

**From:** [Howard Glastetter](#)  
**To:** [phyllisfarrell681@hotmail.com](#); [Ed Kenney](#); [loisward@comcast.net](#); "Paula Holroyde"; [Tristan Olson](#)  
**Cc:** [Ron Buckholt](#)  
**Subject:** RE: Thurston County Written Comment Period on Mid-Cycle Amendments to 2022-2023 Dockets  
**Date:** Sunday, January 29, 2023 7:32:18 PM  
**Attachments:** [image001.jpg](#)

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**From:** Howard Glastetter <[howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net)>  
**Sent:** Sunday, January 29, 2023 2:59 PM  
**To:** [phyllisfarrell681@hotmail.com](#); Ed Kenney ([baldhillssolar@gmail.com](mailto:baldhillssolar@gmail.com))  
 <[baldhillssolar@gmail.com](mailto:baldhillssolar@gmail.com)>; [loisward@comcast.net](#); 'Paula Holroyde'  
 <[paulaholroyde@lwwthurston.org](mailto:paulaholroyde@lwwthurston.org)>; Tristan Olson <[tristan@nisquallyriver.org](mailto:tristan@nisquallyriver.org)>  
**Cc:** 'ron.buckholt@co.thurston.wa.us' <[ron.buckholt@co.thurston.wa.us](mailto:ron.buckholt@co.thurston.wa.us)>  
**Subject:** FW: Thurston County Written Comment Period on Mid-Cycle Amendments to 2022-2023 Dockets

Folks,

My lead in paragraph should have read: **February 14**

-Howard

-

**From:** Thurston County Planning Department <[maya.teeple@co.thurston.wa.us](mailto:maya.teeple@co.thurston.wa.us)>  
**Sent:** Tuesday, January 24, 2023 3:01 PM  
**To:** [howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net)  
**Subject:** Thurston County Written Comment Period on Mid-Cycle Amendments to 2022-2023 Dockets

Folks

Thurston County is requesting public comment on docket changes. One of the upcoming dockets earmarked for review/change is the **1992 Nisqually Sub-Area Plan**. It is more than 30 years old and has not been updated, except for a recent modification to goal E-5. The plan covers activities in the entire Nisqually delta and includes the McAllister Springs sensitive area and beyond.

I think we should discuss this issue at our next CAC meeting. The NRC folks should be made aware of this too if they aren't already. Preliminary public comment for docket issues ends on **January 14<sup>th</sup>**.

I've already sent my personal views (attached) as an answer to this county request.

The plan is included in its entirety in the county email and can easily be read or skimmed to get the sense of it. It is, by design, a balanced / fair document to all interests in the valley. However, in my opinion, it has been weakened by 30 years of inattention. Please note my attached comments.

To look at the 1992 plan: click on

<https://www.thurstoncountywa.gov/planning/Pages/comp-plan-amend-docket.aspx> in the first page of the county notice.

Then click on the “Nisqually Sub-Area Plan Update” link. Then click “1992 Nisqually Plan” link.

Side note: I’ve just retrieved mail from my mailbox. Lakeside, at Holroyd’s gravel mine, has requested to reprocess recycled asphalt pavement (RAP) at their Nisqually plant. Perhaps they have reprocessed their huge pile of accumulated asphalt they have dumped from their silos over the years. (Please note the first couple of paragraphs in my attached county comment (above). It is not mentioned in the letter I’ve just received, but **Lakeside is also required to follow the rules in Goal E.5 of the 1992 Nisqually Valley Sub-Area Plan.** Comments should be directed to county contact: **Ron Buckholt** [ron.buckholt@co.thurston.wa.us](mailto:ron.buckholt@co.thurston.wa.us) I’ve cc’d him on this because I’ve already spent a bunch of time on these issues. (Ron: please read the first 2 paragraphs of my attachment).

Sincerely,

Howard Glastetter

This email is from Thurston County Government

## COMMUNITY PLANNING

A division of the  
Community Planning & Economic Development Department

Webmail sent January 24, 2023

Hello from the Community Planning Division

**PUBLIC COMMENT SOUGHT ON PROPOSED AMENDMENTS TO THE  
2022-2023 OFFICIAL DOCKETS**

**You are invited to comment on new proposals to the Official Thurston County 2022-2023 Dockets.**

The Thurston County Board of Commissioners is seeking public comment on new proposals for possible addition to the 2022-2023 Official Dockets of Comprehensive Plan and Development Code Amendments. The public is invited to submit written comments on whether these proposals should be added to the dockets. The dockets establish priorities for County planning work related to comprehensive planning and development code amendments.

The Comprehensive Plan Amendment Docket is available online at:

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The Development Code Amendment Docket is available online at:

<https://www.thurstoncountywa.gov/planning/Pages/devcode.aspx>

**What:** Written Comment Period on Mid-Cycle Amendments to 2022-2023 Official Dockets

**When:** Comments must be received by February 14, 2023

**How:** Send written comments to Dana Bowers by email at [Dana.Bowers@co.thurston.wa.us](mailto:Dana.Bowers@co.thurston.wa.us) or hand deliver or mail to:

Thurston County Community Planning & Economic Development Department

C/O Dana Bowers, Associate Planner

3000 Pacific Ave. SE



## BACKGROUND

Residents of unincorporated Thurston County, and those who may be affected by regulatory changes at the county level are asked to review the potential comprehensive plan and development code dockets, or amendments to those dockets.

After a 20-day written comment period, the Thurston County Board of Commissioners may amend the official dockets to add new proposals. Adding a proposal to the docket is not a decision to adopt the proposal. The docket establishes a work program for county staff to facilitate the proposal through the legislative process, which includes policy and legal analysis, public outreach, Planning Commission and environmental review, and finally Board review and action. The Planning Commission and the Board of Commissioners will hold public hearings on the merits of the items approved for the Official Dockets prior to adoption of any final regulations. The Board may prioritize proposals on the dockets.



## HOW TO GET MORE INFORMATION OR TALK TO SOMEONE

- If you have questions about the proposals or process, please contact Maya Teeple by email [Maya.Teeple@co.thurston.wa.us](mailto:Maya.Teeple@co.thurston.wa.us) or call 360-545-2593.



## DISABILITY ACCOMMODATIONS

To request disability accommodations call the Reasonable Accommodation Coordinator at least 3 days prior to the meeting at 360-786-5440. Persons with

speech or hearing disabilities may call via Washington Relay: 711 or 800-833-6388.



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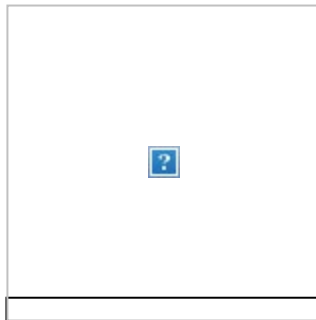
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Thurston County Planning Department | 3000 Pacific Ave SE, Olympia, WA 98501

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**From:** [Howard Glastetter](#)  
**To:** [phyllisfarrell681@hotmail.com](mailto:phyllisfarrell681@hotmail.com); [Ed Kenney](#); [loisward@comcast.net](mailto:loisward@comcast.net); ["Paula Holroyde"](#); [Tristan Olson](#)  
**Cc:** [Ron Buckholt](#)  
**Subject:** FW: Thurston County Written Comment Period on Mid-Cycle Amendments to 2022-2023 Dockets  
**Date:** Sunday, January 29, 2023 3:01:05 PM  
**Attachments:** [~WRD0000.jpg](#)  
[23-01 NV Sub-Area Comment.docx](#)

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**From:** Thurston County Planning Department <[maya.teeple@co.thurston.wa.us](mailto:maya.teeple@co.thurston.wa.us)>  
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Olympia, WA 98501

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## 1992 Nisqually Sub Area Plan Comments

January 26, 2023

The 1992 Nisqually Sub-Area Plan is an excellent, well thought out document that has offered a degree of protection to the lower part of Nisqually Valley in Thurston County. However, it is more than 30 years old and has never been updated, except for a fairly recent modification to goal E-5. That modification allowed the reprocessing of recycled asphalt pavement (RAP) in Holroyd's Gravel Mine.

The change came with caveats that required stored RAP to be protected (under an airspace cover) from wet weather, I'm not sure this is being done. A growing large pile (70,000+- cubic yards of loose asphalt) dumped from the loading tanks was stored openly over the last several years. While this product was never on the highways, it still contains most of the chemicals of concern that are found in RAP. This product, in the middle of a "wellhead protection area" should be protected from leaching into the ground water below the permeable soil of the gravel mine.

Furthermore, Holroyd has been trying for the last 15 or so years to mine 100' below the floor of the same mined out pit that contains the asphalt plant.

### Other Issues

There are also issues of concern on the near horizon. Over 30+ years, many things can change. Left to inattention, the changes will cause deterioration. One big change since 1992 has been caused by periodic serious flooding that could have been avoided. Examples: November 1995, just over 2 months later February 1996 ("Flood of Record" for lower NV), December 2015 and February 2020 (I complained to the Federal Energy Regulatory Commission (FERC) on that last one). The Tacoma Public Utility (TPU) had a hand in all of these floods. They were not held accountable by FERC, because TPU's FERC license doesn't require fall /winter flood control or maximum level rules.

However, TPU did have spring / summer level rules (and still does). Their FERC license says they must "stay **above TEN feet below capacity**" from Memorial Day to Labor Day for fish and recreational reasons". TPU traditionally ignored these rules and the Alder Lake Reservoir was often 50' to 70' below capacity by Labor Day. This happened in 2006. **November 2006 had the upper Nisqually Valley Flood of Record.** Eighteen inches of rain fell in the upper valley in 36 hours. The Nisqually entrance Mount Rainier was closed for over a year. There was no flooding in the lower valley. The reservoir was still 53' below capacity when the storm hit and simply raised 37' to 16' below. No flooding occurred below TPU's Alder Lake Dam. Incidentally, the FERC license **allows** the pool to be 37' below capacity in the fall / winter. Interesting coincidence. This shows that TPU flood mitigation is very possible.

The I-5 Nisqually bridges are old, inadequate and need replacing. This will have a huge traffic impact on the Nisqually Sub-Area. The bridges as well as I-5 connections will be expanded to four lanes. The original plan was designed to have a cooperative symbiosis of all parties in the Thurston County portion of the valley. I get the impression that some in the Nisqually River Council (**NRC**) are looking to eventually turn the Delta and much of the rest of the valley into a full salmon support system. Ecological restoration is certainly highly important, but it is not the only issue here.

Many view the Nisqually Delta as beginning on the north side of I-5. However, we know that it begins on the south side of the railroad line, over a mile upstream from I-5. So, what is being hoped for and what are some expectations to make this palatable for all interested parties with property in the Sub-Area? It feels to me some things are being developed in a vacuum, with a surprise in the end for those who will be adversely affected.

I regularly attend the Nisqually River Council (NRC) meetings. I've noticed something recently that should have caught my attention in prior meetings. There has been no representation from Thurston County government at these meetings for the past several months. There are usually representatives from Pierce County, JBLM, Yelm, Lacey, Olympia, Washington State DOT, Tacoma Power, Nisqually Tribe, and others that have interests in the valley. These folks attend from time to time and often regularly. I think Thurston County should have more attendees at this monthly meeting.

There are issues discussed that relate to Thurston County employee responsibilities (e.g., transportation, Nisqually Sub-Area Plan, municipal water needs, flood issues, I-5 Bridge replacement, airport proposal. etc.). The Citizen Advisory Committee (CAC) to the NRC, which I belong to, can't effectively make comments that should come from official Thurston County sources. We are a sub-set of the NRC. Any CAC comment that conflicts with the NRC agenda might touch a nerve on some NRC members. An open NRC meeting is an awkward place for a CAC member to ask for NRC clarification of a purposely opaque issue. If it comes from Thurston County jurisdictions, it could inspire reflection and perhaps compromise.

In conclusion, I've covered more items than I intended to, but a lot has happened in the last 30+ years and a lot of adjustments, even beyond what I've just covered, should be made soon to protect this valuable part of Thurston County.

Sincerely,

Howard Glastetter

([howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net))

**From:** [Howard Glastetter](#)  
**To:** [Ron Buckholt](#)  
**Cc:** [Maya Teeple](#)  
**Subject:** Lakeside's Recycle Asphalt Pavement Request  
**Date:** Tuesday, January 31, 2023 7:46:45 AM  
**Attachments:** [ATT00001.htm](#)  
[1Proposed Docket Ammendment 1703.doc](#)

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Ron,

I'm attaching a March 2017 document I sent to Maya Teeple about Lakeside's effort to use recycled asphalt pavement ((RAP) at Holroyd's gravel mine. It had some influence on the change to Goal E.5 of the 1992 Nisqually Sub-Area Plan. Goal E.5 now outlines how RAP is to be handled at Holroyd's pit location. I'm sending this as information requested from your "Notice of Application" evidently mailed to neighbors living near Holroyd's gravel mine. You mailed this on January 25, 2023. The attached also outlines "Best Management Practices" for RAP.

I hope this helps,

Howard H Glastetter  
[Howard.glastetter@comcast.net](mailto:Howard.glastetter@comcast.net)  
Cell (360)556-1574

Everything should be as simple as it can be, but no simpler.  
Albert Einstein

Ms. Maya Teeple,

I have sent variations of this email as a public response to Lakeside Industries' docket attempts to remove Goal E-5 from the 1992 Nisqually Sub-Area plan. They want to reprocess Recycled Asphalt Pavement (RAP) at their Holroyd's Gravel Pit site in lower Nisqually Valley. I have done this over the past several years. **I am now agreeing with the proposal to allow RAP in Holroyd's pit provided it is covered and protected from weather**, preferably with an unwallled metal building (see included photo) with an airspace above the stored RAP to insure it is free from moisture and will not leach into the permeable soil of Holroyd's gravel mine. I will add a bit more before December.

The overall goal of the November 1992 Nisqually Sub-Area Plan was to **"Maintain the existing rural environment of the Nisqually planning area with the primary emphasis on preserving ... its rural, aesthetic character for future generations."** (Page17). This overall goal has been in the forefront of the 1992 Plan as well as ongoing public and private efforts to restore and maintain the Nisqually River Valley. The no-RAP provision of Policy E.5, along with the other E goals (Page 20-21, attached) was designed to protect the rural character from industrial dominance.

The county has an obligation to defend this well thought out plan and strengthen it when it comes up for renewal. However, business impacts have increased, rather than be phased out as the plan has required. Examples:

- 1) A mined out pit at Yelm Highway and Reservation Road, in the Nisqually Sub-Area, has been converted to a construction waste site (The Sub-Area Plan (Goal E.1.) and DNR require mined out pits to be reclaimed). Stumps and construction material, including RAP, are hauled in from as far as Mason County. This operation is in the Nisqually Sub-Area, contiguous to the McAllister Springs Sensitive Area - above Lacey and Olympia municipal wells. People in county government are aware of this violation.
- 2) After the flood of 1996, neighbors could only replace lost homes by putting them on high foundations. No lot filling was allowed. However, the gun factory, in the middle of the neighborhood, was given permission to put 20,000 cubic yards of fill on their 1996 flood inundated property. They have yet to use this filled area. That filled part of the property is now for sale.
- 3) Lakeside got into the valley on a technicality and now wants to add the RAP storage and recycling to their process. This would have an increased truck traffic impact on the valley and opens the door to possible water and air pollution.

There are ongoing concerns with flooding. In 1996, much of the lower Nisqually Valley was under floodwaters, including portions of the Holroyd gravel mine. Due to past rail line, bridge and highway construction the Nisqually River has been artificially forced to the higher **east** side of the valley. When the river has major floods, it naturally flows to the **west**, above the rail line, through the Durgin Road Tunnel upstream, from the Holroyd Gravel Mine. If floodwaters enter the pit, aquifer groundwater could be infiltrated by pollutants from RAP storage in the pit, if RAP were ever allowed. (Flooding in Nisqually Valley will continue to be an issue as long as Tacoma Power is

allowed to top off the Alder Lake Reservoir in the fall/winter seasons.) **Goal E.5 states: "... the reprocessing of asphalt shall not be allowed due to water quality concerns".** Note: RAP is recycled pavement. When it is ground up the surface area dramatically increases and allows greater leaching of chemicals in the RAP. Please see next paragraph. **Yellow** highlighting is mine.

<http://www.rmrc.unh.edu/tools/uguidelines/rap131.asp> "For unbound applications, leachability from the RAP may also be a concern. **This same leachability would be a concern if RAP was stockpiled or stored and exposed to precipitation.**" What this URL is saying is that using RAP as one would use raw gravel for a road or driveway would cause more leaching into the soil than, say, a solid road made of bound asphalt. The reason being, that increased surfaces of the unbound RAP particles would have far more surface area to leach from than a hard surface road (much the same as a RAP stockpile exposed to the weather).

If RAP is allowed, and I'm not recommending it, there is a way to mitigate its effects. Below is the "Best Practice" to reduce moisture in RAP. It allows RAP to be processed at a lower temperature, reducing the cost of producing asphalt. There are two additional side benefits to this. Less heat means less energy, reducing air pollution. Keeping RAP dry also prevents chemical leaching into the ground water. This is a win for the asphalt company (less cost) and the neighborhood (less water/air pollution).

The **un-walled building** cover technique was also recommended in two different articles in the handout we used when I was on the Thurston County Asphalt Advisory Task Force (AATF) in 2007-8. A Lakeside employee told me they had no intention of doing this.

Note of caution: This still would not solve the problem of having a large **source** RAP pile in the pit. Suppose Lakeside were allowed to have RAP at their site. If Lakeside were to maintain a source RAP pile of the size they had when they were at the Hogum Bay Olympia Landfill a few years ago, it likely would create a water pollution problem. They had an irregular pile 60+ feet in height and around 150 feet across at the base. That may have been marginally ecologically acceptable, because the water table could be around 100 feet below ground level at the Hogum Bay site. The current permeable gravel floor at Holroyd's is about 15 to 20 feet above an aquifer water table, even less in wintertime. Holroyd's pit is also in the Nisqually 100-year floodplain. I have photos that show they were flooded in 1996.

<http://www.morerap.us/files/rap-best-practices.pdf>

### **Stockpiling to Minimize Moisture**

Moisture content of aggregates and RAP is a primary factor affecting an asphalt plant's production rate and drying costs. Some contractors have implemented creative approaches to reducing moisture content in stockpiles. **The best practice to minimize the accumulation of moisture in stockpiles is to cover the stockpile with a shelter or building to prevent precipitation from getting to the RAP.** Second to that, it is a good practice to use conical stockpiles to naturally shed rain or snow, and to place the stockpile on a paved and sloped surface to help water drain from the pile. Irregular-shaped stockpiles with surface

depressions that will pond water should be corrected by shaping the pile as it is being built with the front-end loader or a small dozer. However, the use of heavy equipment on the top of RAP stockpiles should be minimized to avoid compaction of the RAP. Likewise, **it is also recommended that RAP stockpiles be limited to 20 feet in height** to reduce the potential for self-consolidation of the stockpile.





Final thoughts:

Lakeside RAP storage at the Hogum Bay site did not meet “**Best**” or even “**Second Best**” practices. Would they do better in Holroyd’s pit? The jury is out on that. The aquifer below the pit is the source of drinking water for some as well as farm / garden irrigation for many in the valley.

Lakeside knew RAP was not allowed before they built their new plant at Holroyd’s pit. The County Commissioners and two court decisions ruled they could not use RAP in Nisqually Valley. ORCAA reaffirmed they could not, due to Sub-Area Plan rules. They chose to push their way into this rural residential area, anyway. Since then, they have been posturing that they have been treated unfairly.

Holroyd’s pit is close to being mined out. DNR and the Sub-Area Plan say they must move out when that happens. Will they? Or, will they want increase truck traffic and change infrastructure to haul in **gravel** from another pit **as well as RAP**? This would also be in violation of the Sub-Area Plan. **(Goal E.5 says: ”The reprocessing of imported mineral resources shall not be the primary accessory use ... .”** Gravel is a mineral and is supposed to come from inside the pit.

Thank you for your consideration.

Sincerely,

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[howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net)  
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**Subject:** A bit more on RAP  
**Date:** Thursday, February 2, 2023 10:47:08 AM  
**Attachments:** [1992 NV SA-Plan.docx](#)  
[ATT00001.htm](#)  
[RAP Comment 1905.docx](#)

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Ron,

I've found a couple other documents that might be helpful in your evaluation of RAP reprocessing at Lakeside's plant in Holroyd's pit. The first document contains the 1992 **rules for industry** in the Nisqually Sub-Area. Goal E.5 is in it's original form, denying the use of RAP. E.5 was changed and you should have no trouble getting the new E.5 rule that now allows RAP with caveats that protect the aquifer below the pit. The second document is my May 28, 2019 response to the county about the Herrera Environmental Consultants 2019 study of potential RAP issues. RAP is now allowed in the sub-area, but it is very important that it be done with "Best Management Practices". The Herrera study for the county is titled "**Contaminant Leaching from Recycled Asphalt Pavement**".

-Howard

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# Comments on Herrera's Contaminant Leaching from RAP document

By Howard Glastetter  
11110 Kuhlman Road SE  
Olympia, WA 98513  
[Howard.glastetter@comcast.net](mailto:Howard.glastetter@comcast.net)  
Cell: (360)556-1574

May 28, 2019

The Herrera document was based on available, easily accessed, online studies; most of which have been around for several years. The report was even-handed and concluded that recycled asphalt pavement (RAP) leaches chemicals and is an issue of concern, albeit somewhat minor in this area.

I'd like to preface my comments on the document with an observation of the Lakeside operation at Holroyd Gravel Mine. Their operation is state of the art. It is very rare to smell any odor of hot asphalt from the pit. Nisqually neighbors get a whiff of it when covered trucks drive by, but that's it. Lakeside employees have been respectful ladies and gentlemen. So, Lakeside is a good neighbor.

A couple comments in Herrera's document caught my eye. I knew that New Jersey had very stringent rules about RAP. On page 10 of the document, under **Toxicity Testing** in New Jersey, it states: RAP "... could be used as an unbound material in all environments except those which are highly acidic  $\text{PH} < 4$ ), such as mines ... (Note: the assumption is that the authors are referring to coal- and metal-type mines and not gravel-type ...)" I did a little research, see below.

[https://www.sourcewatch.org/index.php/New\\_Jersey\\_and\\_coal#Major\\_coal\\_mines](https://www.sourcewatch.org/index.php/New_Jersey_and_coal#Major_coal_mines)

## Major coal mines

There are no coal mines in New Jersey.<sup>[18]</sup>

<https://www.state.nj.us/dep/njgs/pricelst/gsreport/gsr25.pdf>

The introduction to the PDF says: Sand and gravel production in New Jersey is a \$100 million annual business with 786 mining operations, around 100 of which are active.

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Metal mining in New Jersey appears to be a thing of the past and was done via tunneling and not open pit. So, a better Herrera assumption would be that the "authors are referring to **permeable soiled gravel mines**". I'm familiar with wells at 3 different homes in Nisqually Valley below Holroyd's mine. They all contain a certain amount of red / brown turbidity, which I believe is caused, to a certain extent, by gravel mining in the pit. See below.

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<https://www.reference.com/home-garden/causes-well-water-suddenly-turn-brown-f7f4fce6acfc870>

**"The most common cause of brown well water is iron contamination.** A sudden change in water-color means that the contaminant is newly introduced to the well, and it may be caused by **industrial contamination**, rusty plumbing fixtures or natural iron leaching from the ground". Nisqually valley soil contains iron.

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Back to the Herrera document: A point was made (page **17** - *Comparison Studies to Expected conditions in Nisqually*) that "European RAP tests may not relate to U.S. tests, because asphalt pavement was made there with tar as an additive until 1975 and emits more polycyclic aromatic hydrocarbons than RAP produced from bitumen which is what has been used in the U.S. since WW 2."

Page **19** item 1 made me pause. It stated that tests showed: "Cu and Zn (copper and zinc) also exceeded U.S. EPA WQLs". This reminded me that there is a more modern ingredient that is popular in U.S. asphalt production: recycled asphalt roofing shingles. Some of the more expensive shingles come impregnated with copper flakes to prevent moss buildup. Many home owners put zinc on asphalt roofs, either as metal strips, liquid applications, or solid zinc flake applications to do the same thing. Does reprocessing these used shingles add these metals to asphalt roads that will eventually be ground up, returned and stored to open weather at an asphalt plant site? I'm not seriously suggesting this as the source of Cu and Zn metals found in the above test. I mention it because, most of us are initially pleased to hear about recycling. However, as Einstein said: "Everything should be as simple as it can be, but no simpler". The reprocess should be safe. Keep RAP dry when storing it over a permeable floored gravel mine.

The Herrera study painted Nisqually Valley with a broad brush. I'd like to add a few details. The lower valley is classified by Thurston County as a Wellhead Protection Area. It is also protected, as a rural environment, by a Thurston County Sub-Area Plan.

The water sources for all residents in the lower valley are from wells. Many residents, but not all, get drinking water from a Lacey City well next to the Nisqually River - less than a half mile from Lakeside's Asphalt Plant. The plant sits in the permeable soil of Holroyd's Gravel Mine at the very beginning of the Nisqually Delta in lower Nisqually Valley. The pit was once the end of a glacier. There is a capped-artesian-springs well just across Old Pacific Highway from the pit. These springs obviously run under the pit and likely continue through rural residential land to Puget Sound. (There was, until recently, a capped artesian spring pipe near the board walk in the tide lands at the Nisqually Delta sanctuary.) This mine / industrial activity is up-river from many homes that have private wells because Lacey Water doesn't serve them. Holroyd's Pit, itself, has a several-year-old active request at the county to mine the pit from its current permeable floor level to 80 feet below the water table. Delivering RAP to the pit would also mean increased truck traffic on the two-lane roads in the valley. So, this site is a very sensitive part of the valley and could become a stressed one.

If RAP were ever allowed, it should be under cover and out of the weather before and during its use. Please see a past comment on RAP that I resubmitted May 24, 2019. It shows weather protection is an industrial "Best Practice".

Sincerely,

Howard Glastetter



5. **COMMERCIAL DEVELOPMENT**

**GOAL E: PROHIBIT LARGE SCALE COMMERCIAL DEVELOPMENT WITHIN THE NISQUALLY VALLEY, WHILE RECOGNIZING EXISTING COMMERCIAL ACTIVITIES AND DESIGNATED COMMERCIAL AREAS.**

**Policies:**

- E.1. Minimize the addition of new commercial activities within the planning area by prohibiting commercial expansion of properties not currently zoned beyond the existing lot and use, promote the relocation of existing commercial uses to zoned areas and prohibit the use of mined out gravel pits for commercial or industrial use.
- E.2. Adopt design guidelines for designated commercial areas and commercial uses which complement the pastoral character of the Nisqually Valley.

- E.3. Recognize existing mineral extraction operations, require any new operations to be visually buffered from adjacent properties and roads, and prohibit any activities along the McAllister Bluff.
- E.4. Condition any mineral extraction operation north of the railroad to maintain a wooded hillside along Old Pacific Highway to provide a 100-foot vegetative buffer from the east of the right-of-way, except at an entrance. Where the native ground cover does not conceal the mining activities from the road, supplemental vegetation shall be provided.
- E.5. Allow accessory activities to be considered inside the mined out portion of a gravel pit through the site plan review process. Examples of allowable accessory uses would include concrete pipe and/or septic tank construction and the recycling of used concrete. The reprocessing of imported mineral resources shall not be the primary accessory use and the reprocessing of asphalt shall not be allowed due to water quality concerns. These activities shall be discontinued once reclamation of the pit is completed in accordance with the WDNR standards.
- E.6. Evaluate all the allowable and special uses within the 1/5 zone to determine if they would be compatible with the "Agricultural/Pastoral Character" of the Nisqually Valley.
- E.7. Explore options for the redevelopment of the Martin Way & I-5 commercial area for a Nisqually Valley interpretative center.
- E.8. Provide for the redevelopment of preexisting non-conforming uses adjacent to the Old Nisqually commercial area through a Special Use Permit process, provided that the new use reflects the agricultural and historic character of the valley, and is consistent with the Goals and Policies of this Plan.

**From:** [Barber, Eva \(ECY\)](#)  
**To:** [Ron Buckholt](#)  
**Subject:** Project #2022105705 / 11125 Durgin Road SE, Olympia  
**Date:** Tuesday, January 31, 2023 11:38:02 AM

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Ron,

Thank you for the opportunity to provide comments on this project. Ecology's comment is below:

Ecology's Comments:

This proposed project is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: <https://apps.wa.gov/ecy/dirtalert/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Construction workers and others who work in the soils are at risk.

Washington State Department of Ecology (Ecology) recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the [2019 Tacoma Smelter Plume Guidance](#). The soil sampling results shall be sent to Ecology for review.
- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
  - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology website at: <https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-process/Cleanup-options/Voluntary-cleanup-program>.
  - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local permitting agency the opinion letter from Ecology.
  - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.



- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:

<https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html>

For assistance and information about Tacoma Smelter Plume and soils contamination, contact Eva Barber with the Toxic Cleanup Program at 360-999-9593 or via email at

[Eva.Barber@ecy.wa.gov](mailto:Eva.Barber@ecy.wa.gov).

*Eva Barber*

Technical Assistance Coordinator

[Toxics Cleanup Program](#), Southwest Regional Office

Washington State Department of Ecology

Cell: 360-999-9593



[eva.barber@ecy.wa.gov](mailto:eva.barber@ecy.wa.gov)

Ms. Maya Teeple,

I have sent variations of this email as a public response to Lakeside Industries' docket attempts to remove Goal E-5 from the 1992 Nisqually Sub-Area plan. They want to reprocess Recycled Asphalt Pavement (RAP) at their Holroyd's Gravel Pit site in lower Nisqually Valley. I have done this over the past several years. **I am now agreeing with the proposal to allow RAP in Holroyd's pit provided it is covered and protected from weather**, preferably with an unwallled metal building (see included photo) with an airspace above the stored RAP to insure it is free from moisture and will not leach into the permeable soil of Holroyd's gravel mine. I will add a bit more before December.

The overall goal of the November 1992 Nisqually Sub-Area Plan was to **"Maintain the existing rural environment of the Nisqually planning area with the primary emphasis on preserving ... its rural, aesthetic character for future generations."** (Page17). This overall goal has been in the forefront of the 1992 Plan as well as ongoing public and private efforts to restore and maintain the Nisqually River Valley. The no-RAP provision of Policy E.5, along with the other E goals (Page 20-21, attached) was designed to protect the rural character from industrial dominance.

The county has an obligation to defend this well thought out plan and strengthen it when it comes up for renewal. However, business impacts have increased, rather than be phased out as the plan has required. Examples:

- 1) A mined out pit at Yelm Highway and Reservation Road, in the Nisqually Sub-Area, has been converted to a construction waste site (The Sub-Area Plan (Goal E.1.) and DNR require mined out pits to be reclaimed). Stumps and construction material, including RAP, are hauled in from as far as Mason County. This operation is in the Nisqually Sub-Area, contiguous to the McAllister Springs Sensitive Area - above Lacey and Olympia municipal wells. People in county government are aware of this violation.
- 2) After the flood of 1996, neighbors could only replace lost homes by putting them on high foundations. No lot filling was allowed. However, the gun factory, in the middle of the neighborhood, was given permission to put 20,000 cubic yards of fill on their 1996 flood inundated property. They have yet to use this filled area. That filled part of the property is now for sale.
- 3) Lakeside got into the valley on a technicality and now wants to add the RAP storage and recycling to their process. This would have an increased truck traffic impact on the valley and opens the door to possible water and air pollution.

There are ongoing concerns with flooding. In 1996, much of the lower Nisqually Valley was under floodwaters, including portions of the Holroyd gravel mine. Due to past rail line, bridge and highway construction the Nisqually River has been artificially forced to the higher **east** side of the valley. When the river has major floods, it naturally flows to the **west**, above the rail line, through the Durgin Road Tunnel upstream, from the Holroyd Gravel Mine. If floodwaters enter the pit, aquifer groundwater could be infiltrated by pollutants from RAP storage in the pit, if RAP were ever allowed. (Flooding in Nisqually Valley will continue to be an issue as long as Tacoma Power is

allowed to top off the Alder Lake Reservoir in the fall/winter seasons.) **Goal E.5 states: "... the reprocessing of asphalt shall not be allowed due to water quality concerns".**

Note: RAP is recycled pavement. When it is ground up the surface area dramatically increases and allows greater leaching of chemicals in the RAP. Please see next paragraph. **Yellow** highlighting is mine.

<http://www.rmrc.unh.edu/tools/uguidelines/rap131.asp> "For unbound applications, leachability from the RAP may also be a concern. **This same leachability would be a concern if RAP was stockpiled or stored and exposed to precipitation.**" What this URL is saying is that using RAP as one would use raw gravel for a road or driveway would cause more leaching into the soil than, say, a solid road made of bound asphalt. The reason being, that increased surfaces of the unbound RAP particles would have far more surface area to leach from than a hard surface road (much the same as a RAP stockpile exposed to the weather).

If RAP is allowed, and I'm not recommending it, there is a way to mitigate its effects. Below is the "Best Practice" to reduce moisture in RAP. It allows RAP to be processed at a lower temperature, reducing the cost of producing asphalt. There are two additional side benefits to this. Less heat means less energy, reducing air pollution. Keeping RAP dry also prevents chemical leaching into the ground water. This is a win for the asphalt company (less cost) and the neighborhood (less water/air pollution).

The **un-walled building** cover technique was also recommended in two different articles in the handout we used when I was on the Thurston County Asphalt Advisory Task Force (AATF) in 2007-8. A Lakeside employee told me they had no intention of doing this.

Note of caution: This still would not solve the problem of having a large **source** RAP pile in the pit. Suppose Lakeside were allowed to have RAP at their site. If Lakeside were to maintain a source RAP pile of the size they had when they were at the Hogum Bay Olympia Landfill a few years ago, it likely would create a water pollution problem. They had an irregular pile 60+ feet in height and around 150 feet across at the base. That may have been marginally ecologically acceptable, because the water table could be around 100 feet below ground level at the Hogum Bay site. The current permeable gravel floor at Holroyd's is about 15 to 20 feet above an aquifer water table, even less in wintertime. Holroyd's pit is also in the Nisqually 100-year floodplain. I have photos that show they were flooded in 1996.

<http://www.morerap.us/files/rap-best-practices.pdf>

### **Stockpiling to Minimize Moisture**

Moisture content of aggregates and RAP is a primary factor affecting an asphalt plant's production rate and drying costs. Some contractors have implemented creative approaches to reducing moisture content in stockpiles. **The best practice to minimize the accumulation of moisture in stockpiles is to cover the stockpile with a shelter or building to prevent precipitation from getting to the RAP.** Second to that, it is a good practice to use conical stockpiles to naturally shed rain or snow, and to place the stockpile on a paved and sloped surface to help water drain from the pile. Irregular-shaped stockpiles with surface

depressions that will pond water should be corrected by shaping the pile as it is being built with the front-end loader or a small dozer. However, the use of heavy equipment on the top of RAP stockpiles should be minimized to avoid compaction of the RAP. Likewise, **it is also recommended that RAP stockpiles be limited to 20 feet in height** to reduce the potential for self-consolidation of the stockpile.



Final thoughts:

Lakeside RAP storage at the Hogum Bay site did not meet “**Best**” or even “**Second Best**” practices. Would they do better in Holroyd’s pit? The jury is out on that. The aquifer below the pit is the source of drinking water for some as well as farm / garden irrigation for many in the valley.

Lakeside knew RAP was not allowed before they built their new plant at Holroyd’s pit. The County Commissioners and two court decisions ruled they could not use RAP in Nisqually Valley. ORCAA reaffirmed they could not, due to Sub-Area Plan rules. They chose to push their way into this rural residential area, anyway. Since then, they have been posturing that they have been treated unfairly.

Holroyd’s pit is close to being mined out. DNR and the Sub-Area Plan say they must move out when that happens. Will they? Or, will they want increase truck traffic and change infrastructure to haul in **gravel** from another pit **as well as RAP**? This would also be in violation of the Sub-Area Plan. **(Goal E.5 says: ”The reprocessing of imported mineral resources shall not be the primary accessory use ... .”** Gravel is a mineral and is supposed to come from inside the pit.

Thank you for your consideration.

Sincerely,

Howard Glastetter  
[howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net)  
(360)556-1574

**From:** [Howard Glastetter](#)  
**To:** [Sonja Cady](#)  
**Subject:** FW: Lakeside's Recycle Asphalt Pavement Request  
**Date:** Thursday, November 2, 2023 3:19:51 PM  
**Attachments:** [1Proposed Docket Ammendment 1703.doc](#)

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Ms. Cady,

Below is a comment from me about Lakeside's request to allow recycled asphalt into Holroyd's pit for reprocessing. Please also note the attachment. I've recently received a letter from you in my mailbox asking for the same information I thought I had submitted a month ago to Kraig Chalem. If this comment is not among the comments you have already received for Lakeside's latest request, please add it in. If I need to resend this information directly to you, please let me know. Please also add me to the November 14, 2023 meeting link.

Thank you,

Howard Glastetter

---

**From:** Howard Glastetter <[howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net)>  
**Sent:** Monday, October 2, 2023 8:28 PM  
**To:** 'Kraig.chalem@co.thurston.wa.us' <[Kraig.chalem@co.thurston.wa.us](mailto:Kraig.chalem@co.thurston.wa.us)>  
**Cc:** 'Gary Edwards' <[gary.edwards@co.thurston.wa.us](mailto:gary.edwards@co.thurston.wa.us)>; 'Phyllis Farrell' <[phyllisfarrell681@hotmail.com](mailto:phyllisfarrell681@hotmail.com)>; 'Maya Teeple' <[maya.teeple@co.thurston.wa.us](mailto:maya.teeple@co.thurston.wa.us)>  
**Subject:** FW: Lakeside's Recycle Asphalt Pavement Request

Kraig,

This is a comment on Lakeside's recent request to use recycled asphalt pavement (RAP) at their Nisqually Valley Holroyd pit site. When they made this request earlier this year, they requested RAP be stored open-to-weather. I pointed out back then that the Nisqually Valley 1992 Sub-Area Plan recently changed Goal E-5 to allow RAP – **only under an unwallled covered structure**. See attachment for reasons. Lakeside was denied, because they requested to have uncovered RAP.

Their current request is asking that RAP to be stored under a covered roofed structure, which is considered a best management practice and conforms to the latest (Goal E-5) rule in the Sub-Area-Plan.

As a neighbor, I agree that this request be honored.

Sincerely,

Howard Glastetter

---

**From:** Howard Glastetter <[howard.glastetter@comcast.net](mailto:howard.glastetter@comcast.net)>

**Sent:** Tuesday, January 31, 2023 7:45 AM

**To:** 'ron.buckholt@co.thurston.wa.us' <[ron.buckholt@co.thurston.wa.us](mailto:ron.buckholt@co.thurston.wa.us)>

**Cc:** Maya Teeple ([maya.teeple@co.thurston.wa.us](mailto:maya.teeple@co.thurston.wa.us)) <[maya.teeple@co.thurston.wa.us](mailto:maya.teeple@co.thurston.wa.us)>

**Subject:** Lakeside's Recycle Asphalt Pavement Request

Ron,

I'm attaching a March 2017 document I sent to Maya Teeple about Lakeside's effort to use recycled asphalt pavement ((RAP) at Holroyd's gravel mine. It had some influence on the change to Goal E.5 of the 1992 Nisqually Sub-Area Plan. Goal E.5 now outlines how RAP is to be handled at Holroyd's pit location. I'm sending this as information requested from your "Notice of Application" evidently mailed to neighbors living near Holroyd's gravel mine. You mailed this on January 25, 2023. The attached also outlines "Best Management Practices" for RAP.

I hope this helps,

Howard H Glastetter

[Howard.glastetter@comcast.net](mailto:Howard.glastetter@comcast.net)

Cell (360)556-1574

Everything should be as simple as it can be, but no simpler.

Albert Einstein



Ms. Maya Teeple,

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(360)556-1574