

Exhibit X9 Traffic Information for the Ranch at Roslyn Ridge

This exhibit provides generalized traffic information for the Conditional Use Permit application for The Ranch at Roslyn Ridge. It is intended to describe the expected travel routes, access points, seasonal traffic pattern, and review commitments associated with the proposed recreational resort use. It is not a Washington professional engineer-stamped transportation impact analysis and does not make final level-of-service, queue, turn-lane, crash-rate, or sight-distance conclusions.

1. Project Traffic Context

The Ranch at Roslyn Ridge is proposed at 61 Ridgecrest Road, Ronald, Washington, on approximately 33.7 acres in the Rural Recreation zone. The application materials describe a rural recreation and guest-ranch facility with approximately 100 recreational vehicle camping/parking spaces, approximately 15 short-term rentable cabins, tent camping, lodging and dining facilities, a lodge/community gathering area, trails, fire pits, a possible swimming pool, retail/rental services, RV storage, internal roads, parking, and related utilities.

The traffic character of the project is recreational and destination-oriented. Guests are expected to arrive by vehicle, remain on-site overnight, use the resort as a base for outdoor recreation, and make most daily off-site movements toward the lakes, mountains, and Forest Service recreation access points west of Ridgecrest Road. This travel pattern differs from a commuter or high-turnover commercial use because the primary trip purpose is temporary lodging and recreation.

2. Generalized Arrival Route Assumption

For purposes of this traffic exhibit, 100 percent of project external guest traffic is assumed to reach the Cle Elum/Roslyn/Ronald area through Interstate 90. The following directional distribution should be used as the generalized route assignment until replaced or refined by traffic counts, trip generation, and a County/WSDOT-approved traffic study or scoping letter.

Traffic Component	Generalized Assumption	Traffic Review Meaning
External regional arrival traffic	100 percent is assumed to arrive through Interstate 90 to the Cle Elum/Roslyn/Ronald corridor.	The traffic review should assign project traffic from I-90 into the SR 903 corridor and then to Ridgecrest Road.
Greater Puget Sound / west-side route	80 percent of project guest traffic is assumed to use I-90 Exit 80, travel north on Bullfrog Road to the SR 903 roundabout east of Roslyn, then continue west on SR 903 through Roslyn and Ronald to Ridgecrest Road.	The primary route assignment should focus on Bullfrog Road, the SR 903 roundabout, SR 903 through Roslyn and Ronald, and the SR 903/Ridgecrest Road intersection.

Cle Elum / east-side route	20 percent of project guest traffic is assumed to use I-90 Exit 84, travel through Cle Elum on SR 903, and then follow SR 903 west through Roslyn and Ronald to Ridgecrest Road.	The secondary route assignment should account for project traffic moving through Cle Elum and then joining the same SR 903 route to the site.
Primary site access	Ridgecrest Road is assumed to be the primary access into the facilities.	The SR 903/Ridgecrest Road intersection is the primary project access intersection for turning movements, sight distance, queue storage, signs, and any access improvements.
Secondary and supporting access	Patrick's Mine Road is identified in the application and site plan as an additional access context, including a Patrick's Mine Road entrance into the recreational vehicle park.	The SR 903/Patrick's Mine Road intersection and Patrick's Mine Road connection should be reviewed for secondary, service, construction, emergency, and operational traffic as applicable.

3. Recreational Trip Pattern After Arrival

After guests arrive at The Ranch, the daily travel pattern is expected to be weighted toward outdoor recreation west of the resort. For generalized planning purposes, 90 percent of daily off-site guest recreation traffic should be assumed to continue west from the resort toward natural recreation areas, lakes, mountains, trailheads, and Forest Service access points, and then return to the resort. The remaining 10 percent of daily guest traffic should be assumed to travel east from the resort toward Ronald, Roslyn, and Cle Elum for dining, supplies, services, or other local activities.

This assumption supports the rural-recreation character of the proposal: The Ranch is intended to function as overnight lodging and a recreation base for visitors who are already traveling to the Upper Kittitas County outdoor recreation corridor. It also means that most post-arrival local circulation is expected to move away from Roslyn and Cle Elum toward the existing westward recreation destinations, with only a smaller share moving east into the towns for other activities.

4. Occupancy And Seasonal Traffic Pattern

To produce this generalized traffic analysis, the applicant created a 360-day stabilized operating year model that included the seasonality of the projected use. The model assumes 100 RV sites, 15 cabins, and 10 bed-and-breakfast rooms as lodging inventory for traffic-planning context. The traffic analysis should therefore account for the full lodging and recreation program approved by the County, including any phase limitations or conditions.

Occupancy Metric	Planning Value From Reviewed Materials	Traffic Meaning
Annual average resort occupancy	Approximately 45.6 percent combined resort occupancy in the 360-day cycle	Average daily traffic should be lower than peak summer and holiday periods, but still seasonal and visitor-oriented.
Annual average by lodging type	Approximately 43.3 percent RV occupancy, 51.7 percent cabin occupancy, and 59.1 percent B&B occupancy.	Trip generation should distinguish RV/trailer traffic from cabin, room, employee, service, and event traffic.
Peak months	July averages approximately 78.2 percent combined occupancy, and August averages approximately 82.1 percent combined occupancy.	The highest traffic-review focus should be summer weekends, holiday periods, and event periods rather than only ordinary weekday conditions.
Peak individual days	The daily projection reaches 125 occupied units on certain July and August peak days.	Full-occupancy days should be considered in access, parking, internal circulation, and emergency-response planning.
Winter and shoulder seasons	January and February are materially lower; May through October carry stronger outdoor recreation and event demand.	Traffic conditions should be reviewed for both summer recreation peaks and winter road/snow operations.

5. Site Access, Parking, And Internal Circulation

The application materials identify SR 903, Ridgecrest Road, and Patrick's Mine Road as the public road and access context for the project. Exhibit X4 identifies State Route 903, the intersection of Ridgecrest Road and SR 903, the Ranch entrance road off Ridgecrest Road, the Patrick's Mine Road entrance into the recreational vehicle park, Patrick's Mine Road, and recreational vehicle camping areas. The CUP response states that access points are proposed to be limited to Patrick's Mine Road and Ridgecrest Road, and that the applicant proposes to improve the SR 903/Ridgecrest Road intersection and has discussed the Ridgecrest corridor with Kittitas County Public Works.

All parking is proposed to be provided within the project boundaries. The SEPA checklist states that each RV site will have one parking space, that lodging facilities and tent sites will have a minimum of one parking space per unit, and that additional parking will be provided around the main guest area. This exhibit assumes no regular guest parking on SR 903, in Ronald, or in surrounding residential areas. Any final site plan should maintain adequate on-site parking, overflow management, pedestrian circulation, RV/trailer maneuvering, loading areas, service access, emergency access, and snow-storage areas.

6. Construction Traffic

Construction traffic should be reviewed separately from stabilized guest operations. The SEPA checklist estimates that approximately 50,000 cubic yards of material may be moved, removed, or filled, with additional fill potentially exceeding 30,000 cubic yards over more than 300,000 square feet. It identifies on-site cut/fill, a borrow source, pit-run gravel or natural soil from off-site locations, and dirt from local construction sites as potential material sources. The initial phasing plan also shows grading and filling of the recreational vehicle park area beginning from the Ridgecrest entrance and proceeding westward.

Before construction involving substantial hauling or state/county road work, the applicant will coordinate haul routes, timing, dust control, work-zone traffic control, shoulder protection, road maintenance, and any state or county right-of-way permits with Kittitas County Public Works and WSDOT as applicable. Construction traffic should be timed and controlled to avoid unreasonable interference with SR 903 recreation traffic, nearby residences, school or commuter periods, emergency access, and winter road operations.

7. Review Framework And Commitments

Kittitas County may condition a conditional use permit to control vehicular access points, rights-of-way, parking and loading, signs, screening, open space, hours, size, siting, and mitigation measures. Kittitas County Title 12 separately addresses roads, access, transportation impact analysis, concurrency, road design, and stormwater. Because SR 903 is a state highway, WSDOT review also applies to state highway access, state right-of-way work, signs, markings, illumination, and traffic-control devices where required.

Review Item	Generalized Commitment
Trip generation and distribution	Provide project trip-generation, distribution, and assignment information if required by Kittitas County Public Works, including daily, weekday peak, weekend peak, seasonal, event, employee, service, and construction trips.
Study intersections	Include SR 903/Ridgecrest Road and SR 903/Patrick's Mine Road, and include additional I-90, Bullfrog Road, SR 903, Roslyn, Ronald, or internal access points if required by the County Engineer or WSDOT.
Access and safety	Evaluate sight distance, turning movements, queue storage, RV/trailer and truck turning paths, driveway/access spacing, crash history, and any need for channelization, auxiliary lanes, signing, pavement markings, or illumination.
County and WSDOT approvals	Obtain required Kittitas County Public Works approvals and any required WSDOT access-connection, right-of-way, signing, marking, illumination, or construction-traffic approvals before installing or using improvements subject to those approvals.

Phasing	Tie traffic review and mitigation to the approved phase or full buildout, as required by the County Engineer, so that later phases adding cabins, B&B rooms, restaurant/dining, retail, events, or expanded RV operation receive appropriate traffic review before occupancy.
Parking and operations	Maintain on-site parking and internal circulation sufficient for guests, employees, service vehicles, RVs, trailers, deliveries, emergency vehicles, and overflow conditions, without routine parking spillover onto SR 903 or neighboring residential roads.
Construction	Submit construction traffic-control and haul-route information where required, including truck routes, construction timing, temporary controls, dust and debris controls, and road-protection measures.

8. Generalized Traffic Conclusion

Based on the applicant's route assumptions and the reviewed project record, The Ranch traffic is expected to use the existing I-90 and SR 903 recreation travel corridor, enter primarily from Ridgecrest Road, remain primarily on-site as overnight lodging traffic, and then direct most daily off-site recreation movements west toward the lakes, mountains, trails, and Forest Service access points. A smaller share of daily guest traffic is expected to travel east toward Ronald, Roslyn, and Cle Elum for other activities.

This generalized traffic pattern supports conditional use review because the proposed traffic is tied to the Rural Recreation purpose of the project and can be reviewed and conditioned through Kittitas County Public Works, WSDOT, Fire Marshal, and SEPA processes. The application should not rely on this exhibit as a final traffic-impact conclusion. Instead, this exhibit supplies the traffic assumptions, access framework, seasonal occupancy context, and mitigation commitments that should guide any required traffic scoping, transportation impact analysis, concurrency review, WSDOT access review, construction traffic-control review, and CUP conditions.