning
Skagit County and City of Mount Vernon

Alf Christianson Seed Site

Map Date: March 6, 2014





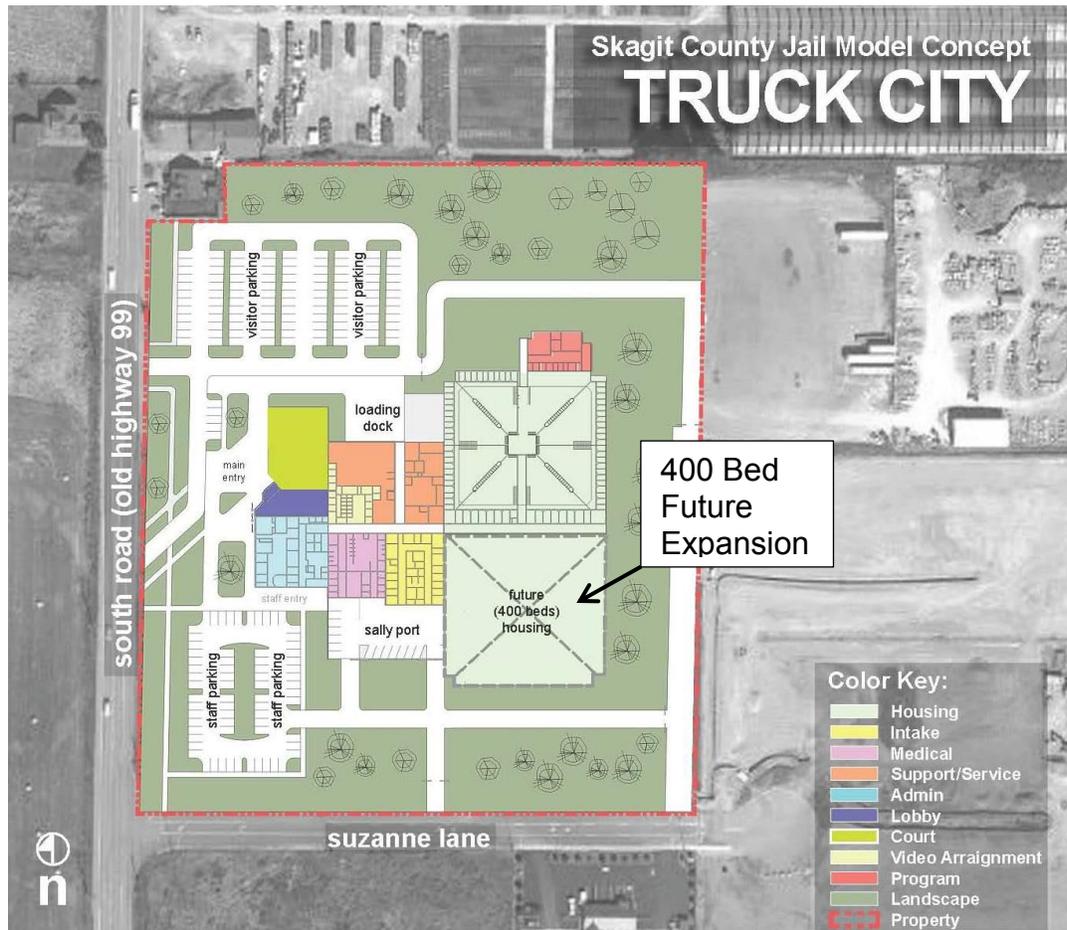
March 7, 2014

Ms. Jana Hanson
Community and Economic Development Director
City of Mount Vernon
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: **Essential Public Facilities Master Plan Exhibit, Truck City/Suzanne Lane**

Skagit County Government is proposing the construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 104,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. This building is expected to serve the citizens of Skagit County for many years to come and with that goal in mind is being designed accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet. Using current incarceration rate projections it is anticipated this expansion will take place in 15 to 20 years

Please see Essential Public Facilities Master Plan below showing planned expansion area:



Essential Public Facilities Master Plan Exhibit



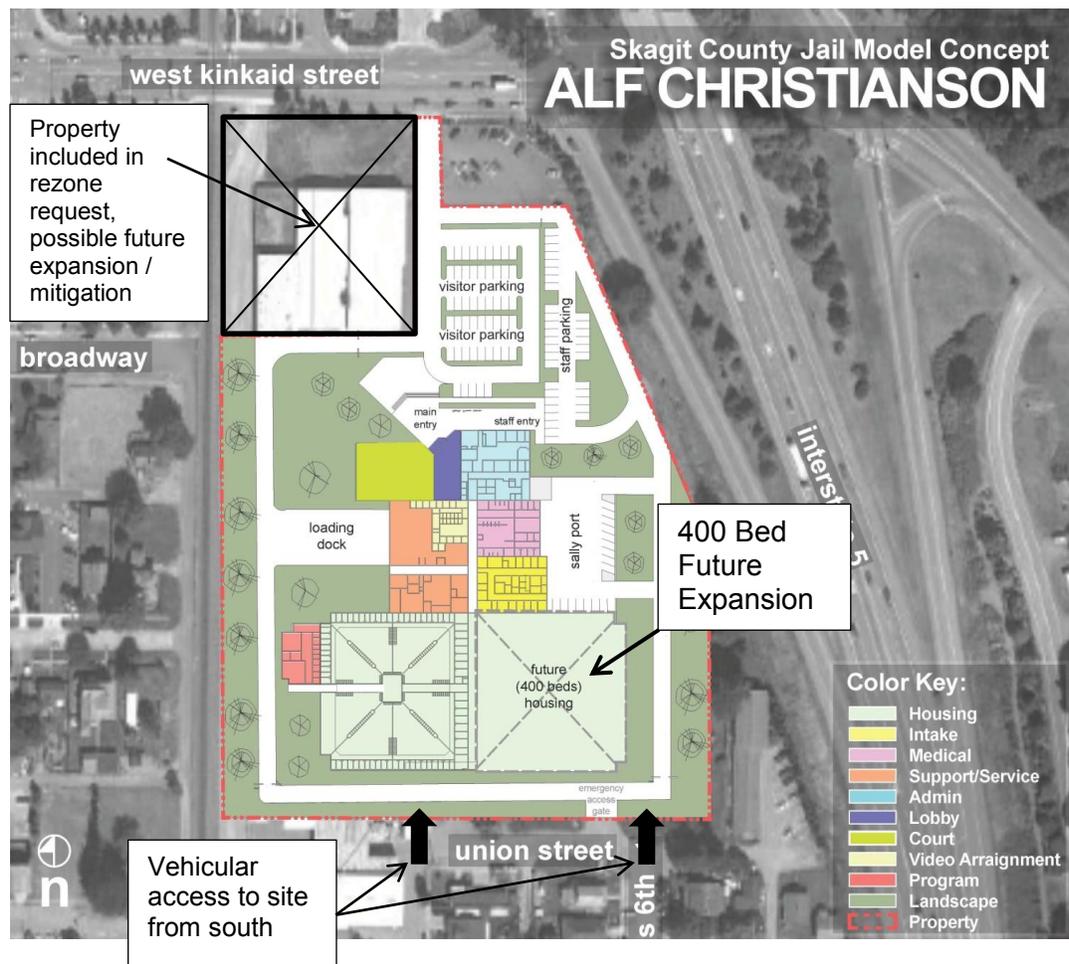
March 7, 2014

Ms. Jana Hanson
Community and Economic Development Director
City of Mount Vernon
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: **Essential Public Facilities Master Plan Exhibit, Alf Christianson Seed Site**

Skagit County Government is proposing the construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 104,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. This building is expected to serve the citizens of Skagit County for many years to come and with that goal in mind is being designed accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet. Using current incarceration rate projections it is anticipated this expansion will take place in 15 to 20 years

Please see Essential Public Facilities Master Plan below showing planned expansion area:



Essential Public Facilities Master Plan Exhibit

AREA PLANS

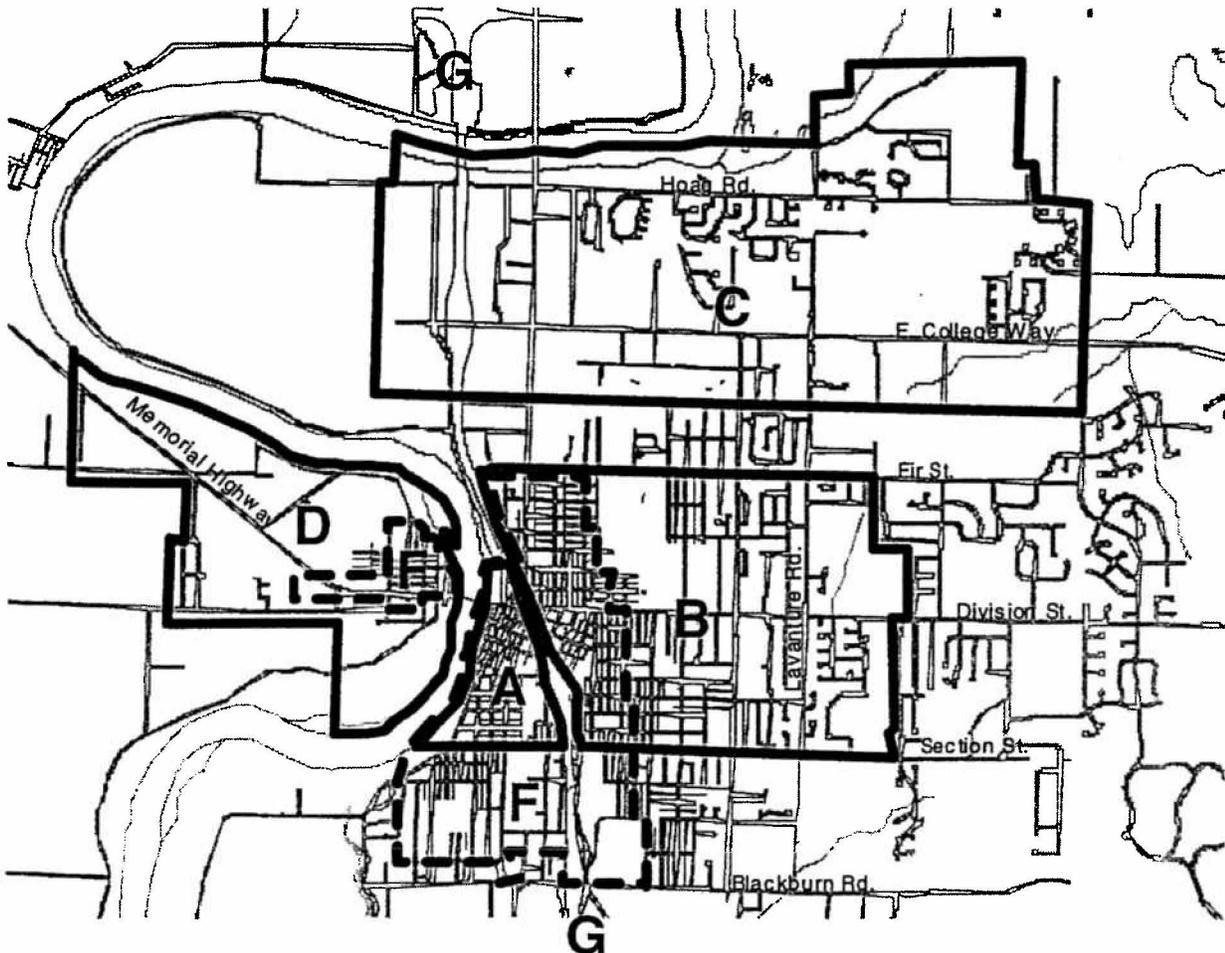
INTRODUCTION

The purpose of this chapter is to discuss in greater detail plans and recommendations for some of the more complicated areas of the City. These are areas which typically include a mix of more intensive uses which serve the entire City and which generate special transportation and pedestrian consideration.

The following map shows those planning areas that are discussed in this Chapter:

- A. Downtown Planning Area;
- B. North 4th Street / Hill / Division Street Corridor Planning Area (revised 1996-1997);
- C. Malls / College Way Planning Area;
- D. West Mount Vernon Planning Area (added 1996-1997);
- E. Blackburn Road to Hickox Road Planning Area (to be added in the future);
- F. Historic Preservation / Design Districts; and
- G. I-5 Corridor / City Entry System.
- H. Healthcare Development Sub-area
- I. South Third Street Sub-area

Special Planning Districts



A. DOWNTOWN PLANNING AREA

Downtown Mount Vernon generally encompasses the area from the Skagit River to Interstate 5, and Lions Park north of Division Street to the City Hall/Library complex at Snoqualmie Street south of Kincaid Street. Man-made and topographic elements physically isolate downtown from the rest of the City; however, it is the commercial, business, and emblematic heart of the City. The primary uses in downtown reflect this: City and County government, specialty retail, professional and business offices, and banks and financial offices.

EXISTING CONDITIONS

Downtown has a physically fine-grained quality as characterized by its narrow streets, small parcel development, continuous street walls, and rich materials and detailing. The blocks between Division and Kincaid Streets are typical of this since the historic parceling is the basis for its development. The County government buildings and former department stores are of a larger scale, as is typical of their uses. North of Division Street and south of Kincaid Street, buildings are larger (such as the former warehouses) or constructed as individual buildings with front and side yard setbacks and on-site parking.

Because of natural features such as the river and the topographic change to the east, circulation is restricted. The placement of Interstate 5 along the topographic edge simplifies north-south movement but compounds the problems of east-west movement. There is only one bridge connecting downtown to the Westside, and two streets span Interstate 5, uniting the downtown with adjacent neighborhoods.

Each north-south street in downtown has a different character. Main Street is the street most closely identified with the river. This is

not only because of the river's proximity but also because no other street has visual access to it due to the dike. The buildings are a mixture of older structures and post war offices, primarily professionals. First Street has an almost unbroken street wall, much of it with covered sidewalks. It benefits from the extensive public sidewalk and street tree improvements which unify its character. Second Street has fewer small retail shops than First Street and includes more banks, offices, open parking lots, and other support services. Other than Division and Kincaid Streets, Gates and Pine Streets are the most identifiable east-west streets. Pine Street has a pedestrian-only area between Second and First Streets, and Gates Street has a concentration of buildings with a retail potential similar to First Street.

PLAN AND DESIGN

The potential of downtown can be realized by emphasizing and strengthening the qualities already existing while developing the growing activities of culture/entertainment, increased river access, and tourism/convention which will reinforce the current role. Other compatible and complimentary uses which would boost downtown's central role are: full-service restaurants and yogurt/ice-cream shops; entertainment; convention and meeting facilities, both for the City and tourists (Lincoln Theater has the possibility of fulfilling part of these last two needs); and hotel and motels.

Towntown Concept Plan



PLAN AND DESIGN

The diagram above illustrates the concept for development of downtown Mount Vernon. The letter designation relates to area on the following map.

- (a) Pedestrian oriented specialty retail shops continuing along First Street and extending along Gates Street from Main Street to the railroad.
- (b) A pedestrian promenade along the Skagit River with a public space and viewpoint at the end of Gates Street.
- (c) Placement of Rail Depot, and parking facilities for transportation related facilities. Provide pedestrian oriented access to Downtown. Continue to enhance screening of existing and proposed facilities from I-5 noise interference.

(d) North of Division Street the existing uses would be reinforced to create a larger activity center including entertainment, motel, and office facilities.

- (e) South of Kincaid Street, uses will emphasize support services for downtown and the City and County offices. The existing warehouses along the river should eventually be replaced with uses increasing the public's ability to gain physical and visual access to the river. A portion of the area should be reserved as open space. These potential uses include motels, restaurants, and possibly multiple-family. This redevelopment is complicated by the flooding of river, the dike, and provisions of the shoreline program. If new development is allowed, its construction would have to be done to accommodate the flooding.

(f) City (1) and County (2) offices should have master plans prepared for future expansion and coordination.

~~(g) Hotel Convention and retail development as well as improving access to the site off Kincaid, to encourage re-development~~

DETAILED RECOMMENDATIONS

Downtown Mount Vernon has three areas of different character: *Central core*, the original town site; *north of Division Street*, the converted processing plant/warehouse area; *south of Kincaid Street*, the location of many government offices and services requiring adjacent surface parking. In addition, West Mount Vernon (See Area Plan) could be an important element in the developing roles of downtown: tourism and conventions, and river activities and access.

Each sub-section has land uses, circulation, building and design qualities which should be reinforced and elaborated. The following outlines a number of recommendations for each of these sub-areas.

Central Core

Reinforce the individual character of the streets by emphasizing land uses, building, and circulation characteristics.

Main Street

- Land Uses: River front orientation—continue use of this area for offices and support services but also encourage businesses specializing in river front activities or those which will benefit from proximity to the river.
- Building characteristics: Small scale structures, views to water from ground and upper levels, ground floor of buildings with many windows (clear glass). Infill surface parking lots.
- Circulation: Extend pedestrian improvements (First Street model), uncover brick street if feasible, remove railroad track.
- Parking: As additional parking is provided for use by downtown employees, remove a portion of existing surface parking lots in primary pedestrian areas to infill with new retail uses.

First and Gates Streets

- Land Uses: Pedestrian retail core of small specialty shops, encourage retail shops on Gates from the river to a new planned complex east of the railroad.
- Building Characteristics: Continuous street wall and permanent awnings, ground floor of buildings with many windows (clear glass), tactile materials and detailing of buildings, historic or historically sympathetic buildings, small scale structures.
- Circulation: Two-way traffic as currently exists on First Street should be studied to also occur on Gates Street with a connection to Kincaid Street east of the railroad tracks. This two-way traffic may require left-turn lanes on Second Street. Emphasize the pedestrian character of Gates Street by extending the upgraded street improvements.
- Parking: On-street only; discourage surface parking lots.

Second and Third Streets

- Land Uses: Support services (banks, financial institutions, non-retail commercial businesses, etc.), and County government complex.
- Building Characteristics: Mixed with some infill of parking lots.
- Circulation: Extend sidewalk paving improvements and landscaping, evaluate left-turn lanes by removing parking on one side.
- Parking: Allow limited, landscaped, surface parking lots.

Railroad to Interstate 5

- Land Uses: Service and buffer zone, planned retail complex using existing building, landscaping to buffer Interstate 5.
- Building Characteristics: Work to preserve and introduce other structures which identify Mount Vernon from Interstate 5.

- Circulation: Study developing a connection from Gates to Kincaid Streets, realizing it may produce some conflict with the I-5 off-ramp.
- Parking: Parking structure for government and downtown employees.

Other Related Pedestrian: Circulation and Parking Recommendations

- Extend the Pine Street Mall from the river to the center court of the County government complex. Within the court there should be increased emphasis on pedestrians while retaining short-term visitor parking.
- Create an urban river front promenade from Kincaid to Division Streets with a central plaza at Gates and visual elements at the river end of Kincaid, Pine, Gates and Division Streets to visually connect the river and downtown.
- Connect downtown to the City-wide and County bike/pedestrian system.
- Improve Front Street connection to the river for pedestrians and automobiles, but only from Division to Montgomery Streets.
- Develop government/private parking structure(s) (east of railroad and/or south of Kincaid Street) to ease parking requirements elsewhere in downtown.
- Eliminate surface lots from prime pedestrian oriented retail core and on river front when additional employee parking is available.
- Manage employee parking to allow convenient customer parking close to stores.

North of Division Street

Create a district identity in this area and develop better visual and physical linkages to the central core.

- Mark street end of Division Street with vertical feature to let people know more stores are located there.
- Encourage the placement of restaurant, hotel, or retail along river front.

- Create pedestrian/bike paths connecting river front promenade to Lions Park and beyond.
- Develop farmer's market or Saturday market activities at Division Street Park.
- Clarify pedestrian access to Division/Third/First Streets intersection crosswalk facilities.
- Emphasize Freeway Drive as route to malls from downtown.
- Continue the First Street upgraded sidewalks across Division Street to park area to unite the two sections and create a public area.

South of Kincaid

Develop support services for the central core and the City and County government facilities.

- City and County governments should prepare Master Plans which:
 - Use the Third Street grid shift as a focal point for the County government center.
 - Include City, County, visitor information, etc.
 - Decrease perception of surface parking through landscaping.
 - Explore joint use of structured parking and large meeting spaces.
- Preserve residential character of Third Street and axial approach to courthouse.
- Provisions of the shoreline program, and the issue of flooding and the dike location must be addressed.
- Extend river front promenade along the river to other bike/pedestrian systems, and create a park at the south end of the new development at approximately Park Street.

Exhibit 8

The Draft Environmental Impact Statement for the Skagit County Jail, dated December 13, 2013, and its associated Appendices A – J can be viewed on the City's website at:

<http://www.mountvernonwa.gov/index.aspx?NID=655>

Exhibit 9

The Final Environmental Impact Statement for the Skagit County Jail, dated March 2014, and its associated Appendices A – C can be viewed on the City's website at:

<http://www.mountvernonwa.gov/index.aspx?NID=655>



MOUNT VERNON PLANNING COMMISSION'S RECOMMENDATIONS *for*

Two Site Specific Comprehensive Plan Amendments & Associated Rezones

On March 18, 2014, the City of Mount Vernon Planning Commission held a public hearing to consider two site specific Comprehensive Plan Amendments, associated rezones, and amendments to the Mount Vernon Municipal Code from 2013.

All persons present at the hearing wishing to speak were heard and all written comments were considered, along with materials submitted by CEDD Director Jana Hanson.

Based on the testimony and other evidence, the Planning Commission hereby adopts the following Findings of Fact and Conclusions of Law:

A. FINDINGS OF FACT FOR BOTH LOCATIONS:

1. The hearing of March 18, 2014, was preceded with appropriate notice, issued on February 24, 2014, that was sent to those property owners within 300-feet of each area boundary on February 27, 2014, and was published on February 27, 2014.
2. Notice of adoption of the proposed amendments has been duly transmitted in compliance with RCW 36.70A.106 (1).
3. A SEPA threshold Determination of Significance and a Notice of Public Hearing for the Scope of the EIS was issued on July 18, 2013 and published on July 22, 2013. The notice was distributed to properties within 300-feet of the sites, and land use signs were posted on each of the two (2) locations. The Scoping Hearing was held on August 13, 2013.

4. The Notice of Availability for the Skagit County Jail Draft Environmental Impact Statement (EIS) was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing held on January 9, 2014, at the Skagit County (County) offices in Mount Vernon gave the public, agencies, and organizations the opportunity to learn about the proposal and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City of Mount Vernon (City) and County accepted comments by mail and email.
5. After considering comments on the Draft EIS, the City and County determined that changes to the Draft EIS were minor and limited to factual corrections and clarifications. The Final EIS consists of the Draft EIS (Appendix A), a new fact sheet, and the attached addendum. The addendum contains the comments received on the Draft EIS (Appendix B), the City and County responses to comments (Section 3.3 of the document), and any changes to the information and analysis in the draft (Section 2 of the document). The addendum also contains City and County Joint Planning and Alternatives Analysis for a Public Facility Potentially Located within a Mapped Floodplain (Appendix C). The Final EIS was issued March 3, 2014.
6. All persons present at the hearings wishing to speak were heard and all written comments were considered, along with the written report submitted by City staff.
7. Re-designation of the areas to a public designation would remove them from the available supply of commercial/industrial properties citywide resulting in a lost opportunity for commercial/industrial development. The lost development potential cannot be realized elsewhere in the City due to the shortage of commercial and industrial lands citywide and downtown. However, alternative locations which would avoid a further reduction in commercial and industrial lands have not been identified as feasible. Also, the type of public facility proposed would directly supplement the employment base, so it would not adversely impact the commercial and industrial lands base in the same way a proposal for residential uses would.

8. Construction of the new jail will generate business activity in the local economy through expenditures and employment during the construction period at both locations. Construction workers are likely to utilize local businesses for food, accommodations, and other services, resulting in economic benefit in the short term. In the long term the jail would provide employment opportunities at either location although the overall employment of a jail facility would be expected to be less than a similarly sized and located property that was developed for commercial or industrial uses. The anticipated potential reduction in taxes for each location are included in the specific analysis that has been completed for each of the sites, and is summarized below within Findings of Fact B.5 and C.8.
9. Acceptance of the attached Essential Public Facilities Master Plan Exhibits (attached to the below adopted Staff Report, labeled as Exhibits 5 and 6) by the Planning Commission and City Council would be consistent with the relevant Essential Public Facilities policies in the Comprehensive Plan.
10. The Planning Commission received the March 18, 2014 Staff Report with its accompanying Exhibits. This report and its Exhibits are hereby adopted by reference as if they were fully set forth herein.
11. Planning Commissioners Donnie Keltz and Linda Piazza both recused themselves from the public hearing for the subject Comprehensive Plan Amendments and associated rezones.

B. FINDINGS OF FACT SPECIFIC TO THE TRUCK CITY LOCATION:

1. With the anticipated comprehensive plan and zoning amendment to Government Center/Public designations, a new jail would be consistent with Sub-Area Plan G: Interstate-5 Corridor and City Entry System, adopted as part of the City's Land Use Element of the Comprehensive Plan.
2. With the anticipated Boundary Line Adjustment for the portion of the property not included in the proposal, the Truck City location would be consistent with the provisions of the MVMC.
3. The proposed jail facility would be consistent with Comprehensive Plan Objective LU-54.1 of the Comprehensive Plan Land Use Element: "Balance residential, commercial, industrial and public land uses within the City". Although adversely impacting the City's commercial/industrial lands base, the use proposed is an essential public facility, and would provide employment. See Findings of Fact A.7 and 8, above.

4. The parking areas and landscaping in the proposed site design can be designed consistent with Comprehensive Plan Policy LU-54.1.2: “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses”.
5. The removal of the Truck City properties from the tax roll will result in an annual loss in property tax revenue of \$46,806.00. The acquisition of the Truck City properties will also result in the relocation of one sales tax-generating business, causing a loss in sales tax revenue for local jurisdictions. Additionally, the potential lost opportunity costs associated with this site represents nearly \$17 million in gross business receipts, 112 jobs, \$3 million in personal income, and almost \$150,000.00 in annual tax revenue (Property Counselors 2013).

C. FINDINGS OF FACT SPECIFIC TO THE ALF CHRISTIANSON LOCATION:

1. With the anticipated comprehensive plan and zoning amendment to the Government designation, with the amendment to Sub-Area A: Downtown Planning Area (see **Exhibit 7 accompanying the above adopted Staff Report**), and with mitigation, the new jail would be consistent with the Comprehensive Plan. The key focus of the sub-area plan for the use at the Alf Christianson Seed Site location is to provide a buffer from I-5 for adjacent residential areas
2. Objectives LU-54.1 and 54.2 of the Comprehensive Plan Land Use Element are to “Balance residential, commercial, industrial, and public land uses within the City” and “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses”. The new jail, if designed consistent with the Comprehensive Plan and Downtown and Waterfront Master Plan, could provide a transition between the more intensive downtown uses and the residential uses to the south.
3. The Alf Christianson site location does not directly provide mixed use development, which has been planned for this location. However, the existing park and ride lot and vacant seed processing building fronting Kincaid Street will remain to the north of the new jail. These properties may provide opportunity for future redevelopment that may support the intent of this objective. However, this opportunity is limited due to fragmentation of the site area for development of the jail. The use does, however, provide employment, and will generate some supporting commercial activity.

4. The proposed design does not preclude future streetscape developments on Kincaid Street nor does it preclude redevelopment of the smaller, remaining properties fronting Kincaid Street that could support the objectives of Downtown and Waterfront Master Plan.
5. If the Alf Christianson Seed location (Opportunity Site 11) is selected as the preferred jail site, the opportunity cost of not redeveloping the site area as a hotel or complex of uses will be high. However, mitigation can ameliorate this impact.
6. A new jail at the Alf Christianson location would be consistent with the Downtown and Waterfront Master Plan objectives as they relate to integration with existing institutional uses in that it would be two blocks from the Superior Court and would integrate with existing and future residential and commercial uses by providing a buffer to I-5 and the BNSF railroad track.
7. To uphold the vision, goals, and objectives of the Downtown and Waterfront Master Plan, the design of the jail at the Alf Christianson location must be generally consistent with the Design Guidelines established in Section 10.7 of the Downtown and Waterfront Master Plan. The design must reflect the character of the downtown area and recent development downtown such as the Skagit Station transit center, north of Kincaid Street. Opportunities to enhance the site area as part of the gateway to the downtown area must be incorporated into facility design, including incorporation of a pedestrian pathway, public art, courtyard, and/or public outdoor space.
8. The potential economic loss is greater at the Alf Christianson Seed location than at Truck City, due to the higher potential density and economic value of a development in this location. The removal of the Alf Christianson Seed properties from the tax roll will result in an annual loss in property tax revenue of \$51,360.00. Additionally, the potential lost opportunity represents nearly \$86 million in gross business receipts, 220 jobs, \$9 million in personal income, and over \$500,000 in annual tax revenue (Property Counselors 2013).

D. CONCLUSIONS OF LAW

1. The requirements for public participation in the development of this amendment, consistent with the Growth Management Act (GMA), and by the provisions of City of Mount Vernon Resolution No. 491, have all been met.

2. The proposed amendments are found to be consistent with the State Growth Management Act.
3. The Mount Vernon Comprehensive Plan has consistently been maintained in compliance with the Growth Management Act as amended since the initial adoption in 1995.
4. The City utilized the State Attorney General Advisory Memorandum: “Avoiding Unconstitutional Takings of Private Property” for evaluating constitutional issues, in conjunction with and to inform its review of the proposed amendments. The City has utilized the process, a process protected under Attorney-Client privilege pursuant to law including RCW 36.70A.370(4), with the City Attorney’s Office, which has reviewed the Advisory Memorandum, has discussed this Memorandum, including the “warning signals” identified in the Memorandum, with decisions makers, and conducted an evaluation of all constitutional provisions potentially at issue and advised of the genuine legal risks, if any, with the adoption of the amendments to assure that the proposed regulatory or administrative actions did not result in an unconstitutional taking of private property, consistent with RCW 36.70A.370(2).
5. Chapter 36.70A RCW, the Growth Management Act (GMA) mandates that the City of Mount Vernon develop a Comprehensive Plan, which is a generalized, coordinated land use policy statement of the City. The City has such a Plan.
6. The GMA requires that the Comprehensive Plan and development regulations be subject to continuing review and evaluation. The City continually reviews and evaluates its planning and regulatory structure.
7. The City has adopted procedures pursuant to the GMA providing for amendments to the Comprehensive Plan no more than once each year and providing for comprehensive review of the cumulative impacts of all proposed amendments. The City has comprehensively assessed the cumulative impacts of the 2013 amendments.

The Planning Commission makes the following Recommendations to the City Council regarding the subject applications:

That City Council APPROVE the Comprehensive Plan Amendment and associated rezone request for the Truck City location and deny the request submitted for the Alf Christianson site.

Dated this 18th day of March, 2014.

Denny LeGro,
Chairman, Mount Vernon Planning Commission

City of Mount Vernon
Planning Commission Meeting
Minutes from March 18, 2014

Chairperson Denny Legro called the meeting to order. Present were Planning Commission members Donnie Keltz, Linda Piazza, Tom Waller, Fred Clark, Shelley Acero; and City staff Jana Hanson and Kevin Rogerson. Skagit County Planner Gary Christianson and Project Manager Mark Estvold were also present. *Planning Commission member Al Lyon was absent.*

Twenty seven people signed in.

Minutes:

Mr. Waller moved, second by **Mrs. Piazza**, to approve the minutes from February 18, 2014 as presented. Motion carried.

Public Hearing on Comprehensive Plan Amendments and Associated Rezones for PL13- 012 Skagit Jail Truck City Site and PL13-014 Skagit County Jail Alf Christianson Site from commercial/industrial to public for the purpose of allowing the development of a County Jail Facility:

Mr. Legro asked Commission members asked to disclose if they were unable to perform their duties due to a conflict of interest. Mr. Keltz stated he has a conflict of interest and recused himself. Mrs. Piazza stated her husband is in a private partnership which has proposed entering into a public/private partnership with the County to construct the new jail facility. Mr. Legro then asked the audience if they feel the Commission members are biased. There was no response from the audience.

Mrs. Hanson presented the staff outlining the land use review process, the amendment criteria and department analysis. Both sites have been examined through the EIS process.

The Truck City site is generally consistent with the Comprehensive Plan. Although removal from the commercial and industrial property inventory would result in an economic loss there are other properties in south Mount Vernon that can provide commercial opportunities. The Alf Christianson site is an opportunity for mixed use and considered a gateway to the City. The Downtown and Waterfront Master Plan also identifies goals to re-develop the downtown as part of the waterfront revitalization. There will be loss of commercial opportunities at either site but the loss will be greater at the Alf Christianson site; however with appropriate mitigation the Alf Christianson site could be consistent with the comprehensive plan. Amendments to the comprehensive plan would also be required. Both sites are served by public infrastructure. Mrs. Hanson stated the Commission members may recommend to City Council approval of both requests with the provision that the site not selected will revert back to its' previous classification; or recommend approval of one site and deny the other; or recommend that City Council deny reclassifying both locations.

Mr. Estvold's presentation provided background of the existing jail and the growing demands during the past 30 years. A facilities task force began in 2004 to identify overcrowding and programming needs. Between the years 2005 through 2008 a more significant effort produced the review of 11 sites, space programming, schematic design and public meetings. In 2012 a Jail Coordinating Council consisting of 4 mayors, 2 judges, County Commissioners and the Sheriff was formed. Three additional sites were reviewed, and the Butler Pit site was re-visited. By August 2013 the voters approved an increase in sales tax to fund the cost of a new jail facility. The EIS process began September 2013. Mr. Estvold's presentation also included the Jail Coordinating Council's recommendation for a 400 bed facility, with a future expansion of up to 800 beds, the acreage and cost of the two sites, conceptual drawings of the facilities, and a project timeline. The timeline indicates completed construction in the fall 2017. Mr. Estvold concluded his presentation with language taken from the draft EIS which stated "Therefore, upon implementation of mitigation, construction and operation of the jail on either site, in combination with potential development within the project vicinity, will be consistent with the Comprehensive Plan." and excerpts from the March 18, 2014 City Staff report:

Truck City: "According to the City's Comprehensive Plan, the Truck City site is located in Sub-Area Plan G...A Public facility, such as a new jail, would be consistent with this sub-area plan."

Alf Christianson: Pages 20 through 23 discussed lost opportunity cost and indicate with adequate mitigation the new jail could be consistent with the City's Comprehensive Plan.

Mr. Estvold requests both sites be re-designated to a Public zoning.

Mr. Waller inquired if additional space is needed would modular units be installed vertically or horizontally. Mr. Estvold stated adding modular units vertically is more expensive, horizontal is preferred.

Mr. Legro opened the hearing for public testimony:

Charlie Wend, Mount Vernon resident and Commander, Skagit County Jail, stated the situation is urgent and delaying presents safety issues. He thinks the process has been transparent, and urges the Planning Commission to continue the opportunity to look at the two sites. The clock is ticking – it's time to move forward.

Kevin Ware, Port of Skagit Commissioner, District #1, stated our goal is economy and 'branding' is important to image. He related a story about a friend's daughter who has a nose ring and the image or 'brand' she was representing. A jail at the entry to Mount Vernon will have an adverse effect. Do we want to be known as the jail at the entrance to town, or known for our strong ag heritage?

Phyllis McKeenan, asks the Commission members to consider approval of both sites. She thinks a lot more information is needed on both sites. There will be costs associated with travel at the Truck City site. If the Alf Christianson site is commercially developed it will create more traffic. There was no cost analysis for traffic signal at Anderson and Old Hwy 99. There are sight challenges at Truck City. The cost comparison matrix is only for 30 years. The Truck City site will be too costly. She doesn't think having a

jail downtown will brand Mount Vernon. She recommends the Alf Christianson site and adding architectural design to the facility.

Vernon Vander Pol, Mount Vernon resident, spoke to transportation costs stating the State and Federal government could add an additional \$1.50 per gallon of gas.

Rachel Darden, Skagit Valley Food Co-op representative, stated the Skagit Valley Food Co-op Board of Trustees opposes construction of a new jail at the Alf Christianson site. A jail facility at the entrance to town will hardly render the potential return of the 27 million dollar investment being spent on the waterfront revitalization and flood projection project. The image of Mount Vernon's historic downtown, the Skagit River, 'Tulip Town' and other defining landmarks of the region, would be changed for generations. Building a jail at the Alf Christianson site would squander the potential of the site as a multi-modal retail and public use space, and would result in a loss of potential revenue for the City and the County. The Skagit Valley Co-op asks that the Planning Commission recommend only the Truck City site for the new jail. (A letter read into the record was submitted.)

Pete Papadopolous, Mount Vernon resident, stated he has no financial interest in either site. He has been a commercial real estate broker for 30 years, most of which has been with a company in Seattle. During that time they did the first 100 Costcos, 350 Starbucks and Eagle Hardware stores around the United States, and has traveled to many cities. He has seen cities thriving and cities dying. What determined that was the Mayor, City Council and Advisory Committees. As part of the EIS process he asked that it be expanded to include an economic impact. He thinks they did a good job. As a result of that (cost comparison matrix) he believes the Truck City site is economical more feasible. The real reason he is here is to encourage the Planning Commission on which site should go forward. If both sites are approved his understanding is the decision will be left to the County Commissioners. He does not believe the County Commissioners, as a group, show any grasp of economic development. And that economic development has to occur in any manner that not only creates that economic development but maintains the character of the City or the County. His concern is if both sites are approved then the County Commissioners will chose and he doesn't think they have a grasp of economic development. He stated text was added to the EIS reiterating the potential economic losses identified for either site, are not immediate and may not ever be realized. That is what you guys worked so hard to do, with the downtown re-development, to advocate that responsibility and authority to the County would be a mistake. He encourages the Planning Commission to decide on one of the sites. He stated he trusts the Planning Commission and City Council to make a good decision for us as citizens.

Patty Smith, Edison resident, stated she is one of the property owners of Truck City. She feels it makes more sense to keep the jail out of downtown. Truck City has the property, also there is a 7.1 million dollar difference in costs. She added not to put the jail downtown just to keep some people happy. (A letter was submitted at the hearing for the record.)

Craig Cammock, attorney and downtown business owner, stated his firm represents the Alf Christianson property owners. If the jail is moved to south Mount Vernon the downtown will lose its' critical core. He

stated downtown business owners have suffered from the loss of other government agencies like DSHS and some County offices moving out of downtown. The Alf Christianson site has been available for years. It has no viable access, with I-5 to the east and the railroad to the west. It is unappealing to developers. From the additional \$7.1 million required to build the jail at the Alf Christianson site the City will directly benefit by \$2 million. The County has budgeted funds for a park and a street vacation at the Alf Christianson site. He further stated if the County is unable to build the jail at the Alf Christianson site the City will lose the \$2 million and be left with a property that cannot be developed. There is *greater risk of flood or other natural disaster at the Truck City site, as the Alf Christianson site will have the protection of the flood wall once completed.* He strongly encourages the selection of the Alf Christianson site.

Balisa Koetje, downtown property owner and Mount Vernon resident, stated she represents Truck City. She and her husband own many buildings in downtown Mount Vernon. It's not about putting the jail at the Truck City site it's about why we do not want the jail in downtown Mount Vernon. The City has adopted a Master Plan for the downtown and waterfront. Along with dedicating 27.3 million to the waterfront revitalization this plan identified 11 sites for development. The Alf Christianson site has been recognized as one of these sites with potential for hotels, office space, retail and restaurants. Disputing the opinion it is not a good location for a hotel she mention the Edgewater Hotel which is bordered by the railroad, Hwy 99 and the water. She quoted figures of loss revenue should the Alf Christianson site be chosen and added we should be responsible stewards of the public's money. She also mentioned the county jail built in Whatcom County is 7 miles from the courthouse. She urged the Planning Commission to build the jail at Truck City.

Ellen Gamson, Executive Director of the Mount Vernon Downtown Association and Mount Vernon resident, opposes building a jail at the Alf Christianson site. A multi acre jail facility at the entrance to town will have a permanent and negative impact on the revenue and character of Mount Vernon and the downtown. A total build out of this proposed facility would dwarf other buildings and severely hamper all efforts to revitalize our community. Once the floodwall is completed it will attract new development opportunities. She spoke to the financial benefit of the Truck City site but stated more importantly is the quality of life and the decision made today will impact future generations. She recommended approval of the Truck City site and denial of the Alf Christianson site.

John Mitzel, Mount Vernon resident; and disclosed he is the real estate broker of property on Suzanne Lane. During a commercial broker meeting a member asked why the leaders of Mount Vernon risk putting a jail downtown when they just spent \$27 million on revitalizing the waterfront. He estimates the drive time between the court house and Truck City to be 10 minutes. The cost of construction at Truck City is \$7.1 million less than Alf Christianson. At 3/10th of a percent it would take \$2.37 billion in retail sales to compensate for \$7.1 million. He referenced a statement made to him by one of the County Commissioners that there would be an exodus from downtown by the legal community to a potential office on Suzanne Lane. He stated this has no information to back it up adding the majority of attorneys that operate downtown own their buildings; and more than likely will use more technology in the future to communicate with the County jail. In his experience as a real estate broker he does not see

any sort of exodus – he sees a change in the type of businesses. There has been interest in the Alf Christianson during the past year. He added the Alf Christianson site is a viable commercial site that can be marketed.

Will Reichardt, Skagit County Sheriff and resident of Burlington, stated he has been in law enforcement for 30 years. Over the past one and half years he has attended many meetings regarding the jail. He has read the EIS, City staff report and Semrau Engineers report. There is urgency now. He encourages the Planning Commission to make a decision tonight, to approve both sites; and allow the City Council and County Commissioners to go through their process.

Jim Scott, real estate broker and Mount Vernon resident, stated he is a representative of the Truck City site. He feels the Alf Christianson site has benefits other than a jail facility. He thinks the job of the Planning Commission is to think about what is best for the City today and in the future. Let's approve one site that's not going to brand our City. Take one option off the table. He encourages the Planning Commission to approve the Truck City site and move forward.

Evan Ackerman, Mount Vernon resident, favors the Truck City site as it makes more sense. To approve both sites would mean more money. Truck City is bigger, more acreage. Fifty years from now they can expand. The Alf Christianson site is landlocked; there is no room for expansion.

Richard Boyer, Mount Vernon resident, urges the Planning Commission to choose the Truck City site as it is larger. In 50 years it will need some expansion. Truck City sounds cheaper and has better opportunities for expansion. He also urges more transparency regarding how tax payer money is going to be spent. As a taxpayer it would be nice to see how it's going to be funded and where the money is going to be spent.

Kristen Keltz, Mount Vernon Chamber of Commerce Director and Mount Vernon resident, stated after reviewing the information and hearing from both parties, the Mount Vernon Chamber Board of Directors voted unanimously to support the Truck City site. The Alf Christianson site poses the greatest loss of tax revenue. To put a jail at the entrance to our community speaks volumes. The waterfront redevelopment is going to provide great economic benefit to our community. She urged the Planning Commission to look at the Truck City site.

Elinor Nakis, Sedro-Woolley resident, stated she grew up in Mount Vernon and would hate to see the jail at the entrance to Mount Vernon. She thinks traffic at the Alf Christianson site would have greater impact. She doesn't believe the traffic impacts at both sites reported in the cost comparison matrix is correct. She is also concerned about first responders if a train is present. She has heard the new jail could have a court room and a medical facility and thinks that is a good idea; as well as a mental health facility. Seven million dollars difference is a lot of money.

Brad Watson, Bow resident, stated he had the opinion for some time the Alf Christianson site was more reasonable due to its' functionality and location to the court and legal services. He owns businesses

downtown. But after listening to testimony tonight he thinks the Truck City site is a better site. He thinks with patience the downtown site will be developed after the floodwall project. He encouraged the Planning Commission to choose one site and move forward.

Douglas Brinley, Seattle resident and downtown property owner, stated he recently purchased the Brunet building on First Street to bring his technology business here. He has 30 employees. He favors the Planning Commission approving only the Truck City site for the jail. He believes the best use of the *Alf Christianson property is a technology campus, and associated commercial and residential uses due to its proximity to the transit center and the City's fiber optics.* Skagit Valley is very attractive to the technology industry. He doesn't think the railroad is a deterrent to development. His office in the Seattle World Trade Center spans the same BNSF railroad line. He does not believe in allowing the applicant to choose between two sites at a later date; stalling decisions like this complicate development decisions by private parties.

(A letter was read into the record at the hearing.)

Mr. Legro closed the hearing and called for a brief recess at 7:55 p.m.

The meeting reconvened at 8:05 p.m.

Mrs. Piazza recused herself from the remainder of the hearing.

Mrs. Hanson responded to a comment made earlier about the cost comparison matrix being part of the EIS. Mrs. Hanson explained the County performed this report and it is separate from the EIS. Mr. Legro inquired about traffic signals. Mrs. Hanson stated a full traffic analysis was performed with the EIS and the number of trips generated by this type of use does not warrant traffic signals at the intersections that were discussed. In addition, traffic impact fees are based on trips and travel times and it was determined they are the same for both sites. Mrs. Acero asked if sewer service extends to the Truck City site; and if so, is the line large enough for a facility of that size. Mrs. Hanson confirmed the sewer line exists to the site and it is large enough for the new jail facility. With regards to the report done by Property Counselors on loss of revenue at the Alf Christianson site Mrs. Acero asked where the loss of revenue comes from. Mrs. Hanson stated it is based on a scenario of revenue generated from hotel, retail and office park development. Mrs. Acero stated it is her understanding the County is the entity that makes the final decision. If the Planning Commission selects a site is it a moot point. Mrs. Hanson stated the Planning Commission may recommend both locations; or recommend one, or deny both. Then it goes before City Council. City Council may make a different decision. She cannot speak to what the County Commissioners may or may not do. Mr. Legro explained to the audience the purpose of tonight's meeting is to have public testimony, and based on information received prior to this meeting and public testimony, make a recommendation to City Council. City Council will review all the testimony given tonight and make their decision. They may override Planning Commission's recommendation.

Mr. Waller stated that based on what he's read, public testimony and long term impacts, he favors the Truck City site. Mrs. Acero stated she prefers knowing what the County would do looking at more mitigating factors and would recommend approval of both sites moving forward. She believes there are

pros and cons to both sites. Mr. Clark stated his concerns are with security, and the corrections officers. He also asked if both sites are chosen the recommendation goes to City Council. Mr. Waller stated he thinks it best if the City Council collectively knows what the thought process was; be it one or both, or none. Mr. Legro noted only 4 Planning Commissioners remained and asked Mr. Rogerson what happens if they have a split vote. Mr. Rogerson stated a majority is needed but City Council can move forward on this without a decision from Planning Commission.

Mr. Waller stated he prefers the Truck City site for long term planning.

Mr. Waller moved, second by Mr. Clark, to recommend to City Council approval of PL13-012 Skagit County Comprehensive Plan Amendment and associated rezone of the Truck City site only. Motion carried 3 to 1.

There being no further business the meeting adjourned.

Attachments:

Letter from Skagit Valley Food Co-op Board of Trustees

Letter from Patty Smith

Letter from Barbara Strauss

Letter from Douglas Brinley

Beacham, Linda

Read into record @ PC 3.18.14

From: svfc.rachael@gmail.com on behalf of Rachael Darden [rachael@skagitfoodcoop.com]
Sent: Tuesday, March 18, 2014 5:22 PM
To: MVced
Subject: Public Comment: Proposed Jail Sites

To: Mount Vernon City Council Members

From: Board of Trustees, Skagit Valley Food Co-op

Date: Tuesday, March 18, 2014

The Skagit Valley Food Co-op is equally owned by over 12,000 households in Skagit County and surrounding areas. It has been a cornerstone of downtown Mount Vernon for 41 years. The Co-op's Board of Trustees, on behalf of our 12,000 household member-owners, appreciates the opportunity to comment on the proposed jail sites in the City of Mount Vernon.

We oppose construction of the new Mount Vernon jail at the Alf Christenson site for the following reasons:

- A multi-acre jail facility at the entrance to downtown would hardly render the potential returns of the \$27 million investment being spent on the waterfront revitalization and flood protection project, which is scheduled to be completed in less than three years.
- Downtown Mount Vernon has all the potential of taking advantage of its I-5-corridor location, particularly after the revitalization project is complete. Put an 800-bed, multi-acre, regional incarceration complex at the doorway to Mount Vernon, its historic downtown core, the Skagit River, and, of course, "Tulip Town", and the defining landmarks and images of the region would be changed for generations.
- Downtown Mount Vernon could no longer be lauded as a family-friendly, safe, active, and vibrant riverfront business core: the change to the downtown business core's image would be catastrophic.
- Developing the Alf Christenson site as a regional incarceration facility would squander the potential of the site as a multi-modal retail and public use space, and would result in a loss of potential revenue for the City and County.

As one of the established downtown businesses that represent Mount Vernon, the Skagit Valley Food Co-op asks that the City Council recommend the Truck City location for the new regional incarceration complex.

Thank you,

Skagit Valley Food Co-op Board of Trustees

3-18-2014

Good Evening, My name is Patty Smith from Edison, and I am one of the property owners at the Truck City site. I'd like to start by thanking the County and City officials for all the hard work they have put into this process, and especially to Marc Estvold, for what I see as a very thorough study of a challenging project.

I put the Truck City site up for consideration, because to me, it just makes more sense than the downtown site. It seemed to me that too many resources are being spent to make the project fit the property, with access issues, non-compliance issues, and lots of uproar about a jail at the front door of our community. Think about it. The property should fit the project, as the Truck City site does.

The final cost comparison was fairly anti-climactic for us, because we already knew our site was clean, as we had already done the testing, because we're in the business. I sincerely regret the pollution problems found at the Alf site, but really have issue with "jail project" funds being spent on unnecessary property purchases to mitigate the Mount Vernon master plan.

I, of course, think there is no longer any question where the project should go. Think about having an extra 7 million dollars that could stay in taxpayer pockets, or be used for programs and rehabilitation to help our jail population to straighten out and fly right, instead of it being wasted to make it more convenient for a few people.

The voters have entrusted our politicians with a lot of their money. I hope they spend it as if it were their own.

Thank You

Patty Smith

RECEIVED
CITY OF MOUNT VERNON

MAR 18 2014

C.E.D. DEPARTMENT
BY _____

*Submitted at
Planning Commission
3-18-14*

MAR 18 2014

C.E.D. DEPARTMENT

BY *submitted at
Planning Commission
3-18-14*



March 18, 2014

To whom it may concern,

Because I am unable to attend tonight's meeting I am writing this letter to express my opinion of where the new jail should be built.

For more than 10 years the city and county have been looking into the needs of a new jail and where it should go. I have tried to attend those meetings when they have been open to the public.

I have been a business in the downtown community since Sept. 1986. I have seen the police dept, DSHS offices, and county departments moved out of downtown. I realize the necessity of some of the moves. With each move though, a customer base is moved also that affects the businesses of the downtown. In moving the jail you will be moving jobs out of downtown area where local employees can simply walk for lunch or shopping. If moved to Truck City site, will they venture out to downtown during their breaks? If not, services will be added around the area of the jail to accommodate the employees which is good and bad. It may create in the long run a disjointed community.

I would not be for an ugly jail. The proposal is beautiful and without the sign it wouldn't say "Jail" by its design. The current jail and courthouse already are the gateway to the city. How do you change that?

Sincerely,

Barbara Strauss

React for the record at
Planning Commission 3-18-14

Beacham, Linda

From: Hanson, Jana
Sent: Wednesday, March 19, 2014 2:54 PM
To: Beacham, Linda

My name is Douglas L Brinley. I reside at 1203 W Dravus St, Seattle, Washington. I am a commercial property owner in the Mount Vernon downtown retail district.

My wife and I decided to bring our technology business to Skagit county in 2012 because we had spent our weekends in the valley since 1997, over 17 years, and we found the business community was welcoming and ready for the ambitious plan we are now implementing. Moving our business here has already spawned a second business, and helped us to purchase an important property. Our decision was the right decision, and that's why we've made significant investments here.

Prior to making the decision to purchase the 1924 Brunet Building in November 2013, I reviewed the publically available documents for the County jail siting, including it's effects on our business proposition. At that time my primary concern was for the County obtaining the best design possible, because I was dissatisfied with the quality of the concept design documented in the documents of public record. My experience as a designer of public facilities - solid waste transfer stations in particular - has taught me the power of design, and the receptiveness of people to effective design.

As an Architect registered in Washington, design is extremely important to me. I did not find the conceptual design in the public documents convincing that the property would likely be developed in a manner consistent with the objectives of Mount Vernon business people like me.

In the time since we made our purchase decision of the commercial building and parking lot, I have become more familiar with the activities, needs and wants of the downtown district, and particularly the retail aspects. Also I did a lot of research about the history of Mount Vernon while seeking details about our property.

I found the City of Mount Vernon and Skagit County have a long and mutually beneficial relationship. The County's presence in the City downtown is an important aspect of the relationship.

When the County courthouse was built, our forebears were able to demonstrate their enthusiasm and the spirit of their times with notable architecture. We live in more complex times, and often we are making decisions increasingly on economic aspects.

I am speaking in favor of the Planning Commission approving only the land use decision in favor of the Truck City site, despite any advantages or drawbacks associated with such a decision.

My company intends to bring over 30 technology workers to downtown Mount Vernon this year. The cooperation of the City and County are important to help us achieve our business goals.

Economics

Businesses in the downtown are highly dependent on attracting customers from the I-5 corridor. The most important aspect of this in my opinion is not the person who stops and buys a small item, or a coffee. The more important aspect is that special thing that happens when a family stops, and then stays. I'm a good example of that.

Use

In my professional opinion, the physical conditions of the Alf Christiansen Seed property are ripe for a commercial development with a sustainability focus. I believe the highest and best use for the property is a technology campus, and

the associated commercial and residential uses. The valley is a highly attractive environment for technology development.

If the decision were to be made to site the jail at the Truck City site, I would be eager to work toward that economically advantageous objective of developing a technology campus on the Alf Christiansen site. Two reasons I have to believe this is a sound objective is the advantage of this property being situated closely to the transit center, and the city's municipal fiber loop.

Access

I do not agree that access to the Alf Christiansen site is unfavorable to development. My design teams have developed access to far more difficult sites, including a retail mall in Los Angeles which accommodates an active oil well, and office buildings on sites with 150 feet of grade change. A good development proposal will make use of the unique aspects of that property.

Railroad

I do not believe the railroad being proximate the Alf Christiansen site to necessarily be a development problem. Our office building in Seattle World Trade Center East & West spans the same Burlington Northern railroad line. The technology workers in our building are proud they are part of a vibrant industrial city.

Timing

This is not the most advantageous time to site an essential public facility on the Alf Christiansen site because the development conditions are highly likely to change to the advantage of both the City and County when the revetment is certified.

Jail

The siting of the jail facility at the Kincaid St exit is not an attractive or sympathetic use for the downtown. The site is relatively constrained. Setting the facility back from Kincaid St by putting parking as a buffer is not a long term urban solution. Generally the design work, in my opinion, is not the best long term design for such an important facility - especially when we consider the facility will exist in the chosen location for decades.

Existing architecture

The existing County facilities are not, in my opinion, sympathetic and supportive of the downtown business environment. For example, the County building has slit windows, and the buildings have design features which are only aesthetic gestures. Another example is the fenestration on the street level on S Second St. Those features tune their back on the downtown with no functional benefit to the business environment.

Design

Regardless of the siting decision, the facility design should be made by a design firm as opposed to a planning firm in my opinion. I was disappointed the County did not entrust the concept design to an experienced urban architect. The planning firm is highly qualified, but the engineering aspects are not the same importance as the community aspects the urban architect is trained to address. I think it shows a lack of understanding to bring a less sophisticated concept to this community than would hope to pass muster in my neighborhood in Seattle.

Flexibility

I am not in favor of providing the applicant a flexibility to choose between the sites at a later time. In our business climate, forestalling decisions of this type greatly complicate development decisions by private parties. It is advantageous to make a decision in the public interest, and live with that choice. The County has demonstrated it can make a responsible decision to develop either site. Properties in the vicinity of the Truck City site can benefit from the siting of the jail in that location.

Cost

I do not believe the downtown business district is benefitted to have the jail sited at the Alf Christiansen property. The downtown is unfavorably geographically constrained. Development of that property should be part of the solution to improve business opportunities.

I'd like to thank the Planning Commission for their time and service addressing this important issue, and the other speakers for their commitment to the best decision.

Thank you,

Doug Brinley
Glavin Milphrey, LLC
206 678 4960

Architectural Metrology
"Empowering 21st century facilities"

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Jana Hanson, Director
City of Mount Vernon
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Materials Testing & Consulting, Inc.

Geotechnical Engineering • Materials Testing • Special Inspection • Environmental Consulting



March 17, 2014

Skagit County

1800 Continental Place, Suite 100
Mount Vernon, Washington 98273
Attn: Mr. Marc Estvold
Via email: mestvold@comcast.net

Subject: **Phase II ESA – Supplemental Investigation**
Truck City Site, 3228 Old Highway 99 South
Mount Vernon, WA 98273

MTC Project No.: **13B093-03**

Dear Mr. Estvold:

At the request of Skagit County, Materials Testing & Consulting, Inc. (MTC) has completed a supplemental scope of investigation towards Phase II Environmental Site Assessment at the above referenced property considered for purchase and redevelopment as the proposed Skagit County Jail facility. The additional activities were conducted in general accordance with ASTM E1903-11 *Standard Practice for Environmental Site Assessments: Phase II ESA Process*. Unless otherwise noted or clarified herein, the methodologies for scoping, field investigation, analytical sampling, and reporting were consistent with those presented in MTC's *Phase II ESA – Truck City Site* (February 17, 2014). The additional scope described herein is consistent with MTC's recommendations for further characterization provided in the Phase II ESA.

Supplemental activities were concentrated among the western portion of the site, within and in the immediate vicinity of the prior remediation zone. This supplemental investigation has included advancement of three direct-push borings, installation of one temporary monitoring well for groundwater sampling, and preparation and sampling of one viable permanent monitoring well. Soil samples from each borehole were analyzed for hydrocarbon contamination via appropriate methods (HCID or NWTPH-Gx & Dx) selected based on PID field screening results. Groundwater sample sets were analyzed for hydrocarbon (NWTPH-Gx & Dx) concentrations. A surface sediment sample for hydrocarbon analyses was also collected in the vicinity of the stormwater discharge location south of the site, per request of the Washington Department of Ecology.

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SW Region • 2118 Black Lake Blvd. S.W. • Olympia, WA 98512 • Phone 360.534.9777 • Fax 360.534.9779
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Visit our website: www.mtc-inc.net

Purpose and Background:

MTC's primary Phase II ESA activities dispersed explorations throughout the site in order to address several potential recognized environmental conditions (RECs) and categorize general site environmental conditions. Locations among the central and eastern portions of the site did not encounter obviously impacted conditions, confirmed by laboratory data. Petroleum-impacted soils were discovered to remain at the western portion of the site within and in close proximity to the prior 1993 remediation zone, an area with a long history of use as a fueling and vehicle service station. In the north-central part of the remediated area and below the backfill, native soils from approximately 8 to 11 feet below present grade (BPG) contained apparent remaining product. Laboratory testing revealed gasoline-range (74 mg/Kg) and diesel-range (103 mg/Kg) hydrocarbons in soil. Groundwater sampled from this location did not detect hydrocarbons. At a location outside of the south-southwest edge of the remediation zone, oil-range (118 mg/Kg) hydrocarbons were identified within soils from 7 to 9 feet BPG. Comparing to Washington MTCA Method A cleanup standards for unrestricted land use, diesel- and oil-range concentrations of roughly 100 mg/Kg are low compared to limits (2000 mg/Kg). The discovered gasoline-range concentration approached MTCA limits (100 mg/Kg, no BTEX detected).

The conditions encountered were interpreted as a *historical* REC, assuming all sources were abated during the 1993 remediation and acknowledging the discovered present-day concentrations were below applicable cleanup limits. MTC recommended additional targeted investigation be conducted in the western portion of the site to provide better coverage and thus greater assurance as to the extent and level of present-day petroleum contamination remaining on site. Further study was generally anticipated to demonstrate similarly low levels of contamination have persisted in the vicinity of the remediation zone, thus confirming the condition as a *historical* REC. However the potential for discovery of more highly affected soils or groundwater was not ruled out in MTC's Phase II ESA, given the available information on past contamination extent and remediation activities as well as limitations of the prior cleanup.

Supplemental Investigation Methodology:

Scope of Explorations

Based on discussions with the client, our prior test coverage, and the size of the area of concern within the property, supplemental field explorations were planned to occur within one half-day. A total of three additional direct-push borings were scheduled and conducted by a third-party contractor, directed by MTC personnel. Borings were advanced to a maximum depth of 15 feet below present grade (BPG), with continuous sampling of subsurface soils via internal push-probe sleeves and approximate groundwater level estimated from soil moisture content. Hydrocarbon field screening was conducted with a Photo-Ionization Detector (PID) at regular intervals as well as upon encountering visible sheen or

petroleum odor. Soil samples for hydrocarbon analyses were selected at each borehole based on PID readings and soil observations, discussed in detail below. Temporary PVC well screening was employed at one borehole location for groundwater sampling, abandoned at the end of the day. For a complete discussion of field exploration and sampling methods, please refer to MTC's Phase II ESA report.

Borings were advanced on the afternoon of February 18th, 2014, with locations shown on Figure 1 of Appendix B1. Borehole B-9 was advanced near the northeast corner of the truck scale adjacent to the west edge of the prior remediation zone, in the vicinity of soils left intact during prior cleanup efforts due to the truck scale structure. Borehole B-10 was advanced 60 feet west of the restaurant's northwest corner and roughly 10 feet south of the estimated extent of the prior remediation. The B-10 location was selected for temporary PVC well groundwater sampling to provide a native conditions reference point potentially down-gradient from portions of the former and present-day USTs and fueling stations. Borehole B-11 was advanced at a representative location within the southeastern portion of the prior remediation zone, roughly 40 feet south of the west pump station's southwest corner.

Permanent Monitoring Well Sampling

MTC attempted to use existing permanent monitoring wells in the western portion of the site for collection of additional groundwater samples. Wells appear to have been unused and unmaintained for at least 10 years. An MTC Engineering Geologist visited the site on February 14, 2014 to locate potential wells and determine viability. Three flush-mount well casings were identified in the targeted study area: one near the southwest entrance to the site, one at the southern border of the prior remediation, and one approximately 12 feet northeast of the truck scale's north end. All mount plates were loose. The well at the south excavation border was filled with sediment and no standpipe was located. The southwest well casing was also filled with sediment, which was removed down to PVC piping with a loose cap and dirty inner walls. Upon bailing the water was notably muddy and remained so, apparently from surface sediment. The well was determined to be compromised and not viable.

The well northeast of the truck scale's north end and borehole B-9, referred to herein as MW-A, was relatively intact, free of cover sediment with the PVC cap in place. A rust-colored sediment buildup was noted on pump tubing pulled from the well. A ball trap bailer was used to redevelop the well by purging contents and removing entrained sediment. Initial bailings were heavily rust stained with notable silt content. Approximately 5 gallons of well water were removed, equating to roughly 3 times the well volume. Recharge was quick and after purging the groundwater level was recorded at 5.1 feet below present grade (BPG). The well was left to re-equilibrate for four days. Groundwater samples were retrieved upon return for field explorations. A low-flow peristaltic pump was used to extract water from the top of the column with minimal disturbance.

Surface Sediment Sampling

An MTC Engineering Geologist returned to the site on February 26, 2014 to collect a set of surface sediment samples for hydrocarbon analyses (NWTPH-Gx & Dx). Sampling was conducted at the request of Mr. Dale Myers with the Washington Department of Ecology (DoE) to help characterize present-day surface conditions in the vicinity of the stormwater discharge point for Truck City. MTC understands the discharge point is at the southwest corner of the study property, next to Old Highway 99 South at the existing open ditch, after being collected within and routed through the middle and southern parts of the property via a culvert system.

At the time of the visit, the ditch was dry but recent stormwater remained pooled in the northwest part of the parcel adjacent to the south. Mr. Myers specified the sample may be collected from surface sediment within the pooled area, which reportedly receives stormwater discharge from the Truck City site. Samples for hydrocarbon analyses were recovered from sediment at the edge of the shallow pool of water using a decontaminated stainless steel sampling spoon and delivered to Edge Analytical Laboratory, using standard methods described herein. The sample location is shown on Figure 1, Appendix B1.

Subsurface Conditions:

Subsurface soil and groundwater conditions encountered at the supplemental boreholes were generally consistent with those found prior as described in MTC's Phase II ESA report. Complete exploration results with soil observations, sample notations, and field screening results are provided on the attached borehole logs in Appendix D. In Figure 3 of Appendix D, a chart of the Unified Soil Classification System is provide for reference.

At all borehole locations, asphalt surfacing overlay a thick section of structural fill materials (sand with gravel, gravel with sand). At B-9, the fill extending to 5.5 feet BPG was interpreted to be gravel backfill related to truck scale construction and parking lot base fill. At B-10, the fill to 6.0 feet BPG was likely placed as grade fill and utility prism fill. At B-11, the fill was present to approximately 9.0 feet BPG, interpreted as excavation backfill from prior remediation activities.

Native soils encountered beneath site fills resembled bedded alluvial flood plain soils as anticipated for the project site and its vicinity. At B-11, a lens of silt was present at the base of the fill, underlain by sand from 10 feet BPG to termination at 15 feet BPG. At B-10, silty fine sand was present beneath the fill to approximately 10 feet BPG, underlain by sand extending to termination depth. B-9 also exhibited sand beginning at roughly 10 feet BPG. Beneath the fill horizon at B-9, silty sand was encountered to approximately 7.5 feet BPG underlain by a 2-foot section of silt over the sand.

Groundwater was encountered at all borehole locations. Approximate free water levels were recorded at all locations during borehole advancement. Water levels were noted within temporary and permanent monitoring well locations at the time of sampling. Depths to groundwater noted during borehole advancement typically ranged from 5.5 to 6.0 feet BPG, which may represent unstabilized levels. At B-10 upon commencing groundwater sampling, the level was stable at 5.0 feet BPG. At MW-A during purging and at the time of sampling, groundwater level was approximately 5.1 feet BPG. These levels likely represent typical wet season conditions given the timeframe of the supplemental work and preceding weather.

Sampling and Chemical Analysis:

Field Screening and Observations

Results of field PID screening are shown on the exploration logs in Appendix D and presented by depth and location in Table 2 of Appendix A. PID screening did not detect volatile presence at any sample depths at B-10 outside to the south of the prior remediation zone. To the north within the remediation zone at B-11, no indication of hydrocarbons was present within the fill section to 9.0 feet BPG. The PID reading from 10.5 feet BPG in native sand recorded volatiles up to 37 ppm. This was accompanied by a slight petroleum odor persisting to approximately 12.0 feet BPG. No sheen was visible.

At borehole B-9, PID readings from approximately 7.0 to 7.5 feet BPG in native soils reached 770 ppm. Coincident was a strong petroleum odor and dark staining of soils in the sample tube. Underlying silt soils appeared relatively unaffected. PID readings from approximately 10.5 feet BPG near the top of the sandy soils recorded volatiles up to 268 ppm. A light petroleum odor and sheen was observed to approximately 12 feet BPG.

Analytical Sampling

Samples for chemical analysis were collected from each borehole based on the results of field screening. Selections and methods of sampling were conducted in accordance with prior activities described in MTC's Phase II ESA. Sample depths and analyses are noted on the exploration logs in Appendix D. A complete list of supplemental samples is catalogued in Table 1 of Appendix A. Third-party analytical laboratory services were performed by Edge Analytical of Burlington, Washington.

Soil samples were submitted for analyses via hydrocarbon screening (NWTPH-HCID) for general petroleum presence where no obvious indication of contamination was present by observation and PID screening (B-10), and to provide additional coverage at other locations (B-9). Quantitative gasoline- and diesel/oil-range analysis (NWTPH-Gx and NWTPH-Dx) were employed upon detection of affected

conditions (B-9, B-11). NWTPH-Gx analysis for gasoline-range hydrocarbons included itemized benzene, toluene, ethylbenzene, and xylene concentrations (BTEX).

Two sets of groundwater samples were retrieved, one set from the temporary monitoring well location at B-10 and one set from the permanent monitoring well MW-A. Groundwater samples were collected directly from the well installations on the day of field exploration using a low-flow peristaltic pump system and disposable tubing to prevent cross-contamination. Both sets were submitted for quantitative gasoline- and diesel/oil-range analysis (NWTPH-Gx & BTEX and NWTPH-Dx).

Analytical Results:

Laboratory results of soil and groundwater analyses are summarized in Tables 3 and 4 of Appendix A. Complete analytical results and Chain of Custody records are attached in Appendix E. Results are also annotated on the site plan aerial photo, Figure 2 of Appendix B2.

Soil Analysis

Results of NWTPH-HCID analysis confirmed petroleum hydrocarbons were not present above practical quantitation limits (100 mg/kg) in sampled soils from borehole B-10 south of the remediation zone that also did not register PID readings. At borehole B-11 at 10.5 feet BPG in the southeast area of the prior remediation zone, NWTPH-Dx and Gx analyses did not detect gas-, diesel- or oil-range hydrocarbons including BTEX components in native soils beneath the backfill. Positive field PID readings suggest low levels of product may be present below laboratory detection limits.

At borehole B-9 at 7.0 feet BPG adjacent to the truck scale, NWTPH-Dx analysis recorded diesel-range hydrocarbons at 10300 mg/Kg. No oil-range product was detected. NWTPH-Gx analysis recorded gasoline-range concentration at 2060 mg/Kg. BTEX components were detected to concentrations of 2.2 mg/Kg for Benzene, 4.7 mg/Kg for Toluene, 5.7 mg/Kg for Ethylbenzene, and 60.2 mg/Kg for Xylenes. The HCID sample from 10.5 feet BPG at B-9 registered estimated gasoline- and diesel-range concentrations of approximately 200 mg/kg and 500 mg/kg respectively.

Soils adjacent to the north end of the truck scale at location B-9 at 7.0 feet depth significantly exceeded MTCA limits for gasoline- and diesel-range product. The Washington State MTCA Method A soil cleanup standard for diesel- and oil-range hydrocarbon concentrations in soil is 2,000 mg/kg. Where Benzene is detected, the cleanup standard for gasoline-range product is 30 mg/Kg. Soils at 10.5 feet BPG exceeded gas-range limits but were below diesel-range limits for hydrocarbons in soil.

Surface sediment samples from the stormwater discharge zone south of the southwest site corner returned non-detected results for gas-, diesel-, and oil-range hydrocarbons.

Groundwater Analysis

NWTPH-Gx and -Dx analysis of groundwater samples from B-10 and MW-A did not detect gasoline-, diesel-, or oil-range hydrocarbons above minimum laboratory method detection limits. NWTPH-Gx analysis also did not detect BTEX components.

Discussion of Findings:

This supplemental investigation towards Phase II-level environmental characterization of the western portion of the site has confirmed petroleum-affected soils remain locally in the vicinity in concentrations generally below MTCA Method A Cleanup Standards for unrestricted land use. The exception was the prior known unremediated area immediately around the truck scale which registered high concentrations of gasoline- and diesel-range hydrocarbons in native soil. From explorations among the remediated zone and adjacent areas to the south and east, most locations returned low or non-detected hydrocarbon results relative to MTCA limits. The prior reported north-central location (B-3) contained levels of gasoline approaching MTCA limits (74 mg/Kg versus 100 mg/Kg limit, no BTEX detected) in native soils at depth below the backfill zone. Surface soils in the stormwater discharge area south of the prior remediation area also do not appear detectably impacted by hydrocarbons from past site runoff.

Groundwater sampled from locations within the remediation zone and outside to the south of the zone returned non-detected results for gas-, diesel-, and oil-range hydrocarbons. Presently based on these results, groundwater within the property in general does not appear to be obviously affected by the past release or present use at this time. The possible exception may be for groundwater passing through the truck scale area and out of the site to the west. Residual product may potentially become water-borne from contaminant remaining at the west border adjacent to the truck scale, such as discovered via supplemental exploration. This investigation did not include assessment of down-gradient properties outside of the study property.

Sources are understood to have been removed during the major remediation in the early 1990's, consisting of gas and diesel tanks with fueling stations as well as a waste oil/sludge cistern. Existing operational tanks and fueling facilities are not known or suspected to have leaked product, excluding surface spills as discussed in MTC's Phase II ESA report.

MTC anticipates conditions present among the western portion of the site in general will not require further remedial action prior to redevelopment, as hydrocarbon concentrations were either non-detected or below MTCA Method A limits for soil and groundwater. This present-day condition is interpreted to be a remnant of the prior remediation of a known release, and according to available data its concentration level does not necessitate further cleanup under MTCA guidelines. Therefore the

condition is generally considered a *historical* REC. Although if affected soil media is excavated from depth during redevelopment of the western area, such as for deep facilities or utilities, this may require actions such as on-site treatment or off-site facility disposal if apparently affected and depending on petroleum concentrations at that time.

The truck scale border, and potentially beneath the structure, represents a present-day REC due to remaining concentrations discovered. Review of prior documentation of the remediation extent suggests this REC may be localized at the northeast side of the truck scale where removal of significantly impacted material was reportedly halted to preserve the structure. Confirmation data from near the south portion and north end of the scale suggests excavations were completed to satisfaction there. However, the possibility exists that some level of migration has occurred from hot spots which were apparently localized at the time of cleanup. Therefore MTC assumes the bordering area of the truck scale and underlying soils may remain affected to locally varying degrees by gas- and diesel-range product. Tests were not conducted at the west edge of the truck scale and property boundary due to the existing utilities corridor adjacent to Old Highway 99 South.

MTC anticipates the petroleum product levels exceeding MTCA Method A limits in soil adjacent to the truck scale will necessitate localized remedial action prior to or at the onset of site redevelopment, assuming truck scale removal will accompany site construction. Assessment of off-site relatively down-gradient areas, including beneath Old Highway 99 South and the adjacent property to the west of the road, was not conducted in this Phase 2 ESA of the subject property. MTC understands from speaking at the client's request with Department of Ecology (DoE) personnel that additional feasibility analysis potentially including western boundary and off-site explorations may be requested for planning of cleanup activities in coordination with the DoE. Further assessment along the west boundary may be more appropriately addressed during remediation efforts or utility revisions for redevelopment due to the limitations imposed by the active utilities corridor.

Generally speaking, cleanup activities should anticipate efforts including significant dewatering and disposal of impacted excavation water along with soil facility disposal. Cleanup efforts should be planned for the mid- to late-summer months when groundwater levels are typically lowest, although excavation at or below summer groundwater level will likely be unavoidable if attempting to remove impacted soils to the depths referenced herein. Excavation of the truck scale and its bordering soils may need to be extended locally further than anticipated in the down-gradient westerly direction, potentially extending into the Old Highway 99 South right-of-way. Therefore it may be beneficial during cleanup feasibility planning to conduct additional pre-remediation explorations of off-site areas to the west, as a cost- and scope-limiting measure and to address potential impact to road conditions and use.

Recommendations and Closing Remarks:

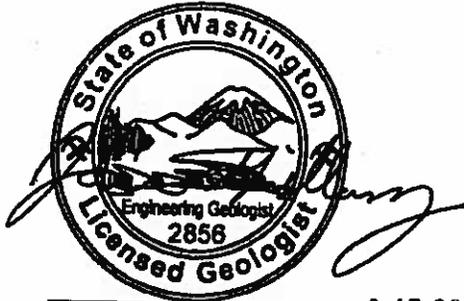
If the site is selected for purchase and future redevelopment, MTC recommends that we be retained by Skagit County for environmental consultation and assessment services. Phase III activities, to the estimated extent discussed herein, are anticipated to be required prior to or during redevelopment based on the results of MTC's Phase II ESA and supplemental investigation. If undertaken at the subject property, the Phase III process may necessitate further assessment activities, potentially including:

- Phase III feasibility analysis for consideration of cleanup methods, extents, and project goals, in coordination with the Washington Department of Ecology.
- Pre-remediation explorations if needed to delineate proposed cleanup boundaries extending westward off site into the Old Highway 99 South corridor.
- Sampling and analysis during remediation for assistance in direction of cleanup extents and confirmation of achieved conditions, with associated reporting.

MTC has performed this supplemental investigation towards Phase 2 Environmental Site Assessment for the Truck City Site located at 3228 Old Highway 99 South in Mt. Vernon, Washington. This study has been conducted in accordance with generally accepted environmental assessment methods and practices, as referred to in ASTM E1903-11 *Standard Practice for Environmental Site Assessments: Phase II ESA Process*. No other warranties, expressed or implied, are made concerning the professional services provided under the terms of our contract and included in this report.

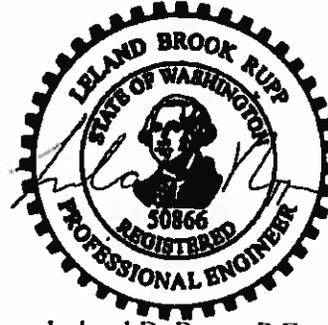
This report has been prepared for the exclusive use of the client, Skagit County, and its consultants. No reliance on this report and its findings may be assumed by any other third party person or entity without the expressed written consent of Materials Testing and Consulting, Inc. and Skagit County.

Respectfully Submitted,
MATERIALS TESTING & CONSULTING, INC.



John R. Gillaspay 3-17-2014

John R. Gillaspay, L.E.G.
Project Engineering Geologist



3-17-2014

Leland B. Rupp, P.E.
Geotechnical Division Manager

- Attached:
- Appendix A. Sample List and Data Tables
 - Appendix B. Site Plans with Test Locations and Analytical Results
 - Appendix C. Photographs of Supplemental Investigation
 - Appendix D. Exploration Logs
 - Appendix E. Analytical Laboratory Results

Appendix A. Samples & Data Tables

TABLE 1. List of Analytical Sample Locations

Location	Depth (BPG, ft)	Media	Analysis	Sample Date
B-9	7.0	Soil	NWTPH-Gx & BTEX	2/18/2014
B-9	7.0	Soil	NWTPH-Dx	2/18/2014
B-9	10.5	Soil	HCID	2/18/2014
B-10	7.5	Soil	HCID	2/18/2014
B-10	N/A	Groundwater	NWTPH-Gx & BTEX	2/18/2014
B-10	N/A	Groundwater	NWTPH-Dx	2/18/2014
B-11	10.5	Soil	NWTPH-Gx & BTEX	2/18/2014
B-11	10.5	Soil	NWTPH-Dx	2/18/2014
MW-A	N/A	Groundwater	NWTPH-Gx & BTEX	2/18/2014
MW-A	N/A	Groundwater	NWTPH-Dx	2/18/2014
S-3	0 – 0.5	Sediment	NWTPH-Gx & BTEX	2/26/2014
S-3	0 – 0.5	Sediment	NWTPH-Dx	2/26/2014

TABLE 2. Field PID Screening Results

Location	Depth (BPG, ft)	Result (ppm)
B-9	7.0	770
B-9	10.5	268
B-10	6.5	-
B-10	11.0	-
B-11	10.5	37

TABLE 3. Soil Analytical Results – Hydrocarbon Analyses

Location	Depth (BPG, ft)	Analysis	Gasoline C ₉ -C ₁₂ (mg/kg)	Diesel C ₁₂ -C ₂₄ (mg/kg)	Oil >C ₂₄ (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethylbenzene (mg/kg)	Xylenes (mg/kg)
B-9	7.0	NWTPH-Gx	2060	-	-	2.2	4.7	5.7	60.2
B-9	7.0	NWTPH-Dx	-	10300	ND	-	-	-	-
B-9	10.5	HCID	198 [^]	529 [^]	ND	-	-	-	-
B-10	7.5	HCID	ND	ND	ND	-	-	-	-
B-11	10.5	NWTPH-Gx	ND	-	-	ND	ND	ND	ND
B-11	10.5	NWTPH-Dx	-	ND	ND	-	-	-	-
S-3	0 – 0.5	NWTPH-Gx	ND	-	-	ND	ND	ND	ND
S-3	0 – 0.5	NWTPH-Dx	-	ND	ND	-	-	-	-
MTCA METHOD A CLEANUP STANDARDS			100	2000	2000	0.03	7.0	6.0	9.0
PQL - NWTPH-Gx & Dx *			32	50	50	0.03	0.13	0.13	0.26
PQL - HCID *			100	100	100	-	-	-	-

All values presented in units of mg/kg (ppm).

ND = Not detected by method Practical Quantitation Limits (PQL).

* PQL per analyses specified by laboratory.

[^] Laboratory QC Duplicate result = 222 mg/Kg Gasoline, 458 mg/Kg Diesel.

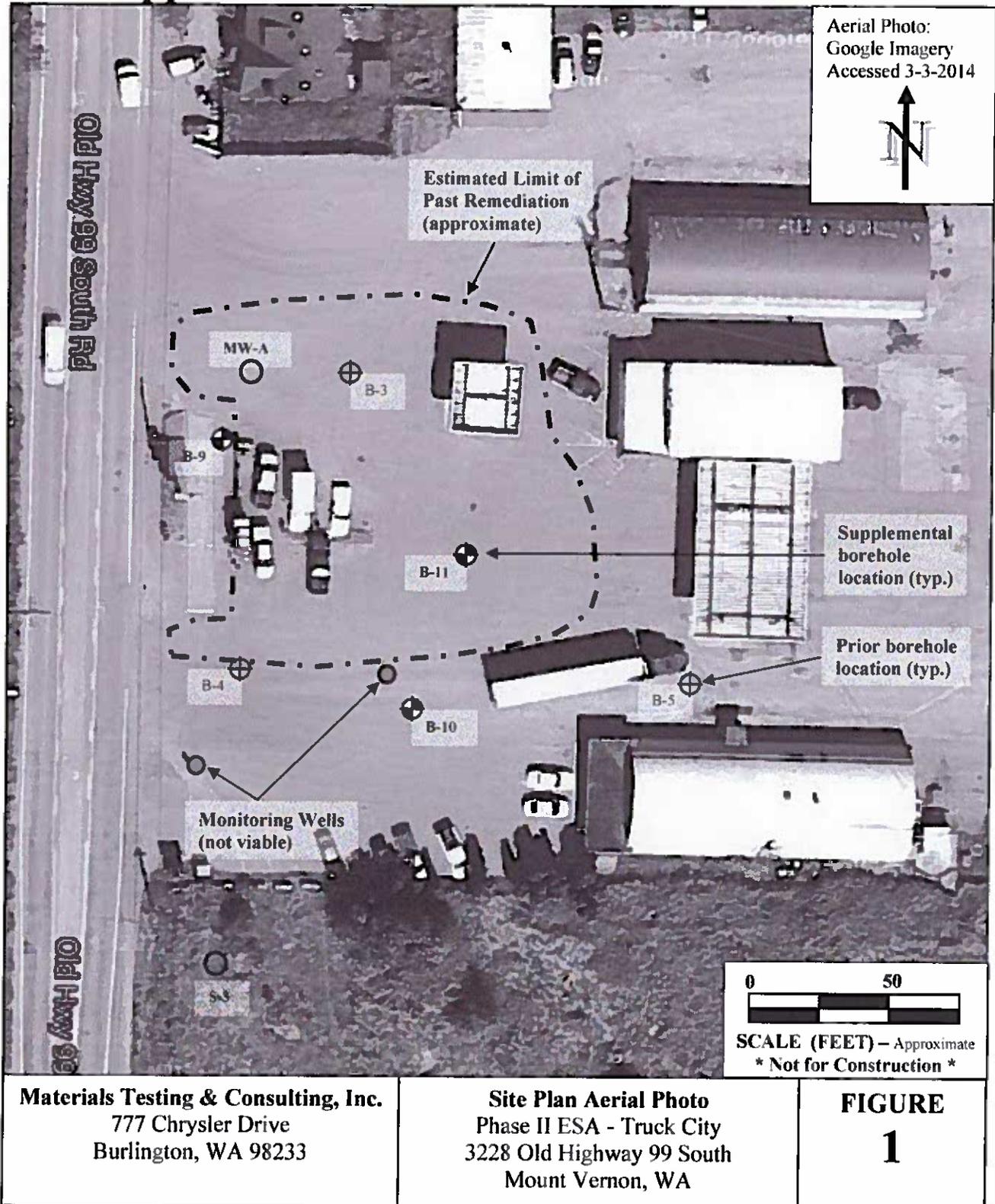
TABLE 4. Groundwater Analytical Results – Hydrocarbon Analyses

Location	Analysis	Gasoline C ₉ -C ₁₂ (ug/L)	Diesel C ₁₂ -C ₂₄ (ug/L)	Oil >C ₂₄ (ug/L)	Benzene (ug/L)	Toluene (ug/L)	Ethylbenzene (ug/L)	Xylenes (ug/L)
B-10	NWTPH-Gx & Dx	ND	ND	ND	ND	ND	ND	ND
MW-A	NWTPH-Gx & Dx	ND	ND	ND	ND	ND	ND	ND
MTCA METHOD A CLEANUP STANDARDS		1000	500	500	5.0	1000.0	700.0	1000.0
Practical Quantitation Limit		100	200	200	0.4	0.4	0.4	0.8

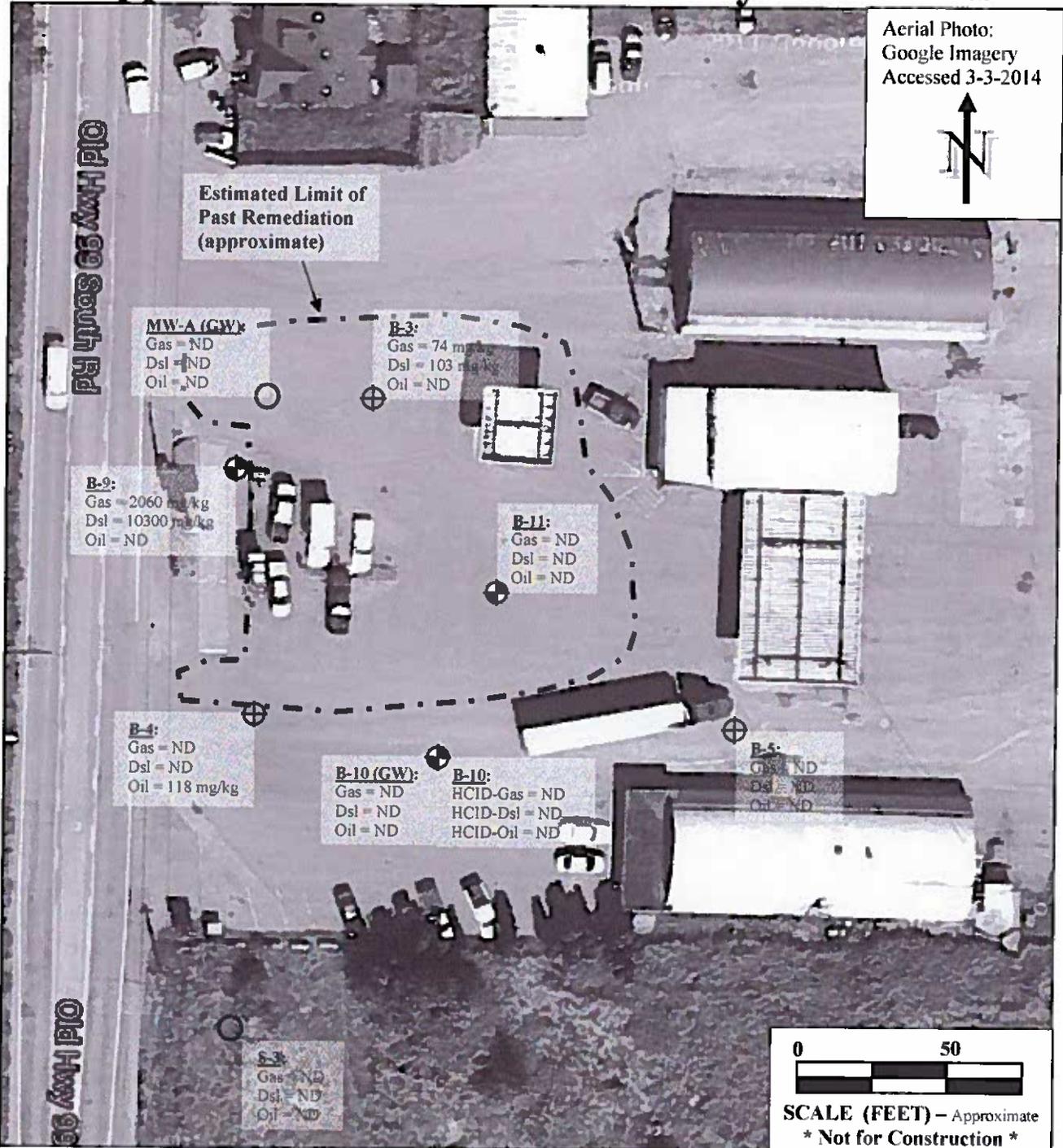
All values presented in units of ug/L (ppb).

ND = Not detected by method Minimum Detection Limits (MDL), listed above.

Appendix B1. Site Plan with Test Locations



Appendix B2. Site Plan with Analytical Results



Materials Testing & Consulting, Inc.
 777 Chrysler Drive
 Burlington, WA 98233

Site Plan Aerial Photo
 Phase II ESA - Truck City
 3228 Old Highway 99 South
 Mount Vernon, WA

FIGURE
2

Appendix C. Photos of Supplemental Investigation



Photo 1. Borehole B-9 in progress. Truck Scale North end adjacent to left. Looking North.

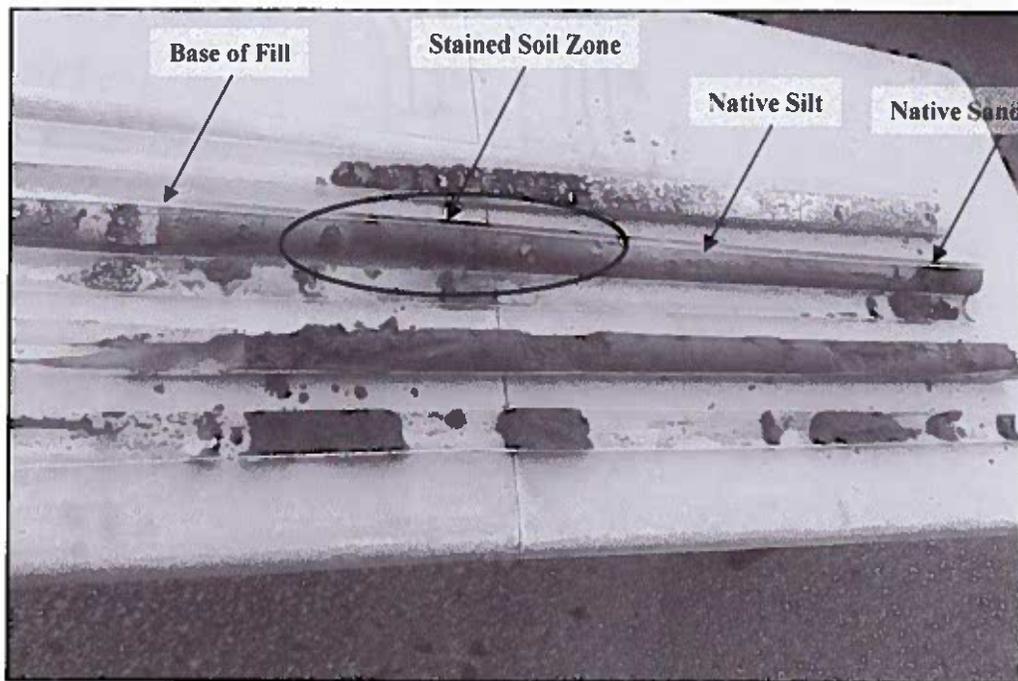
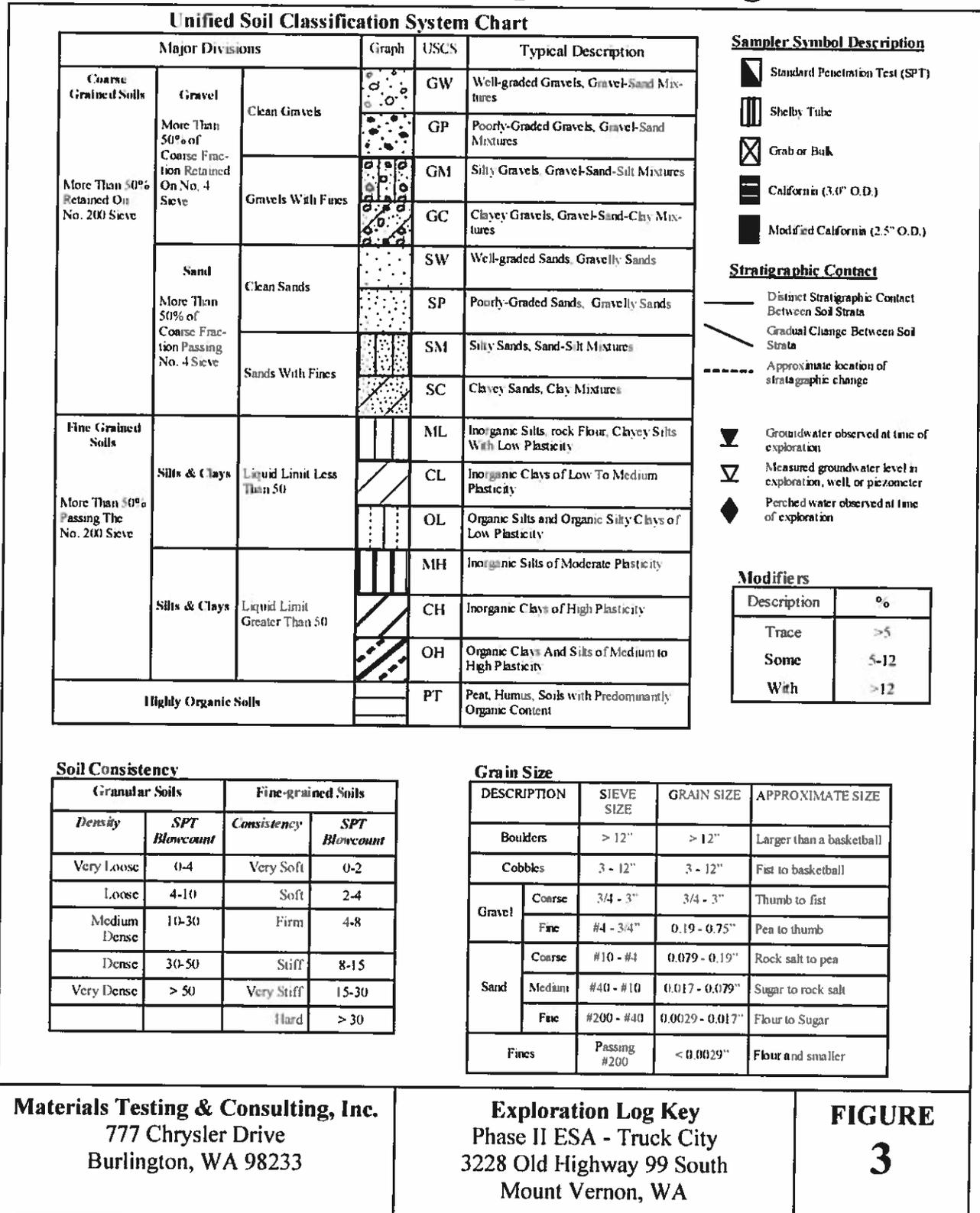


Photo 2. Borehole B-9 samples. Depth increases from left to right and top to bottom in photo. Circled zone of stained soil with strong petroleum odor (7.0 to 7.5 feet BPG).

Appendix D. Exploration Logs



Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive			Log of Boring B-9 (Page 1 of 1)				
Skagit County Jail - Phase 2 ESA (Supplemental) Truck City Site, 3216 Old Hwy 99 S Road Mt. Vernon, WA			Date Started : 2/18/14	Date Completed : 2/18/14			
MTC Project No. 13B093-03			Sampling Method : Geoprobe Continuous sampling, 5' sleeves	Location : 10' S 3' E of Truck Scale NE corner, W edge of prior Ex zone	Logged By : J. Gillespy		
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID
0	AC		Asphalt - 3"				
	SW-GW		SAND WITH GRAVEL to GRAVEL WITH SAND, medium dense, dry, variable fines, some crushed rock. Medium BROWN to GRAY. (Apparent gravel backfill)				
5			Becomes moist to wet at base of fill.				
	SM		SILTY SAND, sand is fine- to medium-grained, loose, saturated. Medium BROWN. Becomes stained dark GRAY-BLACK. * STRONG PETROLEUM ODOR from 7.0' to 7.5' depth *	770			B-9 @ 7.0' (NWTPH-Gx) (NWTPH-Dx)
	ML		SILT to SANDY SILT, soft, saturated. Medium BROWN-GRAY. * SLIGHT PETROLEUM ODOR at top of layer *				
10	SP		SAND, medium- to coarse-grained, no fines content, loose to medium dense, saturated. Medium GRAY. * SLIGHT PETROLEUM ODOR AND SHEEN NOTED to ~12' depth *	266			B-9 @ 10.5' (HCID)
15	TD 15.0' Boring terminated at contract depth. Free water encountered at approximately 5.5' depth.						

Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive			Log of Boring B-10 (Page 1 of 1)					
Skagit County Jail - Phase 2 ESA (Supplemental) Truck City Site, 3218 Old Hwy 99 S Road Mt. Vernon, WA			Date Started	2/18/14				
MTC Project No. 13B093-03			Date Completed	2/18/14				
			Sampling Method	Geoprobe: Continuous sampling, 5" sleeves				
			Location	60' W of NW Rest. corner, S of prior Ex zone				
			Logged By	J. Gillaspay				
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID	PVC Well (Temporary)
0	AC		Asphalt - 3"					0
0 - 5	SW-GW		SAND WITH GRAVEL to GRAVEL WITH SAND, medium dense, dry, variable fines and content. Medium BROWN to GRAY. (Apparent grade fill) * No sample recovery from 3' to 5' depth * Becomes moist to wet at base of fill.					5
5 - 10	SM		SILTY SAND, sand is fine-grained, loose, saturated. Medium BROWN-GRAY.		0		B-10 @ 7.5' (HCID)	
10 - 15	SP		SAND, medium- to coarse-grained, loose to medium dense, saturated, contains thin silty fine sand lenses. Medium GRAY.		0			10
TD 15.0' Boring terminated at contract depth. Free water encountered at approximately 5.0' depth.								

Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive		Log of Boring B-11 (Page 1 of 1)					
Skagit County Jail - Phase 2 ESA (Supplemental) Truck City Site, 3216 Old Hwy 99 S Road Mt. Vernon, WA		Date Started : 2/18/14	Date Completed : 2/18/14				
MTC Project No. 13B093-03		Sampling Method : Geoprobe: Continuous sampling, 5" sleeves	Location : Mid SE area of prior Excavation zone				
		Logged By : J. Gillaspay					
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID
0	AC		Asphalt - 3" SAND WITH GRAVEL to GRAVEL WITH SAND, medium dense, dry, variable fines, some crushed rock. Medium BROWN to GRAY. (Apparent excavation fill)				
5	SW-GW		* Poor sample recovery from 2.5' to 5' depth * Becomes moist.	▼			
10	ML		SILT to SANDY SILT, stiff, moist to wet. Medium BROWN.				
15	SP		SAND, medium- to coarse-grained, minor to no fines content, loose to medium dense, saturated. Medium GRAY. * SLIGHT PETROLEUM ODOR NOTED to ~12' depth *		37	⊗	B-11 @ 10.5' (NWTPH-Gx) (NWTPH-Dx)
TD 15.0' Boring terminated at contract depth. Free water encountered at approximately 6.0' depth.							

Appendix E. Analytical Laboratory Results

ATTACHED:

- Exhibit 1:* Results of B-9 @ 7.0' Rush Analysis – NWTPH-Gx, -Dx
- Exhibit 1:* Results of Surface Sediment Analysis – NWTPH-Gx, -Dx
- Exhibit 2:* NWTPH-Gx Analyses
- Exhibit 3:* NWTPH-Dx Analyses
- Exhibit 4:* NWTPH-HCID Analyses
- Exhibit 5:* Laboratory Sample Duplicate QC Report
- Exhibit 6:* Chain of Custody Forms



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503 682 7802

Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02967**
Project: **Phase II ESA Rush Sample**
Report Date: **2/25/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: **B-9 @ 7.0' - Truck City**
Lab Number: **7327**
Date: **2/21/14**

Sample Date: **2/18/14**
Collected By: **JRG**
Analyzed By: **EM**

Parameter	Result	Flag	DF	Cleanup			Units	Method	Batch	Comment
				Level	PQL	MDL				
NWTPH-Gx										
BENZENE	2.2		10	0.03	0.250	0.0014	mg/Kg	8260B/5035A	GXS_140221	
TOLUENE	4.7		10	7.0	1	0.002	mg/Kg	8260B/5035A	GXS_140221	
ETHYLBENZENE	5.7		10	6.0	1	0.0021	mg/Kg	8260B/5035A	GXS_140221	
TOTAL XYLENES	60.2		10	9.0	2	0.001	mg/Kg	8260B/5035A	GXS_140221	
GAS Range Organics	2060		10	100/30*	250	0.125	mg/Kg	8260B/5035A	GXS_140221	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
D.F. - Dilution Factor
Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2009
The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

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Hydrocarbon Data Report

Client Name: Materials Testing & Consulting
777 Chrysler Drive
Burlington, WA 98233

Reference Number: 14-02967
Project: Phase II ESA Rush Sample
Report Date: 2/25/14
Date Received: 2/19/14
Peer Review:

Sample Description: B-9 @ 7 0' - Truck City
Lab Number: 7327
Date: 2/21/14

Sample Date: 2/18/14
Collected By: JRG
Analyzed By: RJK

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
NWTPH-Dx										
DIESEL (C12 - C24)	10300		5	2000	250		mg/Kg	NWTPH-Dx/3550B	DXS_140221	Lab DUP: 9900 mg/Kg
HEAVIER OILS (>C24)	ND		5	2000	250		mg/Kg	NWTPH-Dx/3550B	DXS_140221	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).

PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.

D.F. - Dilution Factor

Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001

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**SAMPLE DEPENDENT
 QUALITY CONTROL REPORT**
Duplicate, Matrix Spike/Matrix Spike Duplicate and Confirmation Result Report

Reference Number: 14-02967

Report Date: 2/25/2014

Duplicate

Batch	Sample Analyte	Result	Duplicate Result	Units	%RPD	Limits	Qualifier	Type	Comments
DXS_140221	7327 DIESEL (C12 - C24)	10300	9900	mg/Kg	4.0	0-50		DUP	
	7327 O-TERPHENYL	80	87	%	8.4	0-50		DUP	

%RPD = Relative Percent Difference
 NA = Indicates %RPD could not be calculated
 Matrix Spike (MS)/Matrix Spike Duplicate (MSD) analyses are used to determine the accuracy (MS) and precision (MSD) of an analytical method in a given sample matrix. Therefore, the usefulness of this report is limited to samples of similar matrices analyzed in the same analytical batch.
 Only Duplicate sample with detections are listed in this report
 Limits are intended for water matrices only. These criteria are for guidance only when reported with soils/solids
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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-03320**
Project: **Phase 2 ESA's**
Report Date: **3/12/14**
Date Received: **2/26/14**
Peer Review:

Sample Description: **S-3 @ 0-0.5' - Truck City**
Lab Number: **8254**
Date: **3/4/14**

Sample Date: **2/26/14**
Collected By: **Mr John Gillaspay**
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
NWTPH-Gx										
BENZENE	ND		2	0.03	0.050		mg/Kg	8260B/5035A	GXS_140304	
TOLUENE	ND		2	7.0	0.20		mg/Kg	8260B/5035A	GXS_140304	
ETHYLBENZENE	ND		2	6.0	0.20		mg/Kg	8260B/5035A	GXS_140304	
TOTAL XYLENES	ND		2	9.0	0.40		mg/Kg	8260B/5035A	GXS_140304	
GAS Range Organics	ND		2	100/30*	50		mg/Kg	8260B/5035A	GXS_140304	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).

PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.

D.F. - Dilution Factor

Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001

The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
 777 Chrysler Drive
 Burlington, WA 98233

Reference Number: **14-03320**
 Project: **Phase 2 ESA's**
 Report Date: **3/14/14**
 Date Received: **2/26/14**
 Peer Review:

Sample Description: S-3 @ 0-0.5' - Truck City
 Lab Number: 8254
 Date: 3/11/14

Sample Date: 2/26/14
 Collected By: Mr John Gillaspay
 Analyzed By: EM

Parameter	Result	Flag	DF	Cleanup			Units	Method	Batch	Comment
				Level	PQL	MDL				
NWTPH-Dx										
DIESEL (C12 - C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXE_140310	
HEAVIER OILS (>C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXE_140310	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL)
 PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
 D.F. - Dilution Factor
 Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001
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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02968**
Project: **Phase II ESA, 13B093-02**
Report Date: **3/12/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: **B-10 GW - Truckcity**
Lab Number: **7331**
Date: **3/3/14**

Sample Date: **2/18/14**
Collected By: **JRG**
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
NWTPH-Gx										
BENZENE	ND		1	0.005	0.0004	0.00014	mg/L	8260B/5030B	GXW_140303	
TOLUENE	ND		1	1.00	0.0004	0.0002	mg/L	8260B/5030B	GXW_140303	
ETHYLBENZENE	ND		1	0.70	0.0004	0.00021	mg/L	8260B/5030B	GXW_140303	
TOTAL XYLENES	ND		1	1.00	0.0008	0.0001	mg/L	8260B/5030B	GXW_140303	
GASOLINE (C8 - C12)	ND		1	1	0.10	0.0125	mg/L	8260B/5030B	GXW_140303	

Sample Description: **MW-A GW - Truckcity**
Lab Number: **7332**
Date: **3/3/14**

Sample Date: **2/18/14**
Collected By: **JRG**
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
NWTPH-Gx										
BENZENE	ND		1	0.005	0.0004	0.00014	mg/L	8260B/5030B	GXW_140303	
TOLUENE	ND		1	1.00	0.0004	0.0002	mg/L	8260B/5030B	GXW_140303	
ETHYLBENZENE	ND		1	0.70	0.0004	0.00021	mg/L	8260B/5030B	GXW_140303	
TOTAL XYLENES	ND		1	1.00	0.0008	0.0001	mg/L	8260B/5030B	GXW_140303	
GASOLINE (C8 - C12)	ND		1	1	0.10	0.0125	mg/L	8260B/5030B	GXW_140303	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).

PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.

D.F. - Dilution Factor

Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001

The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02968**
Project: **Phase II ESA, 13B093-02**
Report Date: **3/12/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: **B-11 @ 10.5' - Truckcity**
Lab Number: **7330**
Date: **3/4/14**

Sample Date: **2/18/14**
Collected By: **JRG**
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup		Units	Method	Batch	Comment
				Level	PQL				
NWTPH-Gx									
BENZENE	ND		1	0.03	0.03	mg/Kg	8260B/5035A	GXS_140304	
TOLUENE	ND		1	7.0	0.13	mg/Kg	8260B/5035A	GXS_140304	
ETHYLBENZENE	ND		1	6.0	0.13	mg/Kg	8260B/5035A	GXS_140304	
TOTAL XYLENES	ND		1	9.0	0.26	mg/Kg	8260B/5035A	GXS_140304	
GAS Range Organics	ND		1	100/30*	32	mg/Kg	8260B/5035A	GXS_140304	

Notation

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
D.F. - Dilution Factor
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The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02968**
Project: **Phase II ESA, 13B093-02**
Report Date: **2/28/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: B-10 GW - Truckcity						Sample Date: 2/18/14				
Lab Number: 7331						Collected By: JRG				
Date: 2/27/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		1	0.5	0.2	0.09	mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup
HEAVIER OILS (>C24)	ND		1	0.5	0.2		mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup

Sample Description: MW-A GW - Truckcity						Sample Date: 2/18/14				
Lab Number: 7332						Collected By: JRG				
Date: 2/27/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		1	0.5	0.2	0.09	mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup
HEAVIER OILS (>C24)	ND		1	0.5	0.2		mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02968**
Project: **Phase II ESA, 13B093-02**
Report Date: **2/28/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: **B-11 @ 10.5' - Truckcity**
Lab Number: **7330**
Date: **2/21/14**

Sample Date: **2/18/14**
Collected By: **JRG**
Analyzed By: **RJK**

Parameter	Result	Flag	DF	Cleanup			Units	Method	Batch	Comment
				Level	PQL	MDL				
NWTPH-Dx										
DIESEL (C12 - C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXE_140221	
HEAVIER OILS (>C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXE_140221	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
 PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
 DF - Dilution Factor
 Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WA) contaminants in the specified matrix. Amended Feb 12, 2001
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Hydrocarbon Data Report

Client Name: Materials Testing & Consulting
777 Chrysler Drive
Burlington, WA 98233

Reference Number: 14-02968
Project: Phase II ESA, 13B093-02
Report Date: 2/27/14
Date Received: 2/19/14
Peer Review:

Sample Description: B-9 @ 10.5' - Truckcity Lab Number: 7328 Date: 2/21/14	Sample Date: 2/18/14 Collected By: JRG Analyzed By: RJK
---	--

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
Hydrocarbon Identification										
GASOLINE (C8 - C12)	>100		1	100	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	Estimated: 198 mg/Kg
DIESEL (C12 - C24)	>100		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	Estimated: 529 mg/Kg
HEAVY HYDROCARBONS (>C24)	ND		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	

Sample Description: B-10 @ 7.5' - Truckcity Lab Number: 7329 Date: 2/21/14	Sample Date: 2/18/14 Collected By: JRG Analyzed By: RJK
---	--

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
Hydrocarbon Identification										
GASOLINE (C8 - C12)	ND		1	100	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	
DIESEL (C12 - C24)	ND		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	
HEAVY HYDROCARBONS (>C24)	ND		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	

Notation:
 ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
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**SAMPLE DEPENDENT
QUALITY CONTROL REPORT**
Duplicate, Matrix Spike/Matrix Spike Duplicate and Confirmation Result Report

Reference Number: 14-02968
Report Date: 3/12/2014

Duplicate

Batch	Sample Analyte	Duplicate		Units	%RPD	Limits	Qualifier	Type	Comments
		Result	Result						
HCIDS_140221	7328 GASOLINE (C8 - C12)	>100	>100	mg/Kg	NA	0-50		DUP	Estimated: 222 mg/Kg
	7328 DIESEL (C12 - C24)	>100	>100	mg/Kg	NA	0-50		DUP	Estimated: 458 mg/Kg
	7328 O-TERPHENYL	82	83	%	1.2	0-50		DUP	

%RPD = Relative Percent Difference
 NA = indicates %RPD could not be calculated
 Matrix Spike (MS)/Matrix Spike Duplicate (MSD) analyses are used to determine the accuracy (MS) and precision (MSD) of a analytical method in a given sample matrix. Therefore, the usefulness of this report is limited to samples of similar matrices analyzed in the same analytical batch.
 Only Duplicate sample with detections are listed in this report
 Limits are intended for water matrices only. These criteria are for guidance only when reported with solids/solids
 FORM: cLFMD.rpt



Matrix Spike

Batch	Sample Analyte	Result	Spike Result	Duplicate		Units	Percent Recovery		Limits*	%RPD	Limits*	Qualifier	Type	Comments
				Result	Spike Result		MS	MSD						
GXS_140304	7330 BENZENE	ND	1.1	1.3	85	NA	NA	50-150	NA	0-50	LFM			
	7330 TOLUENE	ND	1.2	1.3	92	NA	NA	50-150	NA	0-50	LFM			
	7330 ETHYLBENZENE	ND	1.2	1.3	92	NA	NA	50-150	NA	0-50	LFM			
	7330 TOTAL XYLENES	ND	3.65	3.95	92	NA	NA	50-150	NA	0-50	LFM			
	7330 BENZENE	ND	1.1	1.3	85	NA	NA	70-130	NA	0-60	LFM			
	7330 TOLUENE	ND	1.2	1.3	92	NA	NA	70-130	NA	0-60	LFM			
	7330 ETHYLBENZENE	ND	1.2	1.3	92	NA	NA	70-130	NA	0-60	LFM			
	7330 TOTAL XYLENES	ND	3.65	3.95	92	NA	NA	70-130	NA	0-60	LFM			
	7330 o8-TOLUENE (Surr)	97	94									LFM		

%RPD = Relative Percent Difference

NA = Indicates %RPD could not be calculated

Matrix Spike (MS)/Matrix Spike Duplicate (MSD) analyses are used to determine the accuracy (MS) and precision (MSD) of a analytical method in a given sample matrix. Therefore, the usefulness of this report is limited to samples of similar matrices analyzed in the same analytical batch.

Only Duplicate sample with detections are listed in this report

Limits are intended for water matrices only. These criteria are for guidance only when reported with soils/solids

FORM: cl.FMD.rpt

Chain of Custody / Analysis Request

(Please complete all applicable shaded sections)

Report to: **Materials Testing & Consulting**

Ship Address: **777 Chrysler Drive**

City: **Burlington** St: **WA** zip: **98233**

Attn: **John Gillaspay**

Phone: **360.755-1990** FAX: **755-1980**

Email: **john.gillaspay@mtc-inc.net**

Project: **Phase II ESA**

Bill to: **Same**

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ FAX: _____

P.O.#: _____ Attn: _____

Visa M/C A/E Expires: / /

Card#: _____

For Lab Use Only
Ref # **14-02968**

Check Regulatory Program
 Safe Drinking Water Act
 Clean Water Act
 RCRA / CERCLA
 Other

ANALYTICAL LABORATORIES

Main Lab (800-755-9298)
1620 South Walnut St. Burlington, WA, 98233
Microbiology (888-725-1212)
905 W. Orchard Dr. Suite 4 Bellingham, WA 98225

Wilsenville Lab (503-682-7802)
9150 SW Pioneer Ct. Suite W Wilsenville, OR 97070
Corvallis Lab (541-753-4946)
540 SW 3rd St. Corvallis, OR 97333

21778

- Instructions**
- Use one line per sample Location.
 - Be specific in analysis requests.
 - (NEW) List each metal individually (NEW)
 - Check off analyses to be performed for each sample Location.
 - Enter number of containers.

Turn Around Time Required

Standard
 Half-time (50% surcharge)
 Quickest (100% surcharge) Phone Call Req
 Emergency (Phone Call Req)

Field ID	Location	Grab/Comp.	Sample Matrix	Date	Time	5035/8260 (Soil) (Gx)	Field Blank 5035 A	NWTPH/G-BTEX.W	NWTPH-Dx (Soil)	NWTPH-Dx.W	RCRA Metals.W	HClD	Number of Containers	Special Instructions Conditions on Receipt
1	B-9 @ 7.0'	G	S	2-18	1:00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SCM/H-0247
2	B-9 @ 10.5'	G	S	1:00	1:00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	13 B093-022
3	B-10 @ 7.5'	G	S	1:50	1:50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	
4	B-11 @ 10.5'	G	S	2:20	2:20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	
5	B-10 G.W.	G	G.W.	2:50	2:50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	
6	MW-A G.W.	G	G.W.	3:20	3:20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	
7						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Sampled by: **SRG** Phone: **360-647-9295** FAX: _____

SW - surface water
 GW - Ground water
 WW - waste water
 OL - oil
 S - soil
 Other _____

Relinquished by _____ Date _____ Time _____

Received by _____ Date **2/19/14** Time **10:00**

Custody seals intact Yes No N/A

Sample temp **5** C satisfactory Yes No N/A

Samples received intact Yes No N/A

Chain of custody & labels agree Yes No N/A



Special Instructions
Conditions on Receipt

RUSH 3D4Y

Chain of Custody / Analysis Request (Please complete all applicable shaded sections)

21848



Main Lab (800-755-9295)
 1620 South Walnut St. Bellingham, WA 98233
 Microbiology (888-725-1212)
 905 W. Orchard Dr. Suite 4 Bellingham, WA 98225

Wilsonville Lab (503-662-7899)
 8150 SW Pioneer Ct. Suite W Wilsonville, OR 97170
 Corvallis Lab (541-753-4946)
 540 SW 3rd St. Corvallis, OR 97333

Report to: Materials Testing & Consulting	Bill to: <i>Same</i>	For Lab Use Only Ref # 14-63320
Ship Address: 777 Chrysler Drive	Address:	Check Regulatory Program
City: Burlington St. WA Zip: 98233	City: _____ St: _____ Zip: _____	<input type="checkbox"/> Safe Drinking Water Act
Attn: John Gillaspay	Phone: _____ FAX: _____	<input type="checkbox"/> Clean Water Act
Phone: 360.755-1990 FAX: 755-1980	P.O.#: _____ Attn: _____	<input checked="" type="checkbox"/> RCRA / CERCLA
Email: john.gillaspay@mtc-inc.net	<input type="checkbox"/> Visa <input type="checkbox"/> MC <input type="checkbox"/> AE Expires: <u>1</u>	<input type="checkbox"/> Other
Project: Phase II ESA	Card#: _____	

Email cc: *Curtis, Sherr@mtc-inc.net*

Instructions

- Use one line per sample Location.
- Be specific in analysis requests.
- (NEW) List each metal individually. (NEW)
- Check off analyses to be performed for each sample Location.
- Enter number of containers.

Turn Around Time Required

- Standard
 Half-time (50% surcharge)
 Quickest (100% surcharge) Phone Call Req
 Emergency (Phone Call Req)

Analyses Requested

5035/8260 (Soil) (Gx)
 +BTEX
 NW TPH-DX

Field ID	Location	Grab/Comp	Sample Matrix*	Date	Time	5035/8260 (Soil) (Gx)	Other	Number of Containers
1	5-30-0-0.5' Truck CR5	G	S	2/26	3:00 PM	<input checked="" type="checkbox"/>		5
2	(20' E 30'S of SW SD gate)					<input checked="" type="checkbox"/>		
3								
4								
5								
6								
7								
8								
9								
10								

Sampled by: **SRG** Phone: **360-647-9295** FAX: *same*

Sample Receipt Request (Must include FAX or Email) * W - water DW - drinking water SW - surface water GW - ground water WW - waste water OL - oil

Relinquished by: *[Signature]* Date: _____ Time: _____ Received by: *[Signature]* Date: 2/26/14 Time: 1534

FORM: COC 01-06-2009

Custody seals intact Yes No N/A
 Sample temp WT satisfactory Yes No N/A
 Samples received intact Yes No N/A
 Chain of custody & labels agree Yes No N/A

Materials Testing & Consulting, Inc.

Geotechnical Engineering • Materials Testing • Special Inspection • Environmental Consulting



March 17, 2014

Skagit County

1800 Continental Place, Suite 100
Mount Vernon, Washington 98273
Attn: Mr. Marc Estvold
Via email: mestvold@comcast.net

Subject: **Phase II ESA – Supplemental Investigation**
Alf Christianson Seed Site, 101 E. Section Street
Mount Vernon, WA 98273

MTC Project No.: **13B093-03**

Dear Mr. Estvold:

At the request of Skagit County, Materials Testing & Consulting, Inc. (MTC) has completed a supplemental scope of investigation towards Phase II Environmental Site Assessment at the above referenced property considered for purchase and redevelopment as the proposed Skagit County Jail facility. The additional activities were conducted in general accordance with ASTM E1903-11 *Standard Practice for Environmental Site Assessments: Phase II ESA Process*. Unless otherwise noted or clarified herein, the methodologies for scoping, field investigation, analytical sampling, and reporting were consistent with those presented in MTC's *Phase II ESA – Alf Christianson Seed Site* (March 17, 2014; final draft submitted February 25, 2014). The additional scope described herein is consistent with MTC's recommendations for further characterization provided in the Phase II ESA.

Supplemental activities were concentrated among the vicinity of the prior eastern USTs and fueling station, east of the main plant building's loading bay. Tanks were removed in 1990, then further assessment and remediation activity occurred in 2001 at the east tank location. The supplemental investigation performed by MTC has included advancement of five direct-push borings and installation of two temporary monitoring wells for groundwater sampling. Both permanent monitoring wells remaining from the 2001 assessment were not viable for use due to damaged flush-mount casings obstructing access. Soil samples from each borehole were analyzed for hydrocarbon contamination via appropriate methods (HCID or NWTPH-Gx & Dx) selected based on PID field screening results. Groundwater sample sets were analyzed for hydrocarbon (NWTPH-Gx & Dx) concentrations. Select locations were also sampled for metals screening (RCRA 8 Metals) of soil and groundwater.

Corporate • 777 Chrysler Drive • Burlington, WA 98233 • Phone 360.755.1990 • Fax 360.755.1980
SW Region • 2118 Black Lake Blvd. S.W. • Olympia, WA 98512 • Phone 360.534.9777 • Fax 360.534.9779
NW Region • 805 Dupont, Suite 5 • Bellingham, WA 98226 • Phone 360.647.6061 • Fax 360.647.8111
Kitsap Region • 5451 N.W. Newberry Hill Road, Suite 101 • Silverdale, WA 98383 • Phone/Fax 360.698.6787

Visit our website: www.mtc-inc.net

Purpose and Background:

MTC's primary Phase II ESA activities dispersed explorations throughout the site in order to address several potential recognized environmental conditions (RECs) and categorize general site environmental conditions. Most locations did not encounter obviously impacted conditions, confirmed by laboratory data, including the test location at the north end of the study area adjacent to the former Unocal LUST site. Petroleum-impacted soils were discovered to remain adjacent to the east loading bay of the plant facility in the vicinity of the former 'east tank location'. The area underwent prior removal and remediation efforts in 1990 and 2001, although limitations of remediation were apparent upon review of available documents including shallow excavation depth and limited lateral extent. The B-3 exploration conducted outside of the northeast edge of the remediation area discovered petroleum-affected native soil from approximately 9 to 11 feet below present grade (BPG). Laboratory testing revealed gas-range hydrocarbons significantly exceeding MTCA Method A cleanup standards for unrestricted land use (1370 mg/kg versus 100 mg/kg limit). Groundwater sampled at B-3 detected hydrocarbons including gas-range product below limits (150 ppb) and oil-range product approaching MTCA limits (440 ppb versus 500 ppb limit). A test conducted approximately 40 feet to the southeast of the remediation zone and north of the south entrance gate did not encounter obviously impacted soils.

Based on initial test coverage, the affected area appeared relatively localized around the prior tank location and cleanup zone. Tank sources were reportedly previously removed and waste piping was noted to be capped in the past. However present-day concentrations of petroleum products were interpreted to constitute a REC likely remaining from incomplete abatement of historically affected conditions. MTC recommended additional targeted investigation be conducted among the vicinity of the east tank site to provide better coverage towards delineating the lateral extent and level of contamination remaining. The secondary purpose of targeted study was proposed to assist the client in understanding the potential necessity of further cleanup, as well as aid in estimating a scope and cost of potential remediation activities, that MTC's Phase II ESA has advised may be required if the site is selected for redevelopment.

Supplemental Investigation Methodology:

Scope of Explorations

Based on discussions with the client, our prior test coverage, and the size of the area of concern within the property, supplemental field explorations were planned to occur within a single day. A total of five additional direct-push borings were scheduled and conducted by a third-party contractor, directed by MTC personnel. Borings were advanced to a termination depth of 10 to 15 feet below present grade (BPG), with continuous sampling of subsurface soils via internal push-probe sleeves and approximate

groundwater level estimated from soil moisture content. Hydrocarbon field screening was conducted with a Photo-Ionization Detector (PID) at regular intervals as well as upon encountering visible sheen or petroleum odor. Soil samples for hydrocarbon analyses were selected at each borehole based on PID readings and soil observations, discussed in detail below. Temporary PVC well screening was employed at two borehole locations for groundwater sampling, abandoned at the end of the day. For a complete discussion of field exploration and sampling methods, please refer to MTC's Phase II ESA report.

Borings were advanced on the morning of February 18th, 2014, with locations shown on Figure 1 of Appendix B1. Borehole B-9 was advanced near the loading bay approximately 15 feet west of the 2001 remediation zone. Temporary PVC screening was inserted at B-9 but was unsuccessful at yielding adequate groundwater for sampling and was subsequently abandoned. Borehole B-10 was advanced at a representative location within the northwest portion of the 2001 remediation zone. The B-10 location was selected for temporary PVC well groundwater sampling to assess conditions within the remediation area. Borehole B-11 was advanced approximately 24 feet east of the 2001 remediation zone, adjacent to the east of the utility corridor. The B-11 location was selected for temporary PVC well insertion as an alternative to the unviable permanent well located 5 feet to the north. Borehole B-12 was advanced outside of the southeast edge of the 2001 remediation zone, near the power pole. Borehole B-13 was advanced approximately 20 feet north of the 2001 remediation zone.

Permanent Monitoring Wells

MTC attempted to use existing permanent monitoring wells for collection of additional groundwater samples. Wells are presumed to have been unused and unmaintained since 2001 assessment of the east tank location. An MTC Engineering Geologist visited the site on February 14, 2014 to locate potential wells and determine viability. Two flush-mount well casings were identified in the targeted study area: one north of the apparent northeast edge of the prior remediation, and one approximately 25 feet east of the prior remediation to the east of the utility corridor. Both mount plates and rims were damaged and not removable. The north well cap plate was also punctured in the center. The wells were determined to be not viable for use in this study.

Subsurface Conditions:

Subsurface soil and groundwater conditions encountered at the supplemental boreholes were generally consistent with those found prior as described in MTC's Phase II ESA report. Complete exploration results with soil observations, sample notations, and field screening results are provided on the attached borehole logs in Appendix D. In Figure 3 of Appendix D, a chart of the Unified Soil Classification System is provided for reference.

At all borehole locations, asphalt surfacing overlay imported base fill generally consisting of silty sand with gravel to silty gravel with sand of 1- to 2-foot typical thickness. At B-10 within the remediation zone, excavation backfill extended to approximately 6.0 feet BPG and was mixed with native soil near its base. At B-12, apparent uncontrolled fill was present below base fill to approximately 3.0 feet BPG.

Native soils encountered beneath site fills resembled complexly bedded alluvial flood plain soils. Stratigraphy was locally variable within the scale of the study area. West and north of the 2001 remediation zone at B-9 and B-13, primarily silty soils were present to approximately 5.0 to 7.0 feet BPG. Soils became more coarsely graded with depth, transitioning from silty fine sand to coarse sand around 9.0 to 10.0 feet BPG. At B-10 beneath the backfill zone, silty fine sand was present from 6.0 feet BPG to termination depth at 10.0 feet BPG.

Conditions differed at locations B-11 and B-12 east and southeast of the remediation zone. Interbedded silty fine sand and silty to silty clay were present to 7.0 feet BPG. At both locations, organic-rich silt with concentrated peaty silt horizons was encountered from roughly 7 to 10 feet BPG. Underlying the organic silt at B-11 was coarse sand to 15 feet BPG, whereas at B-12 the sand was encountered at 13.5 feet BPG below horizons of silty fine sand and silt.

Groundwater was encountered at all borehole locations. Approximate free water levels were recorded at all locations during borehole advancement. Water levels were noted within temporary monitoring well locations at the time of sampling. Depths to groundwater noted during borehole advancement typically ranged from 4.0 to 4.5 feet BPG, which may represent unstabilized levels. At B-10 upon commencing groundwater sampling, the level was stable at 4.2 feet BPG. At B-11 upon sampling, the water level had risen to 3.5 feet BPG. Surface grade at B-11 was estimated at approximately 1.0 feet lower than location B-10. These levels likely represent typical wet season conditions given the timeframe of the supplemental work and preceding weather.

Sampling and Chemical Analysis:

Field Screening and Observations

Results of field PID screening are shown on the exploration logs in Appendix D and presented by depth and location in Table 2 of Appendix A. PID screening did not detect volatile presence at any sample depths at B-9 and B-13 outside to the west and north approximately 15 to 20 feet from the 2001 remediation zone. At B-10 below the backfill zone, the PID reading from 6.5 feet BPG in native silty fine sand recorded volatiles up to 202 ppm. This was accompanied by a petroleum odor and visible sheen persisting to approximately 8.0 feet BPG.

At B-11 and B-12 to the east and at the south edge of the 2001 remediation zone, PID readings were registered at several depths. Readings at B-11 were consistently around 1 ppm, while readings at B-12 ranged from 27 to 52 ppm with the highest count occurring in shallow soils. At both locations a visible sheen and petroleum odor was noted within relatively permeable silty sand and sand horizons present from approximately 3.0 to 4.5 feet BPG and 10.0 to 12.5 feet BPG, as well as locally within the silt and organic silt layers. At B-11, a viscous oily residue was noted on extracted push-probe equipment and shallowly on inserted well materials. The oily residue was more prevalently observed upon returning in the late afternoon for groundwater sampling and during removal of temporary well screening.

Analytical Sampling

Samples for chemical analysis were collected from each borehole based on the results of field screening. Selections and methods of sampling were conducted in accordance with prior activities described in MTC's Phase II ESA. Sample depths and analyses are noted on the exploration logs in Appendix D. A complete list of supplemental samples is catalogued in Table 1 of Appendix A. Third-party analytical laboratory services were performed by Edge Analytical of Burlington, Washington.

Soil samples were submitted for analyses via hydrocarbon screening (NWTPH-HCID) for general petroleum presence where no obvious indication of petroleum contamination was present by observation and PID screening (B-9, B-13). Quantitative gasoline- and diesel/oil-range analysis (NWTPH-Gx and NWTPH-Dx) were employed upon detection of affected conditions (B-10, B-11, B-12). NWTPH-Gx analysis for gasoline-range hydrocarbons included analysis of benzene, toluene, ethylbenzene, and xylene concentrations (BTEX). Soil samples for RCRA Metals screening were collected at selected locations and depths proximal to the 2001 remediation zone (B-9, B-12) appearing potentially impacted.

Two sets of groundwater samples were retrieved from the temporary monitoring well locations (B-10 and B-11). Upon installation, the wells were purged as possible for a period of approximately 15 minutes. Recharge was quick at location B-10, but notably slow at B-11. The wells were allowed to stabilize for approximately four hours. Groundwater samples were collected upon return to the site at the end of the day of field exploration using a low-flow peristaltic pump system and disposable tubing to prevent cross-contamination. Both sets were submitted for quantitative gasoline- and diesel/oil-range analysis (NWTPH-Gx & BTEX and NWTPH-Dx). Location B-10 was also sampled for RCRA Metals screening.

Analytical Results:

Laboratory results of soil and groundwater analyses are summarized in Tables 3 and 4 of Appendix A. Complete analytical results and Chain of Custody records are attached in Appendix E. Results are also annotated on the site plan aerial photo, Figure 2 of Appendix B2.

Soil Analysis

Results of NWTPH-HCID analysis confirmed petroleum hydrocarbons were not present above practical quantitation limits (100 mg/kg) in sampled soils from borehole B-13 that also did not register PID readings. The HCID sample from 6.5 feet BPG at B-9 did not detect gasoline- and diesel-range hydrocarbons but registered an estimated oil-range concentration of 569 mg/kg, which is below MTCA Method A limits detailed below.

At borehole B-10 at 6.5 feet BPG below the remediation backfill, NWTPH-Dx analysis recorded oil-range hydrocarbons at 177 mg/Kg. No diesel-range product was detected. NWTPH-Gx analysis at B-10 recorded gasoline-range concentration at 189 mg/Kg, but no BTEX components were detected. Comparing to MTCA Method A standards, discovered oil-range concentrations were relatively low (2000 mg/kg limit) while gas-range product exceeded limits (100 mg/Kg where no BTEX is present).

At borehole B-11 at 3.5 feet BPG, NWTPH-Dx & Gx analyses did not detect diesel- or oil-range or gasoline-range hydrocarbons over minimum detection levels of approximately 50 mg/Kg.

At borehole B-12 at 4.5 feet BPG, outside of the southeast edge of the 2001 remediation, diesel-range product was not detected by NWTPH-Dx analysis. Oil-range hydrocarbons registered a concentration of 13800 mg/Kg, significantly exceeding MTCA limits. NWTPH-Gx analysis at B-12 recorded gasoline-range concentration at 138 mg/Kg (laboratory duplicate result of 193 mg/Kg), also above MTCA Limits.

Results of RCRA Metals analysis on two soil samples from unremediated locations (B-9, B-12) show concentrations of metals analytes generally either not detected (ND) above practical quantitation limits or occurring at or below background levels (Table 3.2, Appendix A). Selenium and Silver were not detected at any sample location. Lead concentrations were notably below background levels. Background concentrations are published by the Washington State Department of Ecology, and referenced from *Natural Background Soil Metals Concentrations in Washington State* (Publication No. 94-115, 1994). The site vicinity is within Group “W”, which includes Whatcom and Skagit Counties. For reference, the applicable background levels (90th percentile) and Washington State Background reference levels and MTCA cleanup standards are shown in Table 3.1.

Cadmium was present in the B-12 sample at a concentration exceeding MTCA Method A standards for the analyte (2.88 mg/Kg versus 2.0 mg/Kg limit). No other metals analytes in the B-12 sample were elevated above referenced background levels. Cadmium was elevated at the B-9 location but not exceeding MTCA limits (1.43 mg/Kg). High cadmium concentrations may be related directly to the petroleum-affected conditions, indirectly as part of a pattern of waste contamination at this location, or in part due to locally elevated background levels in native soils as suggested by prior comparable results

from native soils at the eastern residential area of the site. It is not possible to further differentiate potential sources based on this result alone.

Groundwater Analysis

NWTPH-Gx analysis of groundwater samples from B-10 and B-11 did not detect gasoline-range hydrocarbons. NWTPH-Dx analysis of the B-10 sample also did not detect diesel- or oil-range hydrocarbons. The B-11 sample did not contain detectable diesel-range product, however oil-range contaminant was present at 56900 ppb (57 ppm), significantly exceeding cleanup standards. The MTCA Method A limit for oil in groundwater is 500 ppb (0.5 ppm).

RCRA Metals analysis was also conducted on groundwater sampled from borehole B-10 beneath the remediation zone. The analysis returned results of all analytes as non-detected or below MTCA Method A standards for concentrations in groundwater where applicable. During field sampling, retrieved water appeared generally clear and free of waterborn silt. In comparison with this supplemental testing, prior results reported for groundwater at the B-3 location are interpreted to be unreliable due to excess silt observed during sampling operations at B-3.

Discussion of Findings:

This supplemental investigation toward Phase II-level environmental characterization of the former east tank site has confirmed petroleum-affected soils remain in the general vicinity in concentrations above MTCA Method A Cleanup Standards for unrestricted land use. Gasoline-range product exceeded limits in soil beneath the north-central area of the 2001 remediation zone, as well as outside of the southeast and northeast corners of the remediation extent. The prior reported northeast location (B-3) contained significantly high levels of gasoline at approximately 10 feet BPG (1370 mg/Kg versus 100 mg/Kg limit). However no BTEX components were detected, and no diesel-range product was discovered. Oil-range product was detected to remain at a high concentration at the southeast location (B-12) at 4.5 feet BPG, observed to extend to approximately 12 feet BPG, as well as at lower concentrations beneath and to the west of the remediation zone where sampled. Cadmium was also elevated at B-12.

Groundwater contained concentrations of oil-range product at or above MTCA Method A standards at the northeast edge of the remediation (B-3) and approximately 25 feet east adjacent to the utility corridor (B-11), but was not detected at B-10 beneath the remediation area. The level at B-11 was significantly high (57 ppm vs 0.5 ppm limit). Based on field observations, pockets of free oil product may be perched among the more permeable shallow soil layers and communicating with groundwater to a limited extent. If so, the sample may represent a mixture of latent groundwater and encountered oil product rather than a fully integrated, representative groundwater sample.

In general, groundwater appears to be impacted by gasoline- and oil-range product to locally varying degrees among the east tank site as a result of remaining areas of soil contamination both outside of and below the prior remediation zone. Some migration of free product may have occurred, as suggested by the results at B-11 where soil was not detectably affected while groundwater oil-range concentrations were high next to the utility corridor. Tank sources are understood to have been removed in 1990, consisting of gas and diesel tanks. There is no documentation of oil tanks or waste cisterns used at the site, although apparent waste oil piping was broken and capped during the 2001 remediation. Presently the source and destination of such piping remains unknown, so the possibility of an historic environmental release of waste oil over time cannot be ruled out given current site conditions. Alternatively it is possible one of the tanks was used for waste oil before removal.

MTC anticipates the pattern of petroleum levels exceeding MTCA Method A limits in soil and groundwater media will necessitate further remedial action prior to or at the onset of site redevelopment. MTC's findings indicate the north and west extents as well as the depth of remaining contamination in the vicinity of the tank site are generally constrained. At approximately 15 feet west of the prior remediation, oil hydrocarbon levels were well below limits. Within roughly 20 feet north of the northeast remediation corner (and B-3 location with high gasoline levels in soil), no evidence of hydrocarbons was found. The extent of impacted soils was not delineated south of the tank site, although the general pattern of known contamination suggests affected conditions to the south may also be relatively localized. Directly east of the remediation and along the north-south utility corridor, the full extent of contamination is not well constrained. The corridor is surficially low compared to the loading bay zone to the west and open plant yard to the east. Amended trench soils may have provided a localized collection zone and preferential flow pathway for allowing shallow product migration along areas both north and south from the B-11 test location. Due to existing, active utilities in the corridor, this issue would be difficult to assess further and may be more appropriately addressed during remediation efforts or utility revisions for redevelopment.

Generally speaking, cleanup activities should anticipate difficulties including major dewatering and disposal of affected groundwater along with soil facility disposal. Cleanup efforts should be planned for the mid- to late-summer months when groundwater levels are lowest, although excavation at or below summer groundwater level will likely be unavoidable if attempting to remove impacted soils to the depths referenced herein. It is likely the excavation zone will need to be extended locally further than anticipated for a cleanup area due to the complexity of soil conditions and limitations to characterization discussed herein, especially along the utility corridor. It may be beneficial to conduct additional pre-remediation explorations of determined areas of interest, as a cost- and scope-limiting measure.

Recommendations and Closing Remarks:

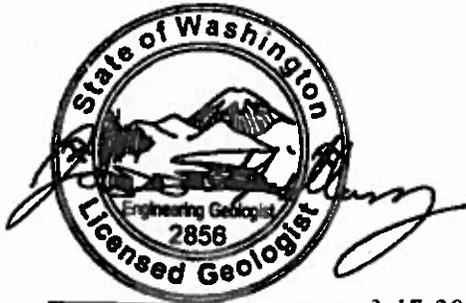
If the site is selected for purchase and future redevelopment, MTC recommends that we be retained by Skagit County for environmental consultation and assessment services. Phase III activities, to the general extent discussed herein, are anticipated to be required prior to or during redevelopment based on the results of MTC's Phase II ESA and supplemental investigation. If undertaken at the subject property, the Phase III process may necessitate further assessment activities, potentially including:

- Phase III feasibility analysis for consideration of cleanup methods, extents, and project goals, in coordination with the Washington Department of Ecology.
- Pre-remediation explorations if desired to further delineate proposed cleanup boundaries extending to the south and east of the prior remediation zone.
- Sampling and analysis during remediation for assistance in direction of cleanup extents and confirmation of achieved conditions, with associated reporting.

MTC has performed this supplemental investigation towards Phase 2 Environmental Site Assessment for the Alf Christianson Seed Site located at 101 East Section Street in Mt. Vernon, Washington. This study has been conducted in accordance with generally accepted environmental assessment methods and practices, as referred to in ASTM E1903-11 *Standard Practice for Environmental Site Assessments: Phase II ESA Process*. No other warranties, expressed or implied, are made concerning the professional services provided under the terms of our contract and included in this report.

This report has been prepared for the exclusive use of the client, Skagit County, and its consultants. No reliance on this report and its findings may be assumed by any other third party person or entity without the expressed written consent of Materials Testing and Consulting, Inc. and Skagit County.

Respectfully Submitted,
MATERIALS TESTING & CONSULTING, INC.



John R. Gillaspay

3-17-2014

John R. Gillaspay, L.E.G.
Project Engineering Geologist



3-17-2014

Leland B. Rupp, P.E.
Geotechnical Division Manager

Attached: Appendix A. Sample List and Data Tables
 Appendix B. Site Plans with Test Locations and Analytical Results
 Appendix C. Photographs of Supplemental Investigation
 Appendix D. Exploration Logs
 Appendix E. Analytical Laboratory Results

Appendix A. Samples & Data Tables

TABLE 1. List of Analytical Sample Locations

Location	Depth (BPG, ft)	Media	Analysis	Sample Date
B-9	6.5	Soil	RCRA Metals	2/18/2014
B-9	6.5	Soil	HCID	2/18/2014
B-10	6.5	Soil	NWTPH-Gx & BTEX	2/18/2014
B-10	6.5	Soil	NWTPH-Dx	2/18/2014
B-10	N/A	Groundwater	NWTPH-Gx & BTEX	2/18/2014
B-10	N/A	Groundwater	NWTPH-Dx	2/18/2014
B-10	N/A	Groundwater	RCRA Metals	2/18/2014
B-11	3.5	Soil	NWTPH-Gx & BTEX	2/18/2014
B-11	3.5	Soil	NWTPH-Dx	2/18/2014
B-11	N/A	Groundwater	NWTPH-Gx & BTEX	2/18/2014
B-11	N/A	Groundwater	NWTPH-Dx	2/18/2014
B-12	4.5	Soil	NWTPH-Gx & BTEX	2/18/2014
B-12	4.5	Soil	NWTPH-Dx	2/18/2014
B-12	10.5	Soil	RCRA Metals	2/18/2014
B-13	8.5	Soil	HCID	2/18/2014

TABLE 2. Field PID Screening Results

Location	Depth (BPG, ft)	Result (ppm)
B-9	4.0	-
B-9	7.0	-
B-10	6.5	202
B-11	3.5	1
B-11	6.5	0.5
B-11	11.0	0.8
B-12	4.5	52
B-12	10.5	35
B-12	12.5	27
B-13	8.5	-

TABLE 3.1. Soil Analytical Results – Hydrocarbon Analyses

Location	Depth (BPG, ft)	Analysis	Gasoline C ₁ -C ₁₂ (mg/kg)	Diesel C ₁₂ -C ₂₄ (mg/kg)	Oil >C ₂₄ (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethylbenzene (mg/kg)	Xylenes (mg/kg)
B-9	6.5	HCID	ND	ND	569	-	-	-	-
B-10	6.5	NWTPH-Gx	189	-	-	ND	ND	ND	ND
B-10	6.5	NWTPH-Dx	-	ND	177	-	-	-	-
B-11	3.5	NWTPH-Gx	ND	-	-	ND	ND	ND	ND
B-11	3.5	NWTPH-Dx	-	ND	ND	-	-	-	-
B-12	4.5	NWTPH-Gx	138 [^]	-	-	ND	ND	ND	ND
B-12	4.5	NWTPH-Dx	-	ND	13800	-	-	-	-
B-13	8.5	HCID	ND	ND	ND	-	-	-	-
MTCA METHOD A CLEANUP STANDARDS			100	2000	2000	0.03	7.0	6.0	9.0
PQL - NWTPH-Gx & Dx *			40	50	50	0.04	0.16	0.16	0.32
PQL - HCID *			100	100	100	-	-	-	-

All values presented in units of mg/kg (ppm).

ND = Not detected by method Practical Quantitation Limits (PQL).

* PQL per analyses specified by laboratory.

[^] Laboratory QC Duplicate result = 193 mg/Kg.

TABLE 3.2. Soil Analytical Results – RCRA Metals Analysis

Location	Depth (BPG, ft)	Arsenic (mg/kg)	Barium (mg/kg)	Cadmium (mg/kg)	Chromium (mg/kg)	Copper (mg/kg)	Lead (mg/kg)	Mercury (mg/kg)	Selenium (mg/kg)	Silver (mg/kg)
B-9	6.5	ND	33.4	1.43	22.6	12.0	8.95	0.0396	ND	ND
B-12	10.5	4.66	135	2.88	43.7	33.1	8.84	0.0627	ND	ND
Background Soil Concentration (90%)		8.5	255*	0.1 (**)	78.5	52.9	10.7	0.13	0.78*	0.61*
MTCA Method A Cleanup Standards		20	^	2	2000 (III)	^	250	2	^	^

All values presented in units of mg/kg (ppm). ND = Not detected by method Practical Quantitation Limits (PQL).

* Background concentrations taken directly from report referenced in text. Not included in current WA DoE published lists.

All other background concentrations (90th percentile) published by WA DoE.

** Statewide background concentration provided for reference.

[^] Denotes metal does not have a Method A cleanup level per current MTCA standards.

TABLE 4.1. Groundwater Analytical Results – Hydrocarbon Analyses

Location	Analysis	Gasoline C ₈ -C ₁₂ (ug/L)	Diesel C ₁₂ -C ₂₄ (ug/L)	Oil >C ₂₄ (ug/L)	Benzene (ug/L)	Toluene (ug/L)	Ethylbenzene (ug/L)	Xylenes (ug/L)
B-10	NWTPH-Gx & Dx	ND	ND	ND	ND	ND	ND	ND
B-11	NWTPH-Gx & Dx	ND	ND	56900	ND	ND	ND	ND
MTCA METHOD A CLEANUP STANDARDS		1000	500	500	5.0	1000	700	1000
Practical Quantitation Limit		100	200	200	0.4	0.4	0.4	0.8

All values presented in units of ug/L (ppb).

ND = Not detected by method Minimum Detection Limits (MDL), listed above.

TABLE 4.2. Groundwater Analytical Results – RCRA Metals Analysis

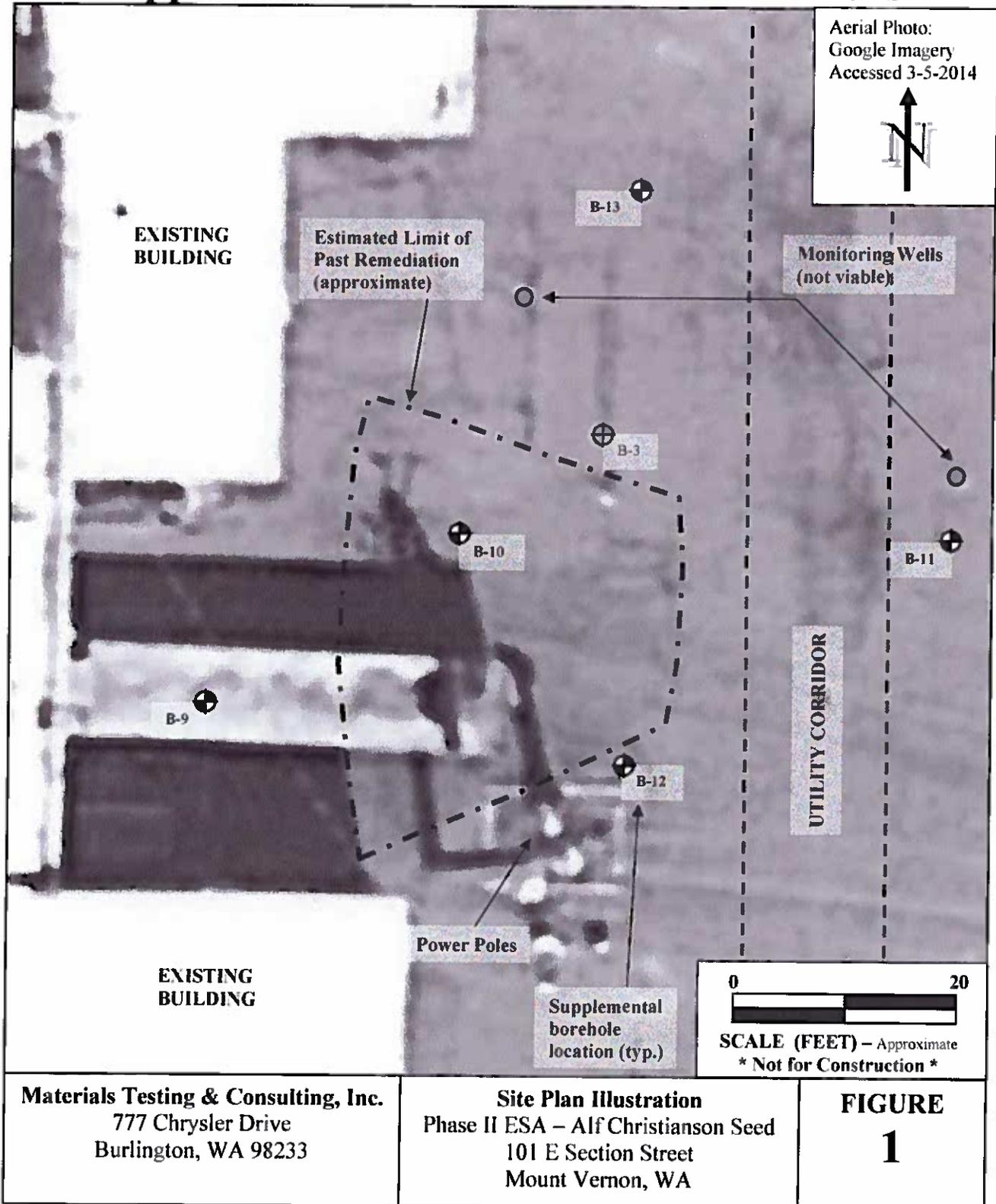
Location	Arsenic (ug/L)	Barium (ug/L)	Cadmium (ug/L)	Chromium (ug/L)	Lead (ug/L)	Mercury (ug/L)	Selenium (ug/L)	Silver (ug/L)
B-10	2.2	48.0	0.05	7.4	2.7	ND	0.9	0.05
MTCA Method A Cleanup Standards	5	^	5	50	15	2	^	^
Method Reporting Limit	1.0	1.0	0.12	1.0	0.5	0.2	2.0	0.2

All values presented in units of ug/L (ppb).

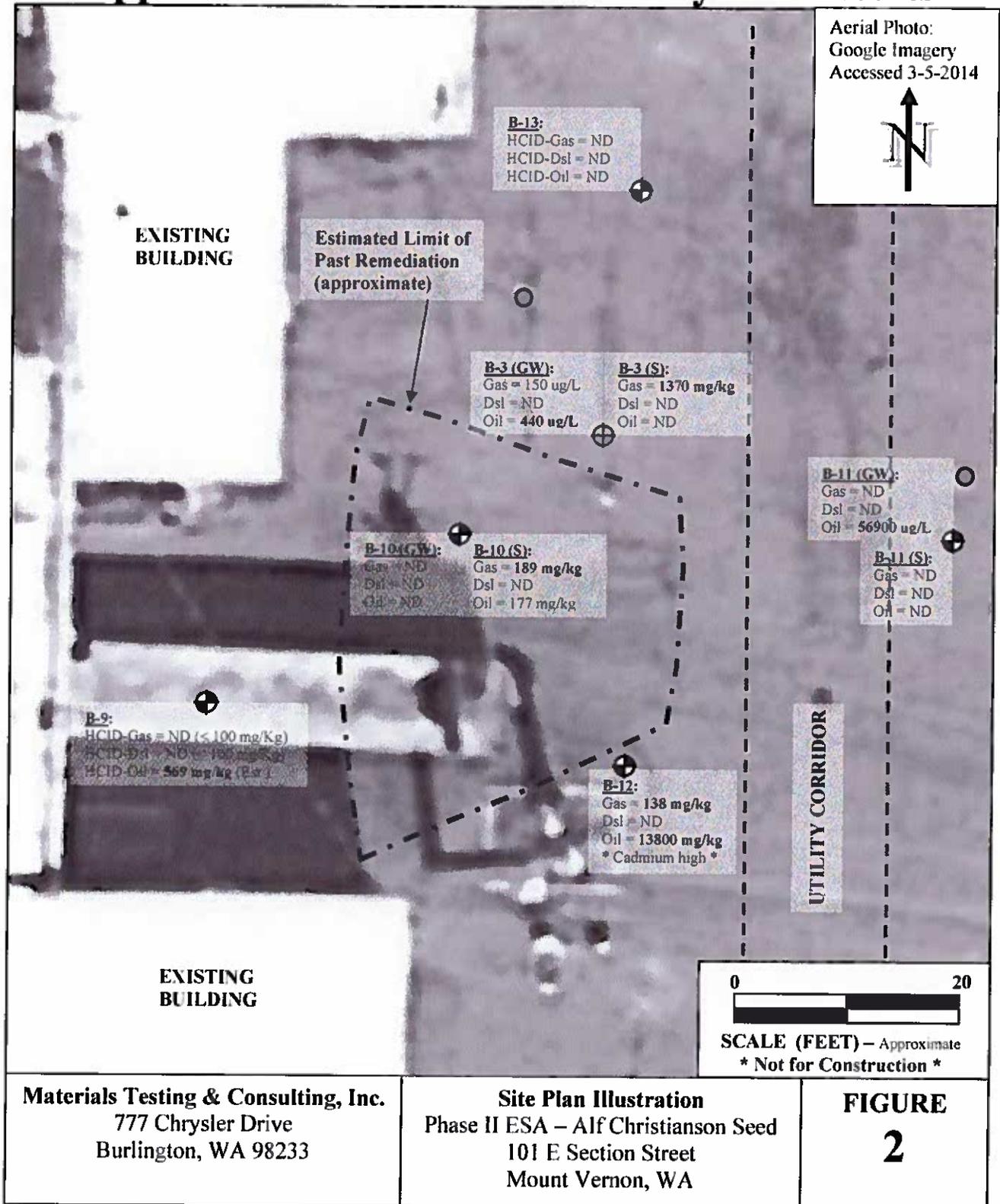
ND = Not detected by method Practical Quantitation Limits (PQL).

^ Denotes metal does not have a Method A cleanup level per current MTCA standards.

Appendix B1. Site Plan with Test Locations



Appendix B2. Site Plan with Analytical Results



Appendix C. Photos of Supplemental Investigation

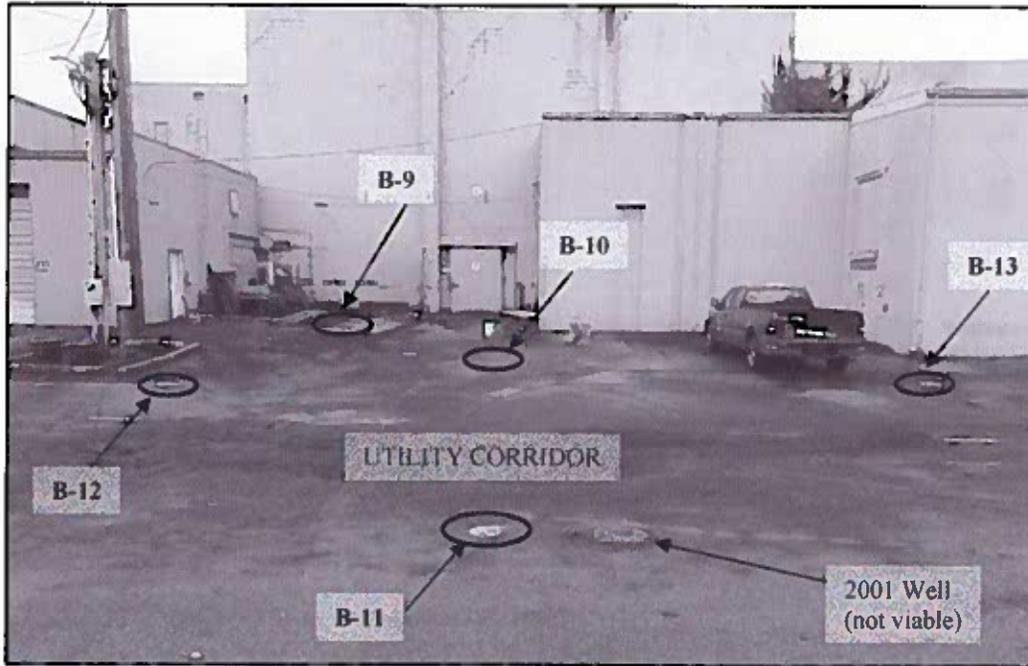


Photo 1. Looking West at study area of former east tank site. Borehole locations noted.

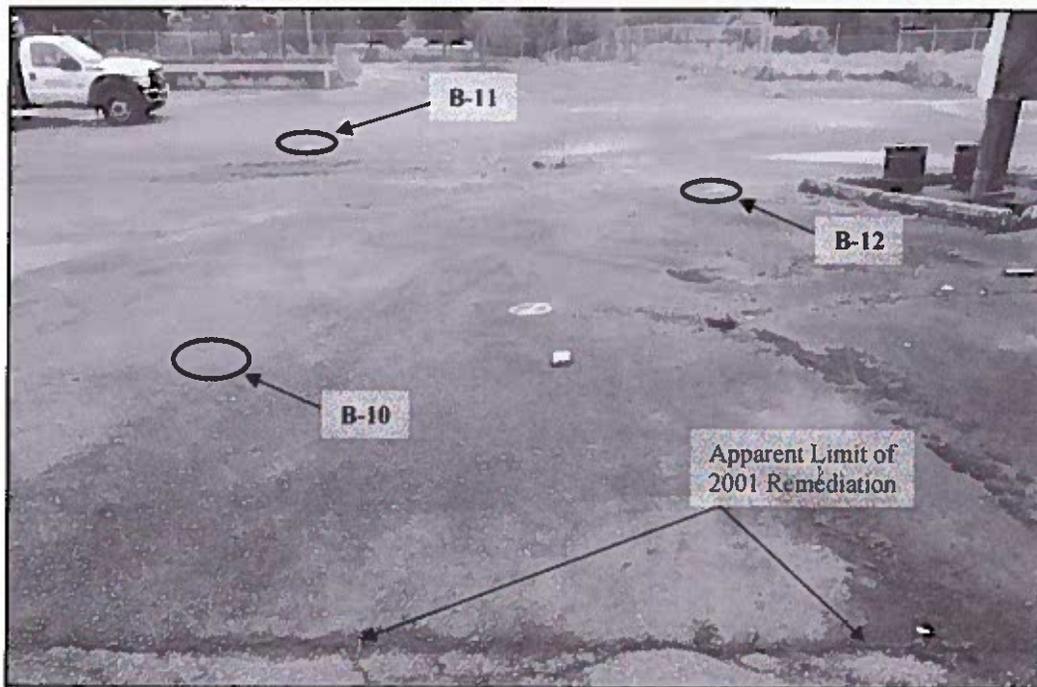
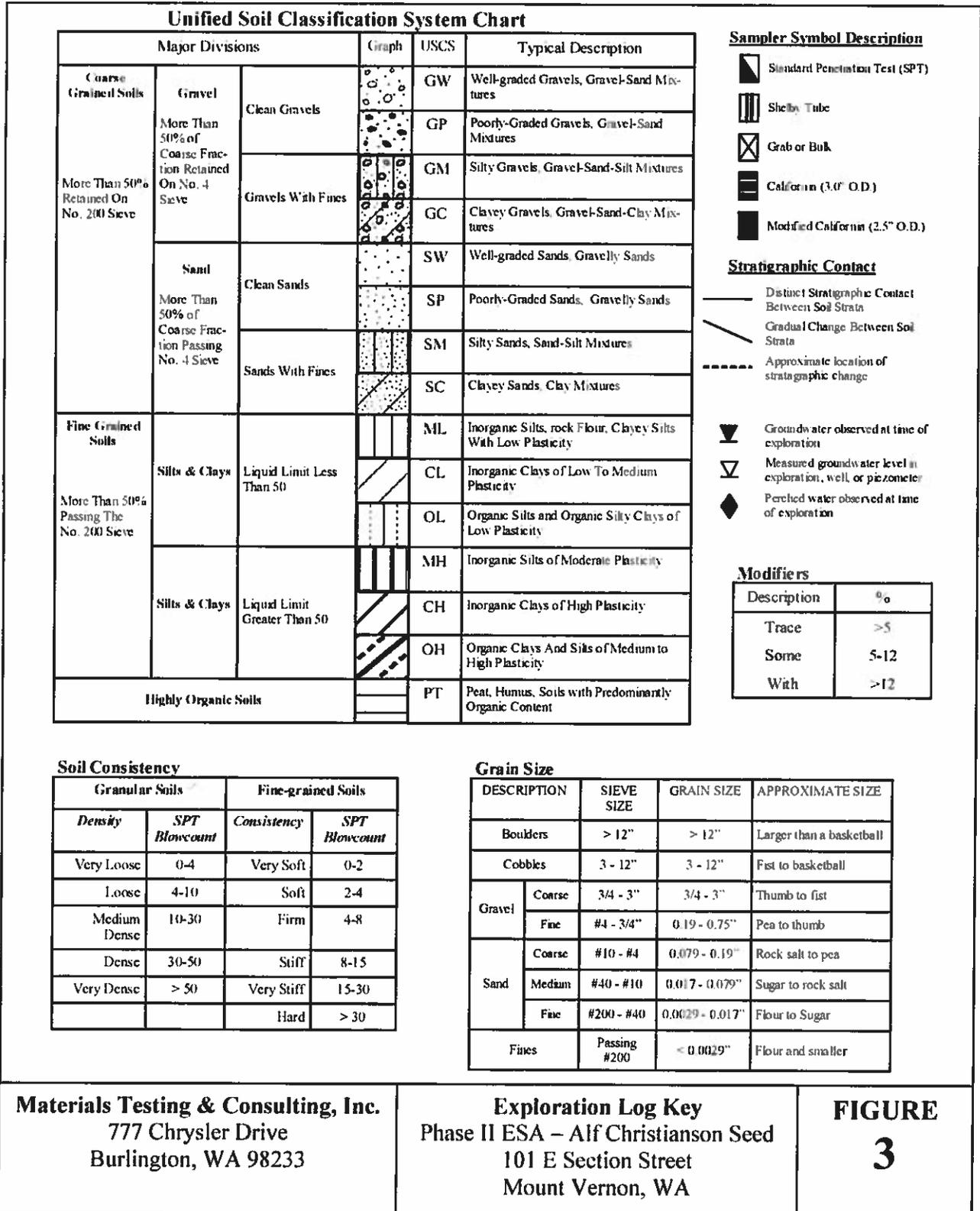


Photo 2. Looking East from West edge of apparent 2001 remediation zone. Borehole locations shown. Note surface grade slopes eastward down to utility corridor in background.

Appendix D. Exploration Logs



Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive			Log of Boring B-9 (Page 1 of 1)				
Skagit County Jail - Phase 2 ESA (Supplemental) Alf Christiansen Seed Site, 101 E Section Street Mt. Vernon, WA			Date Started	2/18/14			
MTC Project No. 13B093-03			Date Completed	2/18/14			
			Sampling Method	Geoprobe: Continuous sampling, 5' sleeves			
			Location	Loading Bay, 15' W of prior Excavation Zone			
			Logged By	J. Gillespy			
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID
0	AC+C		Asphalt - 3" ; Concrete 3"				
	SM-GM		SILTY SAND WITH GRAVEL, variable fines, medium dense, dry to damp. Medium BROWN. (Apparent gravel base fill)				
	ML		SANDY SILT, medium stiff, moist. Medium BROWN-GRAY, mottled. Becomes GRAY SILT with common organics, soft.	0		X	
5	SM		SILTY SAND, sand is fine-grained, loose, saturated. Medium BROWN-GRAY, mottled. Becomes heavily rust-stained from ~5.5' to 7.5' depth. Becomes GRAY.	0		X	B-9 @ 6.5' (HCID) (RCRA Metals)
10	SP		SAND, medium- to coarse-grained, minor to no fines, loose to medium dense, saturated. Medium GRAY.				
	TD 10.0' Boring terminated to set PVC well screening. Free water encountered at approximately 4.0' depth. * PVC well abandoned after unsuccessful draw attempts *						
15							

Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive		Log of Boring B-10 (Page 1 of 1)						
Skagit County Jail - Phase 2 ESA (Supplemental) Alf Christiansen Seed Site, 101 E Section Street Mt. Vernon, WA		Date Started : 2/18/14	Date Completed : 2/18/14	Sampling Method : Geoprobe: Continuous sampling, 5' sleeves				
MTC Project No. 13B093-03		Location : NW-central area of prior Excavation zone		Logged By : J. Gillespy				
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID	PVC Well (Temporary)
0	AC		Asphalt - 3"					0
	GM		FILL GRAVEL WITH SAND, resembles crushed concrete and asphalt debris. (Apparent excavation backfill)					
	SM-GM		SILTY SAND WITH GRAVEL, variable content, loose to medium dense, dry to damp, contains some larger rocks. Medium BROWN to GRAY. (Apparent excavation backfill) Becomes wet. From approximately 5' to 6', Fill mixed with native below.					4
	SM		SILTY SAND, sand is fine- to medium-grained, loose to medium dense, saturated. Light BROWN-GRAY, mottled to GRAY. * PETROLEUM ODOR AND VISIBLE SHEEN NOTED from 6' to 8' *		202		B-10 @ 6.5' (NWTPH-Gx) (NWTPH-Dx)	
10	TD 10.0' Boring terminated to insert PVC well screening. Free water encountered at approximately 4.5' depth. Water level in well stabilized at 4.2'.							
15								

Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive		Log of Boring B-11 (Page 1 of 1)						
Skagit County Jail - Phase 2 ESA (Supplemental) Alf Christiansen Seed Site, 101 E Section Street Mt. Vernon, WA		Date Started : 2/18/14	Date Completed : 2/18/14					
MTC Project No. 13B093-03		Sampling Method : Geoprobe: Continuous sampling, 5' sleeves	Location : 24' E of prior Excavation zone, E of utilities					
		Logged By : J. Gillaepy						
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID	PVC Well (Temporary)
0	AC		Asphalt - 3"					0
	SM-GM		SILTY SAND WITH GRAVEL, variable content, medium dense, dry. Medium GRAY. (Apparent gravel base fill)					
	ML		SILT, medium stiff, damp. Dark BROWN.					
	SM		SILTY SAND, sand is fine-grained, loose, moist to wet. Dark GRAY. * PETROLEUM ODOR AND VISIBLE SHEEN NOTED from 3' to 4.5' * * Oily residue on extracted equipment and PVC casing *	1.0			B-11 @ 3.5' (NWTPH-Gx) (NWTPH-Dx)	4
5	ML		SILT to SANDY SILT, medium stiff, moist to wet. Medium BROWN-GRAY to GRAY. * Minor sheet at upper boundary *	0.5			B-10 GW (NWTPH-Gx) (NWTPH-Dx) (RCRA Metals)	
	OL		PEATY SILT to SILT, soft to very soft, saturated, abundant organic matter and wood remnants. Dark BROWN to BLACK.					
10	SP		SAND, coarse-grained, minor to no fines, medium dense. Medium GRAY. * LIGHT SHEEN NOTED from 10' to 12' *	0.8				
15	TD 15.0' Boring terminated at contract depth. Free water encountered at approximately 4.2' depth. Water level in well stabilized at 3.5'. Low draw rate noted.							

Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive			Log of Boring B-12 (Page 1 of 1)				
Skagit County Jail - Phase 2 ESA (Supplemental) Alf Christiansen Seed Site, 101 E Section Street Mt. Vernon, WA			Date Started	2/18/14			
MTC Project No. 13B093-03			Date Completed	2/18/14			
			Sampling Method	Geoprobe: Continuous sampling, 5' sleeves			
			Location	Outer SE edge of prior Excavation Zone			
			Logged By	J. Gillespy			
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID
0	AC		Asphalt - 3"				
	SM-GM		SILTY SAND WITH GRAVEL, variable fines and content, medium dense, dry to damp. Medium BROWN to BROWN-GRAY. (Apparent gravel base fill)				
	UCF		UNCONTROLLED FILL: SAND-GRAVEL-SILT mixture, medium dense, damp, variable fines and color. Light to Medium BROWN to GRAY. (Highly variable content - apparent imported and native fills)				
	SM		SILTY SAND, sand is fine- to medium-grained, loose, moist to wet. Medium BROWN-GRAY, mottled. * VISIBLE SHEEN NOTED from 4' to 4.5' *	52			
5	ML		SILT to SILTY CLAY, medium stiff, moist. Medium BROWN-GRAY. SILTY fine SAND lenses interbedded from 5.5' to 6.5'. Minor sheet noted in sand.				B-12 @ 4.5' (NWTPH-Gx) (NWTPH-Dx)
	OL		PEATY SILT to SILT, soft to very soft, saturated, abundant organic matter and wood remnants. Dark BROWN to BLACK.				
10	ML-SM		SANDY SILT to SILTY SAND, soft/loose, wet to saturated. Medium BROWN-GRAY to GRAY. * VISIBLE SHEEN NOTED from 10.5' to 12.5' *	35			B-12 @ 10.5' (RCRA Metals)
	ML		SILT, soft to medium stiff, moist, contains wood remnants. Medium BROWN.	27			
	SP		SAND, coarse-grained, no fines, loose to medium dense, saturated. Medium GRAY.				
15	TD 15.0' Boring terminated at contracted depth. Water seepages noted below approximately 4.0' depth.						

Materials Testing & Consulting, Inc. Burlington, WA 777 Chrysler Drive		Log of Boring B-13 (Page 1 of 1)					
Skagit County Jail - Phase 2 ESA (Supplemental) Alf Christiansen Seed Site, 101 E Section Street Mt. Vernon, WA		Date Started	2/18/14				
MTC Project No. 13B093-03		Date Completed	2/18/14				
		Sampling Method	Geoprobe: Continuous sampling 5' sleeves				
		Location	20' N of prior Excavation Zone				
		Logged By	J. Gillespy				
Depth in Feet	USCS	GRAPHIC	DESCRIPTION	Water Level	PID Reading	PID Sample	LAB ID
0	AC		Asphalt - 3"				
	SM-GM		SILTY SAND WITH GRAVEL, variable fines and content, medium dense, dry to damp. Medium BROWN to GRAY. (Apparent gravel base fill, several layers)				
	ML		SILT, stiff, dry. Medium BROWN.				
5	ML-SM		SANDY SILT to SILTY SAND, sand is fine-grained, soft/loose, moist to wet. Medium BROWN-GRAY. Organic-rich lens. Organics and peat content from 7' to 7.5'.				
10	SM		SILTY SAND, sand is fine- to medium-grained, loose, saturated. Medium BROWN-GRAY. Becomes GRAY.		0		B-13 @ 8.5' (HCID)
	SP		SAND, coarse-grained, no fines, loose to medium dense, saturated. Medium GRAY.				
15	TD 15.0' Boring terminated at contracted depth. Water seepage encountered at approximately 4.0' depth.						

Appendix E. Analytical Laboratory Results

ATTACHED:

- Exhibit 1:* NWTPH-Gx Analyses
- Exhibit 2:* NWTPH-Dx Analyses
- Exhibit 3:* NWTPH-HCID Analyses
- Exhibit 4:* RCRA Metals Analyses
- Exhibit 5:* Laboratory Sample Duplicates QC Report
- Exhibit 6:* Chain of Custody Form



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 Bellingham WA Microbiology 805 Orchard Dr Ste 4 - 98225 360 671.0688
 Portland OR Microbiology/Chemistry 9150 SW Pioneer Ct Ste W- 97070 503 682.7802

Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
 777 Chrysler Drive
 Burlington, WA 98233

Reference Number: **14-02969**
 Project: **Phase II ESA, 13B093-02**
 Report Date: **3/12/14**
 Date Received: **2/19/14**
 Peer Review:

Sample Description: B-10 GW - AC Seed	Sample Date: 2/18/14
Lab Number: 7339	Collected By:
Date: 3/3/14	Analyzed By: HY

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
NWTPH-Gx										
BENZENE	ND		1	0.005	0.0004	0.00014	mg/L	8260B/5030B	GXW_140303	
TOLUENE	ND		1	1.00	0.0004	0.00013	mg/L	8260B/5030B	GXW_140303	
ETHYLBENZENE	ND		1	0.70	0.0004	9.00E-05	mg/L	8260B/5030B	GXW_140303	
TOTAL XYLENES	ND		1	1.00	0.0008	0.00027	mg/L	8260B/5030B	GXW_140303	
GASOLINE (C8 - C12)	ND		1	1	0.10	0.039	mg/L	8260B/5030B	GXW_140303	

Sample Description: B-11 GW - AC Seed	Sample Date: 2/18/14
Lab Number: 7340	Collected By:
Date: 3/3/14	Analyzed By: HY

Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment
NWTPH-Gx										
BENZENE	ND		1	0.005	0.0004	0.00014	mg/L	8260B/5030B	GXW_140303	
TOLUENE	ND		1	1.00	0.0004	0.0002	mg/L	8260B/5030B	GXW_140303	
ETHYLBENZENE	ND		1	0.70	0.0004	0.00021	mg/L	8260B/5030B	GXW_140303	
TOTAL XYLENES	ND		1	1.00	0.0008	0.0001	mg/L	8260B/5030B	GXW_140303	
GASOLINE (C8 - C12)	ND		1	1	0.10	0.0125	mg/L	8260B/5030B	GXW_140303	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
 PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
 D.F. - Dilution Factor
 Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001
 The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

If you have any questions concerning this report contact us at the above phone number.



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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02969**
Project: **Phase II ESA, 13B093-02**
Report Date: **3/12/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: **B-10 @ 6.5' - AC Seed**
Lab Number: **7334**
Date: **3/4/14**

Sample Date: **2/18/14**
Collected By:
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup		MDL	Units	Method	Batch	Comment
				Level	PQL					
NWTPH-Gx										
BENZENE	ND		2	0.03	0.04		mg/Kg	8260B/5035A	GXS_140304	
TOLUENE	ND		2	7.0	0.16		mg/Kg	8260B/5035A	GXS_140304	
ETHYLBENZENE	ND		2	6.0	0.16		mg/Kg	8260B/5035A	GXS_140304	
TOTAL XYLENES	ND		2	9.0	0.32		mg/Kg	8260B/5035A	GXS_140304	
GAS Range Organics	189		2	100/30*	40		mg/Kg	8260B/5035A	GXS_140304	

Sample Description: **B-11 @ 3.5' - AC Seed**
Lab Number: **7335**
Date: **3/4/14**

Sample Date: **2/18/14**
Collected By:
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup		MDL	Units	Method	Batch	Comment
				Level	PQL					
NWTPH-Gx										
BENZENE	ND		2	0.03	0.04		mg/Kg	8260B/5035A	GXS_140304	
TOLUENE	ND		2	7.0	0.16		mg/Kg	8260B/5035A	GXS_140304	
ETHYLBENZENE	ND		2	6.0	0.16		mg/Kg	8260B/5035A	GXS_140304	
TOTAL XYLENES	ND		2	9.0	0.32		mg/Kg	8260B/5035A	GXS_140304	
GAS Range Organics	ND		2	100/30*	40		mg/Kg	8260B/5035A	GXS_140304	

Sample Description: **B-12 @ 4.5' - AC Seed**
Lab Number: **7336**
Date: **3/4/14**

Sample Date: **2/18/14**
Collected By:
Analyzed By: **HY**

Parameter	Result	Flag	DF	Cleanup		MDL	Units	Method	Batch	Comment
				Level	PQL					
NWTPH-Gx										
BENZENE	ND		2	0.03	0.04		mg/Kg	8260B/5035A	GXS_140304	

Notation

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).
PQL - Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
D.F. - Dilution Factor
Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001
The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

If you have any questions concerning this report contact us at the above phone number.

Hydrocarbon Data Report

TOLUENE	ND	2	7.0	0.18	mg/Kg	8260B/5035A	GXS_140304
ETHYLBENZENE	ND	2	6.0	0.18	mg/Kg	8260B/5035A	GXS_140304
TOTAL XYLENES	ND	2	9.0	0.36	mg/Kg	8260B/5035A	GXS_140304
GAS Range Organics	138	2	100/30*	45	mg/Kg	8260B/5035A	GXS_140304

Notation

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).

PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.

D.F. - Dilution Factor

*Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001

The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.



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Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02969**
Project: **Phase II ESA, 13B093-02**
Report Date: **2/28/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: B-10 GW - AC Seed						Sample Date: 2/18/14				
Lab Number: 7339						Collected By:				
Date: 2/27/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		1	0.5	0.2	0.09	mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup
HEAVIER OILS (>C24)	ND		1	0.5	0.2		mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup

Sample Description: B-11 GW - AC Seed						Sample Date: 2/18/14				
Lab Number: 7340						Collected By:				
Date: 2/27/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		10	0.5	2	0.9	mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup
HEAVIER OILS (>C24)	56.9		10	0.5	2		mg/L	NWTPH-Dx/3510C	DXW_140226	acid/silica gel cleanup

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).

PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.

D.F. - Dilution Factor

Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WA) contaminants in the specified matrix. Amended Feb 12, 2001

The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

If you have any questions concerning this report contact us at the above phone number.



Burlington WA Bellingham WA Portland OR
 Corporate Office Microbiology Microbiology/Chemistry
 1620 S Walnut St - 98233 805 Orchard Dr Ste 4 - 98225 9150 SW Pioneer Ct Ste W- 97070
 800.755.9295 • 360.757.1400 360.671.0688 503.682.7802

Hydrocarbon Data Report

Client Name: Materials Testing & Consulting
 777 Chrysler Drive
 Burlington, WA 98233

Reference Number: 14-02969
Project: Phase II ESA, 13B093-02
Report Date: 2/28/14
Date Received: 2/19/14
Peer Review:

Sample Description: B-10 @ 6.5' - AC Seed						Sample Date: 2/18/14				
Lab Number: 7334						Collected By:				
Date: 2/21/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXS_140221	
HEAVIER OILS (>C24)	177		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXS_140221	

Sample Description: B-11 @ 3.5' - AC Seed						Sample Date: 2/18/14				
Lab Number: 7335						Collected By:				
Date: 2/21/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXS_140221	
HEAVIER OILS (>C24)	ND		1	2000	50		mg/Kg	NWTPH-Dx/3550B	DXS_140221	

Sample Description: B-12 @ 4.5' - AC Seed						Sample Date: 2/18/14				
Lab Number: 7336						Collected By:				
Date: 2/21/14						Analyzed By: RJK				
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

NWTPH-Dx

DIESEL (C12 - C24)	ND		10	2000	500		mg/Kg	NWTPH-Dx/3550B	DXS_140221	
HEAVIER OILS (>C24)	13800		10	2000	500		mg/Kg	NWTPH-Dx/3550B	DXS_140221	

Notation

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL)
 PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
 D.F. - Dilution Factor
 Cleanup Level - The regulatory limit for Method A Cleanup Level (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001
 The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

If you have any questions concerning this report contact us at the above phone number.



Burlington WA

Corporate Office

1620 S Walnut St - 98233
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Bellingham WA

Microbiology

805 Orchard Dr Ste 4 - 98225
360 671 0688

Portland OR

Microbiology/Chemistry

8150 SW Pioneer Ct Ste W- 97070
503 682 7802

Hydrocarbon Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02969**
Project: **Phase II ESA, 13B093-02**
Report Date: **2/27/14**
Date Received: **2/19/14**
Peer Review:

Sample Description: B-9 @ 6.5' - AC Seed		Sample Date: 2/18/14								
Lab Number: 7333		Collected By:								
Date: 2/21/14		Analyzed By: RJK								
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

Hydrocarbon Identification

GASOLINE (C8 - C12)	ND		1	100	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	
DIESEL (C12 - C24)	ND		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	
HEAVY HYDROCARBONS (>C24)	>100		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	Estimated: 569 mg/Kg

Sample Description: B-13 @ 8.5' - AC Seed		Sample Date: 2/18/14								
Lab Number: 7338		Collected By:								
Date: 2/21/14		Analyzed By: RJK								
Parameter	Result	Flag	DF	Cleanup Level	PQL	MDL	Units	Method	Batch	Comment

Hydrocarbon Identification

GASOLINE (C8 - C12)	ND		1	100	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	
DIESEL (C12 - C24)	ND		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	
HEAVY HYDROCARBONS (>C24)	ND		1	2000	100		mg/Kg	NWTPH-HCID/3550B	HCIDS_140221	

Notation:

ND - A result of "ND" indicates that the compound was not detected above the Lab's PQL (also known as a Method Reporting Limit or MRL).

PQL - Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.

D.F. - Dilution Factor

Cleanup Level - The regulatory limit for Method A Cleanup Levels (MTCA, Chapter 173-340 WAC) contaminants in the specified matrix. Amended Feb 12, 2001

The Cleanup level for Gasoline Range Organics (GRO) is 100 mg/Kg for gas mixtures without benzene and when the total ethylbenzene, toluene and xylenes are less than 1% of the gasoline concentration. The Cleanup level for GRO is 30 mg/Kg for all other mixtures.

If you have any questions concerning this report contact us at the above phone number.

Form: cHCID.rpt



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Corporate Office

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Portland OR
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800.755.9295 • 360.757.1400

805 Orchard Dr Ste 4 - 98225
360.671.0688

9150 SW Pioneer Ct Ste W- 97070
503.682.7802

Data Report

Client Name: **Materials Testing & Consulting**
777 Chrysler Drive
Burlington, WA 98233

Reference Number: **14-02969**
Project: Phase II ESA, 13B093-02

Report Date: **3/12/14**
Date Received: **2/19/14**
Reviewed by:

Sample Description: B-9 @ 6.5' - AC Seed										Sample Date: 2/18/14		
Lab Number: 7333		Sample Comment:								Collected By:		
CAS ID#	Parameter	Result	PQL	RL	MDL	Units	DF	Method	Analyzed	Analyst	Batch	Comment
7439-97-6	MERCURY	0.0396	0.0065	0.0065		mg/kg	1.00	7471A	2/20/14	EAF	7471A_140220	
7440-38-2	ARSENIC	ND	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7440-39-3	BARIUM	33.4	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7440-43-9	CADMIUM	1.43	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7440-47-3	CHROMIUM	22.6	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7440-50-8	COPPER	12.0	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7439-92-1	LEAD	8.95	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7782-49-2	SELENIUM	ND	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	
7440-22-4	SILVER	ND	1.18	1.18		mg/kg	1.00	6010B/3051	2/21/14	BJ	6010B-140221A	

Sample Description: B-12 @ 10.5' - AC Seed										Sample Date: 2/18/14		
Lab Number: 7337		Sample Comment:								Collected By:		
CAS ID#	Parameter	Result	PQL	RL	MDL	Units	DF	Method	Analyzed	Analyst	Batch	Comment
7439-97-6	MERCURY	0.0627	0.0069	0.0069		mg/kg	1.00	7471A	2/20/14	EAF	7471A_140220	
7440-38-2	ARSENIC	4.66	1.71	1.71		mg/kg	1.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7440-39-3	BARIUM	135	17.1	17.1		mg/kg	10.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7440-43-9	CADMIUM	2.88	1.71	1.71		mg/kg	1.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7440-47-3	CHROMIUM	43.7	17.1	17.1		mg/kg	10.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7440-50-8	COPPER	33.1	17.1	17.1		mg/kg	10.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7439-92-1	LEAD	8.84	1.71	1.71		mg/kg	1.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7782-49-2	SELENIUM	ND	1.71	1.71		mg/kg	1.00	6010B/3051	2/25/14	BJ	6010B-140225A	
7440-22-4	SILVER	ND	1.71	1.71		mg/kg	1.00	6010B/3051	2/25/14	BJ	6010B-140225A	

Sample Description: B-10 GW - AC Seed										Sample Date: 2/18/14		
Lab Number: 7339		Sample Comment:								Collected By:		
CAS ID#	Parameter	Result	PQL	RL	MDL	Units	DF	Method	Analyzed	Analyst	Batch	Comment
7439-97-6	MERCURY	ND	0.0002	0.0002	0.0000086	mg/L	1.00	245.1	2/26/14	EAF	245.1_140228	
7440-38-2	ARSENIC	0.0022	0.001	0.001	2.40E-05	mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140228WW	
7440-39-3	BARIUM	0.048	0.001	0.001	1.55E-05	mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140228WW	

Notes:

ND = Not detected above the listed practical quantitation limit (PQL) or not above the Method Detection Limit (MDL), if requested.
 PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
 RL = Reporting Limit
 D.F. = Dilution Factor

If you have any questions concerning this report contact Lawrence Henderson at the above phone number.

Data Report

7440-43-9	CADMIUM	0.00005 , 0.00025	0.00024	93E-06 mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140226WW	
7440-47-3	CHROMIUM	0.0074	0.001	0.00013	3.52E-05 mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140226WW
7439-92-1	LEAD	0.0027	0.0005	0.00051	2.7E-05 mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140226WW
7702-49-2	SELENIUM	0.0009 J	0.002	0.002	3.12E-05 mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140226WW
7440-22-4	SILVER	0.00005 , 0.0002	0.00025	5.50E-06 mg/L	1.00	200.8/3010A	2/26/14	MVP	200.8_140226WW	

Notes:

ND = Not detected above the listed practical quantitation limit (PQL) or not above the Method Detection Limit (MDL), if requested.
 PQL = Practical Quantitation Limit is the lowest level that can be achieved within specified limits of precision and accuracy during routine laboratory operating conditions.
 RL = Reporting Limit
 D.F. = Dilution Factor



SAMPLE DEPENDENT QUALITY CONTROL REPORT

Duplicate, Matrix Spike/Matrix Spike Duplicate and Confirmation Result Report

Reference Number: 14-02969
Report Date: 3/12/2014

Duplicate

Batch	Sample Analyte	Duplicate		Units	%RPD	Limits	QC Qualifier	Type	Comments
		Result	Result						
6010B-140225A	7337 ARSENIC	4.66	3.53	mg/kg	27.6	0-20	INH	DUP	
	7337 BARIUM	135	159	mg/kg	16.3	0-20		DUP	
	7337 CADMIUM	2.88	2.85	mg/kg	1.0	0-20		DUP	
	7337 CHROMIUM	43.7	51.8	mg/kg	17.0	0-20		DUP	
	7337 COPPER	33.1	30.5	mg/kg	8.2	0-20		DUP	
	7337 LEAD	8.84	9.24	mg/kg	4.4	0-20		DUP	
	7336 GAS Range Organics	138	193	mg/kg	33.2	0-50		DUP	
GXS_140304	7336 GASOLINE (C8 - C12)	138	193	mg/kg	33.2	0-45		DUP	
	7336 d8-TOLUENE (Surr)	95	95	%	0.0			DUP	
TS_140226	7336 TOTAL SOLIDS FOR CALCULATION	71.37	73.64	%	3.1	0-45		DUP	

%RPD = Relative Percent Difference

NA = Indicates %RPD could not be calculated

Matrix Spike (MS)/Matrix Spike Duplicate (MSD) analyses are used to determine the accuracy (MS) and precision (MSD) of a analytical method in a given sample matrix. Therefore, the usefulness of this report is limited to samples of similar matrices analyzed in the same analytical batch.

Only Duplicate sample with detections are listed in this report

Limits are intended for water matrices only. These criteria are for guidance only when reported with solids/solids

FORM: cLFMD.rpt



Matrix Spike

Batch	Sample Analyte	Result	Spike Result	Duplicate		Units	Percent Recovery			Limits*	%RPD	Limits*	Qualifier	Type	Comments
				Result	Spike Result		MS	MSD	MSD						
6010B-140226A	7337 ARSENIC	4.66	197	180	180	mg/kg	107	NA	70-130	NA	0-20	LFM			
	7337 BARIUM	135	336	180	112	mg/kg	89	NA	70-130	NA	0-20	LFM			
	7337 CADMIUM	2.88	163	180	89	mg/kg	94	NA	70-130	NA	0-20	LFM			
	7337 CHROMIUM	43.7	213	180	88	mg/kg	101	NA	70-130	NA	0-20	LFM			
	7337 COPPER	33.1	192	180	101	mg/kg	103	NA	70-130	NA	0-20	LFM			
	7337 LEAD	8.84	191	180	85	mg/kg	88	NA	50-150	NA	0-50	LFM			
	7337 SELENIUM	ND	186	180	90	mg/kg	73	NA	50-150	NA	0-50	LFM			
	7337 SILVER	ND	76.1	89.9	88	mg/kg	74	NA	50-150	NA	0-50	LFM			
	GXW_140303	7339 BENZENE	ND	0.0035	0.004	NA	mg/L	88	NA	50-150	NA	0-60	LFM		
		7339 TOLUENE	ND	0.0036	0.004	NA	mg/L	90	NA	50-150	NA	0-60	LFM		
7339 ETHYLBENZENE		ND	0.0029	0.004	NA	mg/L	73	NA	50-150	NA	0-60	LFM			
7339 TOTAL XYLENES		ND	0.0089	0.012	NA	mg/L	74	NA	50-150	NA	0-60	LFM			
7339 BENZENE		ND	0.0035	0.004	NA	mg/L	88	NA	50-150	NA	0-60	LFM			
7339 TOLUENE		ND	0.0036	0.004	NA	mg/L	90	NA	50-150	NA	0-60	LFM			
7339 ETHYLBENZENE		ND	0.0029	0.004	NA	mg/L	73	NA	50-150	NA	0-60	LFM			
7339 TOTAL XYLENES		ND	0.0089	0.012	NA	mg/L	74	NA	50-150	NA	0-60	LFM			
7339 d8-TOLUENE (Surr)	96	90	%	NA								LFM			

%RPD = Relative Percent Difference

NA = Indicates %RPD could not be calculated

Matrix Spike (MS)/Matrix Spike Duplicate (MSD) analyses are used to determine the accuracy (MS) and precision (MSD) of an analytical method in a given sample matrix. Therefore, the usefulness of this report is limited to samples of similar matrices analyzed in the same analytical batch.

Only Duplicate sample with detections are listed in this report

Limits are intended for water matrices only. These criteria are for guidance only when reported with solids/solids

FORM cl.FMD.rpt

Chain of Custody / Analysis Request (Please complete all applicable shaded sections)

Report to: Materials Testing & Consulting	Bill to: <i>Same</i>	For Lab Use Only	
Ship Address: 777 Chrysler Drive	Address:	Ref # 14-0289	Check Regulatory Program
City: Burlington St. WA Zip: 98233	City: _____ St: _____ Zip: _____	<input type="checkbox"/> Safe Drinking Water Act	<input type="checkbox"/> Clean Water Act
Attn: John Gillaspay	Phone: _____ FAX: _____	<input checked="" type="checkbox"/> RCRA / CERCLA	<input type="checkbox"/> Other
Phone: 360 755-1990 FAX: 755-1980	P.O.#: _____ Attn: _____	<input type="checkbox"/> Visa <input type="checkbox"/> M/C <input type="checkbox"/> A/E	Expires: _____
Email: john.gillaspay@mtc-inc.net	Card#: _____		
Project: Phase II ESA			

ANALYTICAL LABORATORIES
Main Lab (800-755-9295)
1620 South Walnut St. Burlington, WA 98233
Microbiology (888-725-1212)
805 W. Orchard Dr. Suite 4 Bellingham, WA 98225
Wilsonville Lab (503-682-7802)
1150 SW Pioneer Ct. Suite W Wilsonville, OR 97070
Corvallis Lab (541-753-4946)
540 SW 3rd St. Corvallis, OR 97333

Analyses Requested

- Use one line per sample Location.
- Be specific in analysis requests.
- (NEW) List each metal individually (NEW)
- Check off analyses to be performed for each sample Location.
- Enter number of containers.

Turn Around Time Required

Standard
 Half-time (50% surcharge)
 Quickest (100% surcharge) Phone Call Req
 Emergency (Phone Call Req.)

Field ID	Location	Grab/Comp	Sample Matrix*	Date	Time	5035/8260 (Soil) (Gx)	Field Blank 5035 A	NWTPH/G-BTEX W	NWTPH-Dx (Soil)	NWTPH-Dx W	RCRA Metals W	RCRA metals S	HCID-S	Number of Containers	Special Instructions Conditions on Receipt
1	B-9 @ 6.5'	AC Seed	G S	2-18	850	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2	
2	B-10 @ 6.5'		G S	2-18	915	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	
3	B-11 @ 3.5'		G S	2-18	950	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	
4	B-12 @ 4.5'		G S	2-18	1050	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	
5	B-12 @ 10.5'		G S	2-18	1100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1	
6	B-13 @ 8.5'		G S	2-18	1130	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1	
7						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8	B-10 GW		G GW	2-18	415	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6	
9	B-11 GW		G GW	2-18	430	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6	
10						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Sampled by: **SRG** Phone: **360-647-4295** FAX: _____ Email: *same*

Sample Receipt Request (Must include FAX or Email) * W - water DW - drinking water SW - surface water GW - Ground water WW - waste water OL - oil Other _____

30 Total Containers

Relinquished by	Date	Time	Received by	Date	Time
			<i>[Signature]</i>	2/19/14	1000

Custody seals intact Yes No N/A
 Sample temp 3 C satisfactory Yes No N/A
 Samples received intact Yes No N/A
 Chain of custody & labels agree Yes No N/A

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF MOUNT VERNON, WASHINGTON AMENDING THE CITY'S COMPREHENSIVE PLAN AND ZONING IN ACCORDANCE WITH, AND PURSUANT TO, CHAPTER 36.70A RCW, AND CHAPTER 17.111 OF THE MOUNT VERNON MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF MOUNT VERNON FINDS AS FOLLOWS:

WHEREAS, consistent with Chapter 36.70A RCW The City of Mount Vernon ("the City") has a Comprehensive Plan; which is a generalized, coordinated land use policy statement of the City. Mount Vernon's Comprehensive Plan has consistently been maintained in compliance with the Growth Management Act (GMA), as amended since its initial adoption in 1995. The below described revisions to the Comprehensive Plan are also consistent with GMA's requirements; and,

WHEREAS, the GMA requires that the Comprehensive Plan and development regulations be subject to continuing review and evaluation. The City continually reviews and evaluates its planning and regulatory structure; and,

WHEREAS, the City has adopted procedures pursuant to the GMA providing for amendments to the Comprehensive Plan no more than once each year and providing for comprehensive review of the cumulative impacts of all proposed amendments. The City has comprehensively assessed the cumulative impacts of the 2013 amendments; and,

WHEREAS, on January 29, 2013 Skagit County ("the County") submitted Comprehensive Plan Amendments and associated area-wide rezones for two different areas within the City of Mount Vernon. One application was for properties generally located south of Kincaid Street between Interstate-5 and the BNSF railroad tracks (east to west, respectively) referred to as the Alf Christianson area. The other application was for properties generally located between Old Highway 99 South and Interstate-5 (west to east, respectively) with Suzanne Lane abutting its south boundary, and referred to as the Truck City area; and,

WHEREAS, consistent with the City's Public Participation Program outlined within Resolution 491, covering legislative proposals processed through GMA amendment procedures, on February 13, 2013 a public hearing was held before the Mount Vernon City Council to consider which proposed amendments to include on the 2013 docket. At this hearing, the City Council approved Resolution 856, which docketed the two (2) applications. Due to the decision to prepare an environmental impact statement, or EIS, the 2013 docket was carried over into 2014; and,

WHEREAS, on April 8, 2013 City staff deemed Skagit County's two (2) requests for Comprehensive Plan Amendments and associated rezones technically complete. On July 18, 2013 staff issued Notices of Application and a proposed Determination of Significance for the applications. These notices were published on July 22, 2013; and were distributed to all of those properties within

300-feet of each proposal location. In addition, a pink land use sign was posted at the proposed locations on or before July 22, 2013 (the date the notice was published); and,

WHEREAS, the SEPA threshold Determination of Significance and a Notice of Public Hearing for the Scope of the EIS was issued on July 18, 2013 and published on July 22, 2013. The notice was distributed to properties within 300-feet and land use signs were posted at the two (2) proposal locations. The Scoping Hearing was held on August 13, 2013; and,

WHEREAS, the Notice of Availability for the Skagit County Jail Draft EIS was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing was held on January 9, 2014, at County offices in Mount Vernon, which gave the public, agencies, and organizations the opportunity to learn about the proposed legislation and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City and the County accepted comments by mail and email; and,

WHEREAS, after considering comments on the Draft EIS, the City and County made changes to the Draft EIS including factual corrections and clarifications both in response to comments and in light of further staff review. The Final EIS consists of a new fact sheet, the Draft EIS (Appendix A), comments received on the Draft EIS (Appendix B), the City and County responses to comments (Section 3.3 of the document), and changes to the information and analysis in the draft (Section 2 of the document). The Final EIS also includes the City and County Joint Planning and Alternatives Analysis for a Public Facility Potentially Located within a Mapped Floodplain (Appendix C). The Final EIS was issued March 3, 2014; and,

WHEREAS, the Washington State Department of Commerce was notified of the proposed amendments on March 5, 2014 and on March 6, 2014. Commerce acknowledged receiving staff's request for review consistent with RCW 36.70A.106 (1); and,

WHEREAS, GMA's requirements for public participation for processing proposed Comprehensive Plan and associated zoning amendments outlined in City of Mount Vernon Resolution No. 491 have been met; and,

WHEREAS, the City utilized the State Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property for evaluating constitutional issues, in conjunction with and to inform its review of the Ordinance. The City has utilized the process, a process protected under Attorney-Client privilege pursuant to law including RCW 36.70A.370(4), with the City Attorney's Office which has reviewed the Advisory Memorandum has discussed this Memorandum, including the "warning signals" identified in the Memorandum, with decisions makers, and conducted an evaluation of all constitutional provisions potentially at issue and advised of the genuine legal risks, if any, with the adoption of this Ordinance to assure that the proposed regulatory or administrative actions did not result in an unconstitutional taking of private property, consistent with RCW 36.70A.370(2); and,

WHEREAS, the Planning Commission, after fully, fairly, and carefully considering the public input and staff materials relevant to the amendments, forwarded to the Council its recommendation for approval of the Comprehensive Plan amendment and associated rezone for the Truck City application and recommended denial of the Alf Christianson application; and,

WHEREAS, the City Council finds that all procedural requirements for adoption of the attached amendments of the Plan as set forth in Chapter 35A.63 RCW and Chapter 36.70A RCW, and as set forth in the State Environmental Policy Act and Chapter 15.06 of the Mount Vernon Municipal Code have been complied with; and,

WHEREAS the City Council finds that the below described revisions to the Comprehensive Plan as proposed and described within this Ordinance serve the public interest and reflect the best interests of the citizens of the City of Mount Vernon, Washington; and,

WHEREAS, having considered the public comments, and the findings and recommendations of the Planning Commission, which, except to the extent inconsistent with this Ordinance, are incorporated, the City Council finds that the Comprehensive Plan and zoning amendments are consistent with GMA, and in the public interest, as further set forth below.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOUNT VERNON, WA DO ORDAIN AS FOLLOWS:

SECTION ONE. Recitals. The recitals set forth above are incorporated as if fully set forth herein by this reference.

SECTION TWO. **General Findings.** The City of Mount Vernon makes the following general findings:

1. The Planning Commission hearing of March 18, 2014, was preceded with appropriate notice, issued on February 24, 2014, that was sent to those property owners within 300-feet of each area boundary on February 27, 2014, and was published on February 27, 2014.
2. The City Council hearing of April 22, 2014, was preceded with appropriate notice, issued on March 27, 2014, that was sent to those property owners within 300-feet of each area boundary on March 27, 2014, and was published on April 31, 2014.
3. All persons present at the hearings wishing to speak at the City Council hearing were heard and all written materials were considered, including written comments, with the written report submitted by City staff, all attachments thereto, the meeting minutes and copies of comments submitted at the Planning Commission's March 18, 2014 public hearing.
4. The City of Mount Vernon's Comprehensive Plan is the policy document containing, among other things, the Goals, Objectives and Policies that form the foundation for land use decisions in the City.

5. The GMA requires the City to plan for a variety of uses which taken collectively provide sufficient capacity of land to meet growth needs, including governmental, commercial, and public facility uses. *See e.g.*, RCW 36.70A.070, .115, and .200. The City's Comprehensive Plan identifies a need for increased commercial and industrial land to meet planned population growth.
6. Re-designation of the Truck City or Alf Christianson areas to a public designation remove these areas from the available supply of commercial/industrial properties citywide resulting in a lost opportunity for commercial/industrial development and reduction of commercial/industrial development land inventory necessary to support allocated housing and employment growth. The lost development potential cannot be realized elsewhere in the City due to the shortage of commercial and industrial lands citywide and downtown. However, alternative locations which avoid a further reduction in commercial and industrial lands have not been identified as feasible for the proposed jail facility, an essential public facility, or EPF. Also, the type of public facility proposed directly supplements the City's employment base. As a result the public facility proposal would not adversely impact the commercial and industrial lands base in the same way a proposal for residential uses would.
7. Construction of the new jail will generate business activity in the local economy through expenditures and employment during the construction period at both locations. Construction workers are likely to utilize local businesses for food, accommodations, and other services, resulting in economic benefit in the short term. In the long term, a new jail provides employment opportunities at either location albeit the overall employment of a jail facility would be expected to be less than a similarly sized and located property developed for commercial or industrial uses. The anticipated potential reduction in taxes for each location are included in the specific analysis that has been completed for each of the sites, and is summarized below within Findings of Fact set forth in Section 4 Paragraph 5 and Section 5 Paragraph 8 of this Ordinance.
8. The proposed jail facility is an Essential Public Facility, or EPF. Under GMA, as long as EPF's are not precluded, the City has discretion in determining where to site EPF's, and how to mitigate their impacts. *See e.g.*, RCW 36.70A.200.
9. The City has an adopted EPF siting process which requires mitigation be incorporated to address facility impacts and land use compatibility concerns.
10. The County, as the proponent of the jail facility, has undergone a multi-year siting process. Through that process, only the Truck City and Alf Christianson areas have been identified as feasible locations for the new facility. The siting process included meetings, workshops, and other public outreach, and is further summarized both below and within the Final EIS, Appendix C, which is incorporated here. As a result of that process, the County, out of an initial fourteen locations, identified two feasible

alternative locations. One location is referred to as the Alf Christianson alternative, the other as the Truck City alternative. The County submitted Comprehensive Plan and zoning amendments for both locations, to change the designation to "Public."

11. The Council has reviewed the application materials, and the April 22, 2014 Staff Report with its accompanying Exhibits. Except to the extent inconsistent with this Ordinance, the Staff Report is incorporated by reference.
12. As addressed below, the two alternative locations present different siting and mitigation challenges resulting in different Comprehensive Plan consistency questions.

SECTION THREE. Procedural and Substantive Findings. The City of Mount Vernon makes the following procedural and substantive findings:

1. The planning process to address the County jail's long term public facility needs commenced in 2002. The most focused public involvement occurred in 2012-14. Public input occurred through 17 meetings and work sessions in 2012, and 20 County presentations in 2013. In 2013 there was increased news coverage, input from local cities within Skagit County which currently use the County jail to house inmates and are likely future users, and a County-wide vote on a ballot proposition whether a new facility should be funded through an additional sales and use tax. The below describes this process:
 - 2002: The Skagit County Facilities Task Force convened to evaluate future programming needs and range of alternatives.
 - 2004: The Task Force prepared a white paper on jail overcrowding.
 - 2005: The County hired Voorhis Associates, Inc. to prepare a Community Justice Center Master Plan, and later a Site Analysis and Analysis of Options. The Master Plan assessed recidivism, risk and prevention, County population trends and projections, crime trends, court trends, jail trends, inmate profile, alternative sanctions, and physical plant issues.
 - 2006: The site selection and evaluation process commenced. The initial, primary criteria for including a site on the initial consideration list was adequate size and proximity to the existing courthouse and other County services. Nine potential sites were identified.
 - 2007: Voorhis Associates, Inc. developed evaluation criteria, which were: (1) distance from services (Sheriff's department, first responder, medical services, attorney offices, and courthouse); (2) location so that cities could efficiently transport incoming inmates; (3) site access, which included sites easily accessed through two access points; (4) site character, size, and use; (5) site acquisition issues and costs; (6) agency/public support; and (7) utilities extend to property lines.
 - 2005-2008: The County continued work on necessary Justice Center components.

- 2012: The Skagit County Public Safety Jail Coordinating Council was established. The Coordinating Council consisted of four city mayors, one County commissioner, two judges, and the County Sheriff. The Coordinating Council held 17 meetings and work sessions. The Coordinating Council considered: (1) expansion of the existing facility; (2) outsourcing; and (3) construction of a new facility, at one of 14 alternative sites.
 - 2012: The County hired the DLR Group to evaluate the possibility of expanding the existing facility into a two-story, remodeled building. The DLR Group concluded that due to its location and physical constraints, the existing facility could not be expanded to accommodate more than 492 additional beds. The expansion of the existing facility was found to be more expensive than constructing a new facility. Also, outsourcing was found to be impracticable. The County further refined its siting criteria.
 - 2013: An insert in the Skagit Valley Herald was circulated with drawings of the final candidate sites, which was followed by 20 County presentations to community organizations, coupled with a series of newspaper articles.
 - 2013: The mayors of Anacortes, Burlington, Mount Vernon, and Sedro-Woolley all endorsed a provisional agreement with the Board of County Commissioners to share revenue to construct a new justice facility. City Councils from the four cities and Skagit County entered into a provisional agreement supporting the use of additional sales and use tax for a new justice facility in the event the voters of Skagit County approved such a ballot measure.
 - 2013: After ten months of discussion and analysis, the Coordinating Council unanimously agreed a new jail facility was needed and recommended a sales tax increase to, in part, fund construction and operation of the new facility.
 - 2013: County voters approve Proposition One- a 3/10 of 1% sales tax increase for jail facilities and police and fire protection.
 - 2013-2014: The City and County jointly served as lead agencies to complete the State Environmental Policy Act, Ch. 43.21C RCW review for the proposal. An EIS was prepared, which served as a mechanism to encourage informed public involvement and participation. As part of this process, although not required, public hearings were held for both scoping the EIS and the Draft EIS.
 - 2013-present: The legislative process for processing requested Comprehensive Plan and associated zoning amendments commenced in early 2013 and continued through 2014.
2. After the City approved the docket for both applications, commencing the legislative process, an EIS process ensued. The City has before it two alternative locations for the EPF identified through the County siting process as meeting proposal objectives.

3. Although the two areas are very different, particularly with respect to the City's long term planning objectives, both locations are on previously developed properties within City boundaries, and with appropriate mitigation, can be adequately served with utility services (*i.e.*, sewer, water, and electricity), and adequately supported by other public services. Transportation issues identified in the EIS can be addressed through mitigation imposed through the EPF CUP process.
4. No critical areas exist at either site. Both are located within FEMA mapped 100 year flood plains. The City has always been located along the Skagit River including its historic downtown where there is located an existing County jail facility. Mount Vernon is and has been protected by a system of levees owned and maintained by special purpose districts and the City. Since the first levees constructed in 1894 the City and special purpose districts have continually maintained and improved its system of flood protection infrastructure and response including but not limited to: i.) improving existing levees, ii.) acquiring properties and erecting new flood protection structures, iii.) refining and updating emergency responses, iv.) purchasing semi- permanent structures such as temporary flood walls erected on permanent foundations in the event a flood event is imminent, and v.) working with owner and operators of dam infrastructure upriver to provide temporary flood storage capacity by dam draw downs and permanently maintained flood storage capacity during flood season. Most existing criminal justice facilities and related facilities are located within the areas of City of Mount Vernon FEMA designated 100 year floodplain including both Superior and District courthouses, Skagit County and City Prosecutor offices, probation services, State Department of Correction offices, County Sheriff's offices, attorney offices and bail bondsmen offices. Both locations have older pre-existing development on site. As a result redevelopment will not impact natural and beneficial floodplain or wetland values (some of the alternatives sites the County had earlier identified did have wetland constraints, but were later determined to not meet proposal objectives). Redevelopment occurring in both areas would result in new structures that conform with City adopted floodplain development regulations (approved by FEMA as a result of the City's participation of the National Flood Insurance Program) resulting in infrastructure better suited to mitigate for flood hazard than what currently exists. One of the locations (Alf Christianson) may ultimately be de-designated, once flood infrastructure improvements are completed and approved by FEMA as meeting FEMA standards. However, these improvements have not been funded and both areas remain mapped. Despite the mapping, the City has no record of flooding at either site.
5. Flooding risks associated with a river such as the Skagit River are materially different than risks of flooding associated with ocean-front properties. The primary difference is that it is easier to assess in advance flood risk and plan and take action in advance for flood events likely to occur. Multiple devices are located on the Skagit River upriver from the two areas which measure with reasonable degree of accuracy Skagit River water levels. The City has mutual aid agreements and an emergency management and operating plan narrowly tailored to address flood emergencies along the Skagit River. With such measures in place as well as advances in weather forecasting, the City has (and has had) advance warning, plans, resources, and an ability to implement preplanned identified response measures depending on the circumstances. For example, in addition to levee improvements and citizen involvement in addressing flood risks, the City utilizes a flood warning system, which typically provides the City with days of advance warning for major flood events.

6. The EIS prepared for the proposal identifies mitigation, which will be further developed during the permitting process. At minimum, the facility would be built at an elevation required by the City's development regulations. For critical facilities located in the floodplain, the lowest floor must be three or more feet above the level of the base flood elevation. Flood proofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into floodwaters. EPF conditional use permit conditions, City Municipal Code Ch. 15.36, and other building code requirements must be adhered to, including an emergency response plan prepared to ensure inmate safety, continuous delivery of supplies during any emergency, and providing for evacuation, should that prove necessary. More generally, redevelopment will be subject to current regulatory requirements intended to improve water quality. For example, stormwater will be addressed pursuant to current more stringent requirements.
7. With this Ordinance, the City finds that both locations, if appropriately mitigated, could be utilized for the County's proposed jail facility in a manner consistent with City's Comprehensive Plan. However, the City finds maintaining the designation of both sites for public use is redundant and unnecessary, particularly as the City has a shortage and imbalance of commercial and industrial land to accommodate projected population growth. As such, following permitting and the exhaustion of all appeals, the City finds that the public Comprehensive Plan and zoning designations should automatically sunset, and revert to their previous designations with respect to the unused location. This achieves Comprehensive Plan consistency and preserves land use capacity to meet growth needs consistent with RCW 36.70A.070, .115, and .200 better than allowing the unused site to be maintained indefinitely with a public designation.
8. Mitigation and design are central to Plan consistency, land use compatibility, and inmate safety, as addressed in the EIS and below. As such, to address these concerns, conditions will be further developed during the EPF CUP process, which requires mitigation to address these issues. Mitigation related to land use compatibility recognizes the fact that a central purpose of jail facilities should be to ensure that inmates released from the facility are integrated back into society as productive citizens. As a key objective, seamlessly integrating the facility into the neighborhood within which it is sited helps reinforce that message.

SECTION FOUR. Truck City Findings. The City of Mount Vernon makes the following findings regarding the Truck City Area:

1. With a Comprehensive Plan and zoning amendment to Government Center/Public designations, a new jail is consistent with Sub-Area Plan G: Interstate-5 Corridor and City Entry System, adopted as part of the City's Land Use Element of the Comprehensive Plan.
2. With the anticipated Boundary Line Adjustment for the portion of the property not included in the proposal, the Truck City location is consistent with the provisions of the MVMC.

3. The proposed jail facility at the Truck City location is consistent with Comprehensive Plan Objective LU-54.1 of the Comprehensive Plan Land Use Element: “Balance residential, commercial, industrial and public land uses within the City.” Although adversely impacting the City's commercial/industrial lands base, the use proposed is an EPF which local jurisdictions must plan for and not preclude, and would provide employment. *See e.g.*, Findings of Fact Section One Paragraphs 5-7, above.
4. The parking areas and landscaping in the proposed site design can be designed consistent with Comprehensive Plan Policy LU-54.1.2: “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses.” Further review and mitigation will be required through the EPF CUP process.
5. The removal of the Truck City properties from the tax roll will result in an annual loss in property tax revenue of \$46,806.00. The acquisition of the Truck City properties will also result in the removal of one sales tax-generating business, causing a loss in sales tax revenue for local jurisdictions. Additionally, the potential lost opportunity costs associated with this site represents nearly \$17 million in gross business receipts, 112 jobs, \$3 million in personal income, and almost \$150,000.00 in annual tax revenue (Property Counselors 2013). However, public facilities do provide employment and demand for local services.
6. Based upon the above findings the attached Essential Public Facilities Master Plan Exhibit for Truck City (attached to the Staff Report) is consistent with the relevant EPF policies in the Comprehensive Plan. .

SECTION FIVE. **Alf Christianson Findings.** The City of Mount Vernon makes the following findings regarding the Alf Christianson Area:

1. With a Comprehensive Plan and zoning amendments to the Government designation an amendment to Sub-Area A: Downtown Planning Area (see **Exhibit 7** accompanying the above adopted Staff Report), and with mitigation, the new jail is consistent with the Comprehensive Plan. The key focus of the Sub-Area A plan for the use at the Alf Christianson Seed Site location is to provide a buffer from I-5 for adjacent residential areas.
2. Objectives LU-54.1 and 54.2 of the Comprehensive Plan Land Use Element are to “Balance residential, commercial, industrial, and public land uses within the City” and “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses.” The new jail, if designed consistent with the Comprehensive Plan and Downtown and Waterfront Master Plan, could provide a transition between the more intensive downtown uses and the residential uses to the south.

3. The Alf Christianson site location does not directly provide mixed use development, which has been planned for this location. However, the existing park and ride lot and vacant seed processing building fronting Kincaid Street will remain north of the new jail. These properties provide opportunity for future redevelopment that support this objective and policy set forth in the City's comprehensive and sub area plan for this area. This opportunity for mixed use development is limited due to fragmentation of the site area as a result of development of the jail. The use does, however, provide employment, and will generate some supporting commercial activity.
4. The proposed design does not preclude future streetscape developments on Kincaid Street nor preclude redevelopment of the smaller, remaining properties fronting Kincaid Street that support the objectives of Downtown and Waterfront Master Plan.
5. If the Alf Christianson Seed location is selected as the preferred jail site, the opportunity cost of not redeveloping the site area as a hotel or other complex of uses is high. However, mitigation ameliorates this impact.
6. A new jail at the Alf Christianson location is consistent with the Downtown and Waterfront Master Plan objectives to integrate with existing institutional uses in that it would be two blocks from the Superior Court and integrate with existing and future residential and commercial uses by providing a buffer to I-5 and the BNSF railroad track.
7. To uphold the vision, goals, and objectives of the Downtown and Waterfront Master Plan, the design of the jail at the Alf Christianson location must reflect the character of the downtown area and recent development downtown such as the Skagit Station transit center, north of Kincaid Street. Opportunities to enhance the site area as part of the gateway to the downtown area must be incorporated into facility design, including incorporation of a pedestrian link from Kincaid to the residential neighborhoods to the south, public art, courtyard, and/or public outdoor space.
8. The potential economic loss as a result of an amendment to the comprehensive plan and rezone is greater at the Alf Christianson Seed location than at Truck City, due to the higher potential density and economic value of a development in this location. The removal of the Alf Christianson Seed properties from the tax roll will result in an annual loss in property tax revenue of \$51,360.00. Additionally, the potential lost opportunity represents nearly \$86 million in gross business receipts, 220 jobs, \$9 million in personal income, and over \$500,000 in annual tax revenue. (See Property Counselors 2013).
9. As addressed above, because the Alf Christianson location is within the downtown area, and has been identified as a key component of the City redevelopment strategy, the Comprehensive Plan requires review and acceptance of a master plan for the site.

10. Based upon the above findings, acceptance of the attached Essential Public Facilities Master Plan Exhibit for Alf Christianson (attached to the Staff Report) by the City Council, is consistent with the relevant EPF policies in the Comprehensive Plan. As such, it is accepted.
11. That substantial evidence exist in the record supporting the City Council which finds that rezoning the Truck City site and the Alf Christianson site to a zoning designation "Public" is compatible with the City's comprehensive plan and development goals as amended by this Ordinance and that public utilities and public facilities and other services are currently adequate to serve the proposed district.
12. That substantial evidence exist in the record supporting the City Council which finds that rezoning the Truck City site and the Alf Christianson site to a zoning designation "Public" is consistent and compatible with the uses and zoning of surrounding properties, that conditions have changed since the original zoning, and that the rezone bears a substantial relationship to the public health, safety, morals, or welfare.

SECTION SIX. Based upon written records, testimony provided, and the findings set forth herein, the below described properties shall have their Comprehensive Plan and zoning designations changed as indicated.

1. TRUCK CITY PROPOSED JAIL – CITY FILE NO: PL13-012

Request: The approximate 10.4 acre area has a Comprehensive Plan designation of Commercial Limited Industrial (C-L); and the current zoning designation is Commercial Limited Industrial (C-L). The applicant has requested a re-designation to a Comprehensive Plan designation of Government Center (GC) with zoning of Public Use (P).

Location: The area is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south. The Skagit County Assessor describes the subject area as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.

Accompanying this Ordinance, and incorporated by this reference as if they were fully set forth in this section, are a full legal description and mapping that describes and illustrates the Truck City site.

2. ALF CHRISTIANSON PROPOSED JAIL – CITY FILE NO: PL13-014

Request: The existing Comprehensive Plan designation of the approximate 9.0 acre area is Commercial-Industrial (CI); and the existing zoning is General Commercial (C-2). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and ‘required support facilities’.

Location: The project site is bound by East Kincaid to the north, Interstate-5 to the east, East Section to its south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject site as parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P53379, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116 which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.

Accompanying this Ordinance, and incorporated by this reference as if they were fully set forth in this section, are a full legal description and mapping that describes and illustrates the Alf Christianson site.

SECTION SEVEN. Sunset Clause. The Comprehensive Plan and associated zoning revisions identified in Section One above were adopted to accommodate an essential public facility or EPF proposed for location by Skagit County. Only one such facility is needed, and any jail facility proposal must obtain an EPF conditional use permit. Once that permit is obtained at either the Truck City or Alf Christianson location, and all appeal periods have lapsed, the newly adopted zoning shall sunset on the property which was not so permitted.

SECTION EIGHT. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

SECTION NINE. This ordinance shall be in full force and effect five days after its passage, approval, and publication as provided by law.

PASSED AND ADOPTED this _____ day of April, 2014.

Jill Boudreau, Mayor

SIGNED AND APPROVED this ____ day of _____, 2014.

ALICIA D. HUSCHKA, Finance Director

Approved as to form:

Kevin Rogerson, City Attorney

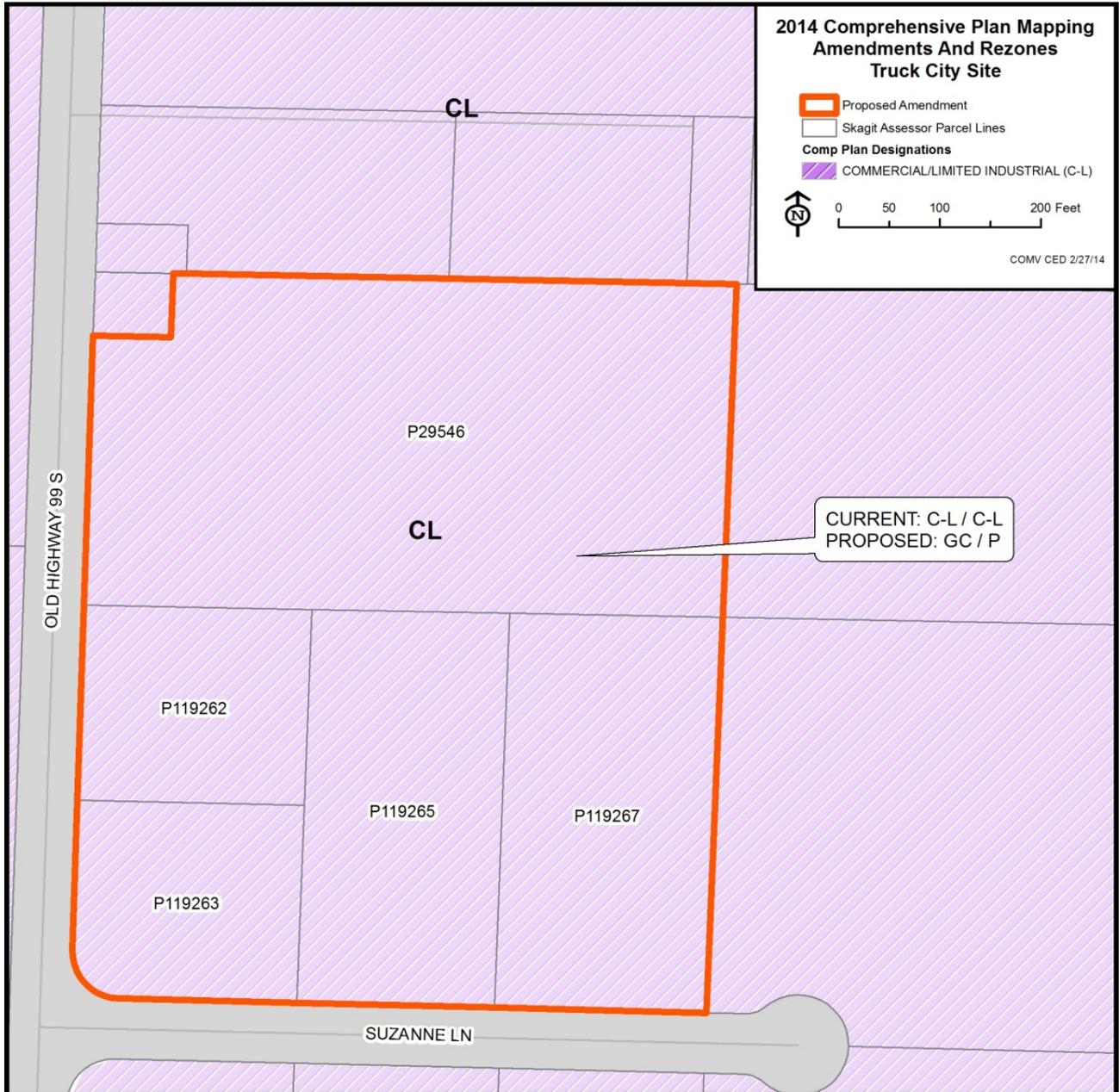
Published _____

TRUCK CITY PROPOSED JAIL LOCATION – CITY FILE NO: PL13-012

[legal description to be attached if this Ordinance is approved]

The following map is provided for illustrative purposes only; this map is not to scale.

Truck City Existing and Proposed Land Use Designations:

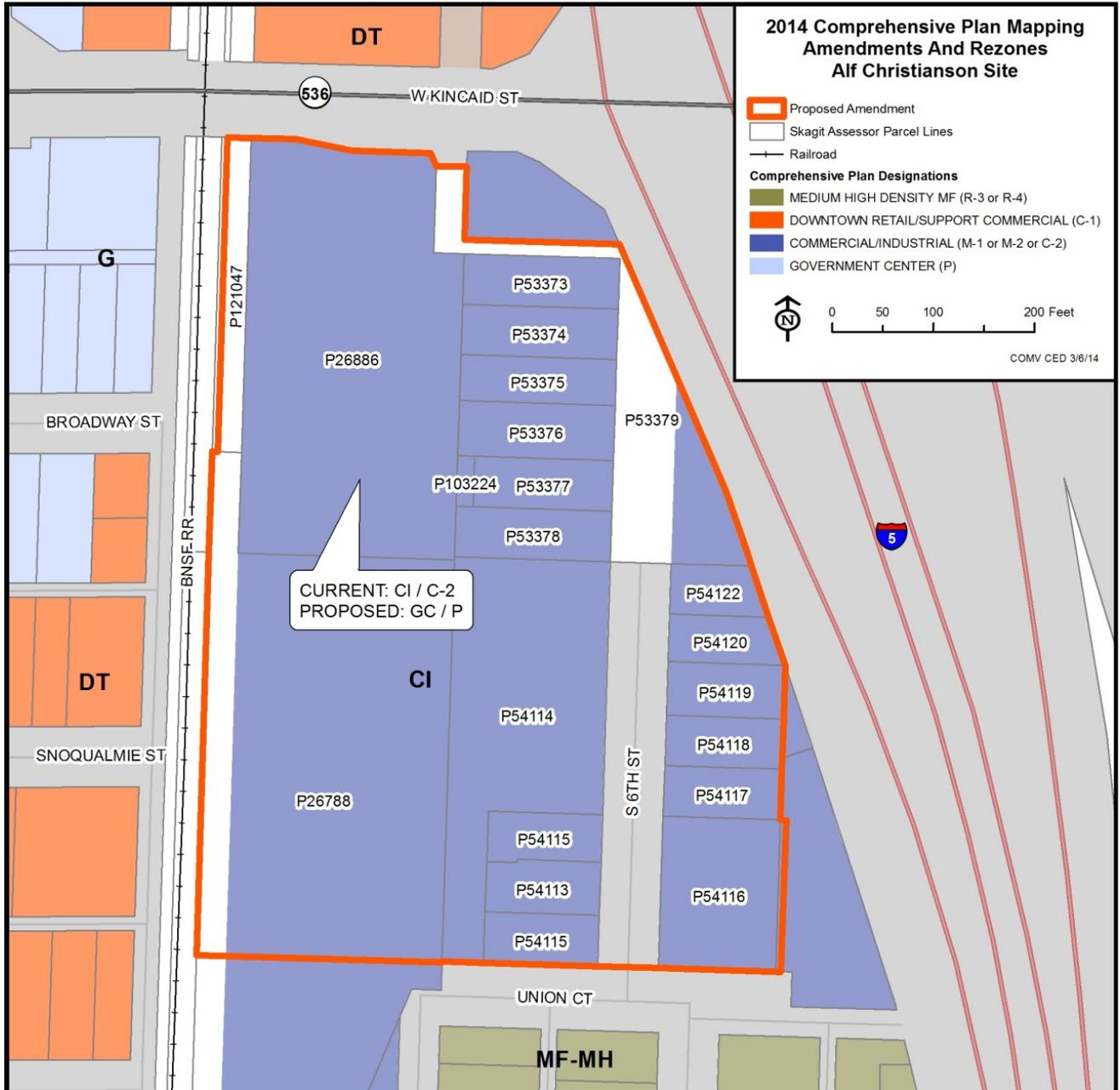


ALF CHRISTIANSON PROPOSED JAIL LOCATION – CITY FILE NO: PL13-014

[legal description to be attached if this Ordinance is approved]

The following map is provided for illustrative purposes only; this map is not to scale.

Alf Christianson Existing and Proposed Land Use Designations



ORDINANCE NO.

AN ORDINANCE OF THE CITY OF MOUNT VERNON, WASHINGTON APPROVING LAND USE LEGISLATION TO AMEND THE CITY'S COMPREHENSIVE PLAN AND ZONING IN ACCORDANCE WITH, AND PURSUANT TO, CHAPTER 36.70A RCW, AND CHAPTER 17.111 OF THE MOUNT VERNON MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF MOUNT VERNON FINDS AS FOLLOWS:

WHEREAS, consistent with Chapter 36.70A RCW Mount Vernon has a Comprehensive Plan; which is a generalized, coordinated land use policy statement of the City. Mount Vernon's Comprehensive Plan has consistently been maintained in compliance with the Growth Management Act (GMA), as amended since its initial adoption in 1995. The below described revisions to the Comprehensive Plan are also consistent with GMA's requirements; and,

WHEREAS, the GMA requires that the Comprehensive Plan and development regulations be subject to continuing review and evaluation. The City continually reviews and evaluates its planning and regulatory structure; and,

WHEREAS, the City has adopted procedures pursuant to the GMA providing for amendments to the Comprehensive Plan no more than once each year and providing for comprehensive review of the cumulative impacts of all proposed amendments. The City has comprehensively assessed the cumulative impacts of the 2013 amendments; and,

WHEREAS, on January 29, 2013 Skagit County submitted Comprehensive Plan Amendments and associated area-wide rezones for two different areas within the City of Mount Vernon. One application was for properties generally located south of Kincaid Street between Interstate-5 and the BNSF railroad tracks (east to west, respectively) referred to as the Alf Christianson area. The other application was for properties generally located between Old Highway 99 South and Interstate-5 (west to east, respectively) with Suzanne Lane abutting its south boundary, and referred to as the Truck City area; and,

WHEREAS, consistent with the City's Public Participation Program outlined within Resolution 491, covering legislative proposals processed through GMA amendment procedures, on February 13, 2013 a public hearing was held before the Mount Vernon City Council to consider which proposed amendments to include on the 2013 docket. At this hearing, the City Council approved Resolution 856, which docketed the two (2) applications. Due to the decision to prepare an environmental impact statement, or EIS, the 2013 docket was carried over into 2014; and,

WHEREAS, on April 8, 2013 City staff deemed Skagit County's two (2) requests for Comprehensive Plan Amendments and associated rezones technically complete. On July 18, 2013 staff issued Notices of Application and a proposed Determination of Significance for the applications. These notices were published on July 22, 2013; and were distributed to all of those properties within

300-feet of each proposal location. In addition, a pink land use sign was posted at the proposed locations on or before July 22, 2013 (the date the notice was published); and,

WHEREAS, the SEPA threshold Determination of Significance and a Notice of Public Hearing for the Scope of the EIS was issued on July 18, 2013 and published on July 22, 2013. The notice was distributed to properties within 300-feet and land use signs were posted at the two (2) proposal locations. The Scoping Hearing was held on August 13, 2013; and,

WHEREAS, the Notice of Availability for the Skagit County Jail Draft EIS was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing was held on January 9, 2014, at the Skagit County (County) offices in Mount Vernon, which gave the public, agencies, and organizations the opportunity to learn about the proposed legislation and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City of Mount Vernon (City) and County accepted comments by mail and email; and,

WHEREAS, after considering comments on the Draft EIS, the City and County made changes to the Draft EIS including factual corrections and clarifications both in response to comments and in light of further staff review. The Final EIS consists of a new fact sheet, the Draft EIS (Appendix A), comments received on the Draft EIS (Appendix B), the City and County responses to comments (Section 3.3 of the document), and changes to the information and analysis in the draft (Section 2 of the document). The Final EIS also includes the City and County Joint Planning and Alternatives Analysis for a Public Facility Potentially Located within a Mapped Floodplain (Appendix C). The Final EIS was issued March 3, 2014; and,

WHEREAS, the Washington State Department of Commerce was notified of the proposed amendments on March 5, 2014 and on March 6, 2014 Commerce acknowledged receiving staff's request for review consistent with RCW 36.70A.106 (1); and,

WHEREAS, GMA's requirements for public participation for processing proposed Comprehensive Plan and associated zoning amendments outlined in City of Mount Vernon Resolution No. 491 have been met; and,

WHEREAS, the City utilized the State Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property for evaluating constitutional issues, in conjunction with and to inform its review of the Ordinance. The City has utilized the process, a process protected under Attorney-Client privilege pursuant to law including RCW 36.70A.370(4), with the City Attorney's Office which has reviewed the Advisory Memorandum has discussed this Memorandum, including the "warning signals" identified in the Memorandum, with decision makers, and conducted an evaluation of all constitutional provisions potentially at issue and advised of the genuine legal risks, if any, with the adoption of this Ordinance to assure that the proposed regulatory or administrative actions did not result in an unconstitutional taking of private property, consistent with RCW 36.70A.370(2); and,

WHEREAS, the Planning Commission, after fully, fairly and carefully considering the public input and staff materials relevant to the amendments, forwarded to the Council its recommendation

for approval of the Comprehensive Plan amendment and associated rezone for the Truck City application and recommended denial of the Alf Christianson application; and,

WHEREAS, the City Council finds that all procedural requirements for adoption of the attached amendments of the Plan as set forth in Chapter 35A.63 RCW and Chapter 36.70A RCW, and as set forth in the State Environmental Policy Act and Chapter 15.06 of the Mount Vernon Municipal Code have been complied with; and,

WHEREAS the City Council finds that the below described revisions to the Comprehensive Plan as proposed and described within this Ordinance serve the public interest and reflect the best interests of the citizens of the City of Mount Vernon, Washington; and,

WHEREAS, having considered the public comments, and the findings and recommendations of the Planning Commission, which, except to the extent inconsistent with this Ordinance, are incorporated, the City Council finds that the Comprehensive Plan and zoning amendments are consistent with GMA, and in the public interest, as further set forth below.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOUNT VERNON, WA DO ORDAIN AS FOLLOWS:

SECTION ONE. Recitals. The recitals set forth above are incorporated as if fully set forth herein by this reference.

SECTION TWO. **General Findings.** The City of Mount Vernon makes the following general findings:

1. The Planning Commission hearing of March 18, 2014, was preceded with appropriate notice, issued on February 24, 2014, that was sent to those property owners within 300-feet of each area boundary on February 27, 2014, and was published on February 27, 2014.
2. The City Council hearing of April 22, 2014, was preceded with appropriate notice, issued on March 27, 2014, that was sent to those property owners within 300-feet of each area boundary on March 27, 2014, and was published on March 31, 2014.
3. All persons present at the hearings wishing to speak at the City Council hearing were heard and all written comments were considered, along with the written report submitted by City staff and the meeting minutes and copies of comments that were submitted at the Planning Commission's March 18, 2014 public hearing.
4. The City of Mount Vernon's Comprehensive Plan is the policy document containing, among other things, the Goals, Objectives and Policies that form the foundation for land use decisions in the City.
5. The City's Comprehensive Plan identifies a need for increased commercial and industrial land to meet planned population growth. And, GMA requires the City to

plan for a variety of uses to meet growth needs, including governmental and public facility uses. *See e.g.*, RCW 36.70A.070, .115, and .200.

6. Re-designation of the Truck City or Alf Christianson areas to a public designation would remove this land from the available supply of commercial/industrial properties citywide resulting in a lost opportunity for commercial/industrial development. The lost development potential cannot be realized elsewhere in the City due to the shortage of commercial and industrial lands citywide and downtown. However, alternative locations which would avoid a further reduction in commercial and industrial lands have not been identified as feasible for the proposed jail facility, an essential public facility, or EPF. Also, the type of public facility proposed would directly supplement the employment base, so it would not adversely impact the commercial and industrial lands base in the same way a proposal for residential uses would.
7. Construction of the new jail will generate business activity in the local economy through expenditures and employment during the construction period at both locations. Construction workers are likely to utilize local businesses for food, accommodations, and other services, resulting in economic benefit in the short term. In the long term the jail would provide employment opportunities at either location although the overall employment of a jail facility would be expected to be less than a similarly sized and located property that was developed for commercial or industrial uses. The anticipated potential reduction in taxes for each location is included in the specific analysis that has been completed for each of the sites, and is summarized below within Findings of Fact C.5 and D.8.
8. The proposed jail facility is an Essential Public Facility, or EPF. Under GMA, as long as EPF's are not precluded, the City has discretion in determining where to site EPF's, and how to mitigate their impacts. *See e.g.*, RCW 36.70A.200.
9. The City has an adopted EPF siting process which requires mitigation be incorporated to address facility impacts and land use compatibility concerns.
10. The County, as the proponent of the jail facility, has undergone a multi-year siting process. Through that process, only the Truck City and Alf Christianson areas have been identified as feasible locations for the new facility. The siting process included meetings, workshops, and other public outreach, and is further summarized both below and within the Final EIS, Appendix C, which is incorporated here. As a result of that process, the County, out of an initial fourteen locations, identified two feasible alternative locations. One location is referred to as the Alf Christianson alternative, the other as the Truck City alternative. The County submitted Comprehensive Plan and zoning amendments for both locations, to change the designation to "Public."
11. The Council has reviewed the application materials, and the April 22, 2014 Staff Report with its accompanying Exhibits. Except to the extent inconsistent with this Ordinance, the Staff Report is incorporated by reference.

12. As addressed below, the two alternative locations present different siting and mitigation challenges, and thus different Comprehensive Plan consistency questions.

SECTION THREE. Findings – County Siting Process. The City of Mount Vernon makes the following procedural and substantive findings:

1. The planning process to address the County jail's long term public facility needs commenced in 2002. The most focused public involvement occurred in 2012-14. Public input occurred through 17 meetings and work sessions in 2012, and 20 County presentations in 2013. In 2013 there was increased news coverage, input from the cities, and a County-wide vote on whether a new facility should be funded. The below describes this process:
 - 2002: The Skagit County Facilities Task Force convened to evaluate future programming needs and range of alternatives.
 - 2004: The Task Force prepared a white paper on jail overcrowding.
 - 2005: The County hired Voorhis Associates, Inc. to prepare a Community Justice Center Master Plan, and later a Site Analysis and Analysis of Options. The Master Plan assessed recidivism, risk and prevention, County population trends and projections, crime trends, court trends, jail trends, inmate profile, alternative sanctions, and physical plant issues.
 - 2006: The site selection and evaluation process commenced. The initial, primary criterion for including a site on the initial consideration list was adequate size and proximity to the existing courthouse and other County services. Nine potential sites were identified.
 - 2007: Voorhis Associates, Inc. developed evaluation criteria, which were: (1) distance from services (Sheriff's department, first responder, medical services, attorney offices, and courthouse); (2) location so that cities could efficiently transport incoming inmates; (3) site access, which included sites easily accessed through two access points; (4) site character, size, and use; (5) site acquisition issues and costs; (6) agency/public support; and (7) utilities extend to property lines.
 - 2005-2008: The County continued its work on necessary Justice Center components continued.
 - 2012: The Skagit County Public Safety Jail Coordinating Council was established. The Coordinating Council consisted of four City mayors, one County commissioner, two judges, and the County Sheriff. The Coordinating Council held 17 meetings and work sessions. The Coordinating Council considered: (1) expansion of the existing facility; (2) outsourcing; and (3) construction of a new facility, at one of 14 alternative sites.

- 2012: The County hired the DLR Group to evaluate the possibility of expanding the existing facility into a two-story, remodeled building. The DLR Group concluded that due to its location and physical constraints, the existing facility could not be expanded to accommodate more than 492 additional beds. Also, expansion of the existing facility was found to be more expensive than constructing a new facility. Also, outsourcing was found to be impracticable. The County further refined its siting criteria.
 - 2013: An insert in the Skagit Valley Herald was circulated with drawings of the final candidate sites, which were followed by 20 County presentations to community organizations, coupled with a series of newspaper articles.
 - 2013: The mayors of Anacortes, Burlington, Mount Vernon, and Sedro-Woolley all endorsed a provisional agreement with the Board of County Commissioners to share revenue for justice facility construction. City Council members from the four cities provided unanimous support for a new facility.
 - 2013: After ten months of discussion and analysis, the Coordinating Council unanimously agreed a new jail facility was needed and recommended a sales tax increase to fund construction and operation of the new facility.
 - 2013: County voters approve a 3/10 of 1% sales tax increase to fund the jail.
 - 2013-2014: The City and County jointly served as lead agencies to complete the State Environmental Policy Act, Ch. 43.21C RCW review for the proposal. An EIS was prepared, which served as a mechanism to encourage informed public involvement and participation. As part of this process, although not required, public hearings were held for both scoping the EIS and the Draft EIS.
 - 2013-present: The legislative process for processing requested Comprehensive Plan and associated zoning amendments was commenced in early 2013 and continued through 2014.
2. Following EIS issuance, the City's legislative process commenced. The City has before it two alternative locations for the EPF, which were identified through the County siting process as meeting proposal objectives.
 3. Although the two areas are very different, particularly with respect to the City's long term planning objectives, the locations are on previously developed properties within City boundaries, and with mitigation, can be adequately provided with utility services (*i.e.*, sewer, water, and electricity), and would be adequately supported by other public services. Transportation issues are identified in the EIS, and can be addressed through mitigation imposed through the EPF CUP process.

4. No critical areas are at either site, although both are within FEMA mapped flood plains. The City has always been located along the Skagit River, with the first levees constructed in 1894, which the City has continually maintained and improved since that time. Although within areas mapped by FEMA, both locations have development present and do not provide natural and beneficial floodplain or wetland values (some of the alternatives sites the County had earlier identified did have wetland constraints, but were later determined to not meet proposal objectives). One of the locations (Alf Christianson) may ultimately be de-designated, once infrastructure improvements are completed. However, these improvements have not been funded and both areas remain mapped. Despite the mapping, the City has no record of flooding at either site.
5. Flooding associated with a river such as the Skagit River is different from dealing with flood issues associated with ocean-front properties. The primary difference is that it is easier to assess flood risk and plan for flood events. With flooding from the Skagit River, the City has always had advance warning and an ability to implement identified response measures. For example, in addition to levee improvements and citizen involvement in addressing flood risks, the City utilizes a flood warning system, which typically provides the City with days of advance warning for major flood events.
6. The EIS prepared for the proposal identifies mitigation, which will be further developed during the permitting process. At minimum, the facility would be built at the elevation required at the time of construction. For critical facilities, the lowest floor must be three or more feet above the level of the base flood elevation. Also, flood proofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into floodwaters. EPF conditional use permit conditions, and City Municipal Code Ch. 15.36 and building code requirements must be adhered to, and an emergency response plan prepared to ensure inmate safety, continuous delivery of supplies during any emergency, and providing for evacuation, should that prove necessary. More generally, redevelopment to current regulatory requirements will provide improvements to water quality. For example, stormwater will be addressed pursuant to current requirements.
7. Mitigation and design are central to Plan consistency, land use compatibility, and inmate safety, as addressed in the EIS and below. As such, to address these concerns, conditions will be further developed during the EPF CUP process, which requires mitigation to address these issues. Mitigation related to land use compatibility recognizes the fact that a central purpose of jail facilities should be to ensure that inmates released from the facility are integrated back into society as productive citizens. As a key objective is reintegration, seamlessly integrating the facility into the neighborhood within which it is sited helps reinforce that message.

SECTION FOUR. **Truck City Findings.** The City of Mount Vernon makes the following findings regarding the Truck City Area:

1. With the anticipated Comprehensive Plan and zoning amendment to Government Center/Public designations, a new jail would be consistent with Sub-Area Plan G: Interstate-5 Corridor and City Entry System, adopted as part of the City's Land Use Element of the Comprehensive Plan.

2. With the anticipated Boundary Line Adjustment for the portion of the property not included in the proposal, the Truck City location would be consistent with the provisions of the MVMC.
3. The proposed jail facility would be consistent with Comprehensive Plan Objective LU-54.1 of the Comprehensive Plan Land Use Element: "Balance residential, commercial, industrial and public land uses within the City." Although adversely impacting the City's commercial/industrial lands base, the use proposed is an EPF which local jurisdictions must plan for and not preclude, and would provide employment. *See e.g.*, Findings of Fact A.5-7, above.
4. The parking areas and landscaping in the proposed site design can be designed consistent with Comprehensive Plan Policy LU-54.1.2: "Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses." Further review and mitigation will be required through the EPF CUP process.
5. The removal of the Truck City properties from the tax roll will result in an annual loss in property tax revenue of \$46,806.00. The acquisition of the Truck City properties will also result in the relocation of one sales tax-generating business, causing a loss in sales tax revenue for local jurisdictions. Additionally, the potential lost opportunity costs associated with this site represents nearly \$17 million in gross business receipts, 112 jobs, \$3 million in personal income, and almost \$150,000.00 in annual tax revenue (Property Counselors 2013). However, public facilities do provide employment and demand for local services.
6. Based upon the above findings, acceptance of the attached Essential Public Facilities Master Plan Exhibit for Truck City (attached to the Staff Report) by the City Council would be consistent with the relevant EPF policies in the Comprehensive Plan. As such, it is accepted.
7. That substantial evidence exist in the record supporting the City Council which finds that rezoning the Truck City site to a zoning designation "Public" is compatible with the City's comprehensive plan and development goals as amended by this Ordinance and that public utilities and public facilities and other services are currently adequate to serve the proposed district.
8. That substantial evidence exist in the record supporting the City Council which finds that rezoning the Truck City site to a zoning designation "Public" is consistent and compatible with the uses and zoning of surrounding properties, that conditions have changed since the original zoning, and that the rezone bears a substantial relationship to the public health, safety, morals, or welfare.

SECTION FIVE. Alf Christianson Findings. The City of Mount Vernon makes the following findings regarding the Alf Christianson Area:

1. This location is part of the "gateway" entrance to the City. City planning, including the Comprehensive Plan policies addressed in the Staff Report and Planning Commission recommendation emphasize the importance of this location to achieving the City's long term planning objectives. Only with anticipated Comprehensive Plan and zoning amendments to the Government designation as well as an amendment to Sub-Area A: Downtown Planning Area (see **Exhibit 7** accompanying the Staff Report), and with significant mitigation could the new jail could be developed in a manner that is consistent with the City's Comprehensive Plan overall. The key focus of the sub-area plan for the use at the Alf Christianson Seed Site location is to provide a buffer from I-5 for adjacent residential areas. Only with mitigation could this be achieved and, as addressed in the Staff Report and Planning Commission Recommendation, to achieve consistency, a greater degree of mitigation is required at this location than at the Truck City location.
2. Objectives LU-54.1 and 54.2 of the Comprehensive Plan Land Use Element are to "Balance residential, commercial, industrial, and public land uses within the City" and "Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses." The City has long planned for commercial redevelopment to provide this transition. The new jail, if designed consistent with the Comprehensive Plan and Downtown and Waterfront Master Plan, could provide a transition between the more intensive downtown uses and the residential uses to the south only with extraordinary mitigation and strict adherence to currently advisory design guidelines. Overall, the City finds that such considerations support the legislative decision not to amend its comprehensive plan map designation, comprehensive plan, and sub area plan for this area.
3. The Alf Christianson area has been planned for mixed use development. Despite the fact that existing park and ride lot and vacant seed processing building fronting Kincaid Street will remain to the north of the new jail, the proposed amendment and rezone requested significantly limit the opportunity for mixed use development due to fragmentation of the site area as a result of a development of the jail.
4. The Alf Christianson Seed location is identified in the City Comprehensive Plan as Opportunity Site 11. The cost of not redeveloping the site area as a hotel or complex of uses will be high. Although mitigation can ameliorate this impact, the Truck City location does not have the same degree of impact.

5. To uphold the vision, goals, and objectives of the Downtown and Waterfront Master Plan, the design of the jail at the Alf Christianson location would have to be consistent with and reflect the character of the downtown area and recent development downtown such as the Skagit Station transit center, north of Kincaid Street. Opportunities to enhance the site area as part of the gateway to the downtown area would have to be incorporated into facility design, including incorporation of a pedestrian pathway, public art, courtyard, and/or public outdoor space.
6. The potential economic loss is greater at the Alf Christianson Seed location than at Truck City, due to the higher potential density and economic value of a development in this location. The removal of the Alf Christianson Seed properties from the tax roll will result in an annual loss in property tax revenue of \$51,360.00. Additionally, the potential lost opportunity represents nearly \$86 million in gross business receipts, 220 jobs, \$9 million in personal income, and over \$500,000 in annual tax revenue (Property Counselors 2013). These factors weigh in favor of the Truck City location.

SECTION SIX. Based upon written records, testimony provided, and the findings set forth herein, the Comprehensive Plan and zoning designations at the Alf Christianson location shall remain **unrevised.**

SECTION SEVEN. Based upon written records, testimony provided, and the findings set forth herein, the below described property shall have its Comprehensive Plan and zoning designations changed as indicated.

1. TRUCK CITY PROPOSED JAIL – CITY FILE NO: PL13-012

Request: The approximate 10.4 acre area has a Comprehensive Plan designation of Commercial Limited Industrial (C-L); and the current zoning designation is Commercial Limited Industrial (C-L). The applicant has requested a re-designation to a Comprehensive Plan designation of Government Center (GC) with zoning of Public Use (P).

Location: The area is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south. The Skagit County Assessor describes the subject area as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.

Accompanying this Ordinance, and incorporated by this reference as if they were fully set forth in this section, are a full legal description and mapping that describes and illustrates the Truck City site.

SECTION EIGHT. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

SECTION NINE. This ordinance shall be in full force and effect five days after its passage, approval, and publication as provided by law.

PASSED AND ADOPTED this _____ day of April, 2014.

Jill Boudreau, Mayor

SIGNED AND APPROVED this ____ day of _____, 2014.

ALICIA D. HUSCHKA, Finance Director

Approved as to form:

Kevin Rogerson, City Attorney

Published _____

TRUCK CITY PROPOSED JAIL LOCATION – CITY FILE NO: PL13-012

[legal description to be attached if this Ordinance is approved]

The following map is provided for illustrative purposes only; this map is not to scale.

Truck City Existing and Proposed Land Use Designations:

