

Bradley Gasawski

From: CDS User
Sent: Monday, April 27, 2026 2:15 PM
To: John Earl; Bradley Gasawski
Cc: Turner Englehart
Subject: RE: Truck stop

Good Afternoon John,

I'm CC'ing Bradley so he can add your comment in for SE-26-00001.

Thank you,

Jessie Rosenow

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

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

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

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



From: John Earl <johnbrandsoy@gmail.com>
Sent: Monday, April 27, 2026 2:07 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Truck stop

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Why this project should be strongly opposed:

Traffic & Concurrency Failure: The applicant's traffic study is outdated and underestimates trips by nearly 100%. Independent analysis shows failing LOS (D/F) at the I-90 Eastbound Ramps. The project fails Kittitas County's mandatory transportation concurrency requirements under county code.

Conflict with County's Own Study: It sits at the exact starting point of severe seasonal congestion identified in the county's STEER I-90 Feasibility Study.

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

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

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

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

Thanks,
John