

Bradley Gasawski

From: Wayne Frisk <waynendeb@gmail.com>
Sent: Friday, April 17, 2026 12:29 PM
To: Bradley Gasawski
Subject: Easton Travel Center SE-26-00001

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I have been a permanent resident of Easton for 28 years.

The reason I moved here was to get away from commercial business. If you have ever been to Easton in the winter when the pass is closed you will understand. The 2 stop signs at East Sparks and West Sparks roads, traffic will park at them and both ways on Sparks Road. That means that there is one lane of roadway open. There are signs that say no parking. I talked to one of the Duputies a couple years ago and he said " you can park and block a lane if you are in your vehicle when there are no parking signs". The TravelCenter would be a burden to the community. Traffic would be a mess. Trucks would be running there motors all night. The diesel smell would be wonderful..I am sure you have seen the traffic jams at the Loves Truck stop in Ellensburg.

There are a few people in a so called community group that are pushing for this business. They are not the majority of the community.

Wayne Frisk
360 Pit Way
Easton, Wa 98925
425-281-1546

Bradley Gasawski

From: John <johnbrandsoy@yahoo.com>
Sent: Monday, April 20, 2026 6:38 PM
To: Bradley Gasawski
Subject: Easton travel cente4

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Bradley,

I have many concerns about the environment impact of a travel center in Easton. The town is not equipped to handle such traffic, water usage, runoff, along with major other ecological disruption. It will also add to the fire danger here in the summer. Adding more traffic adds much more risk of fires starting by humans. Forest fires can destroy entire towns, ecosystem, and we don't want to increase risk at any level.

I have concerns with the water/snow runoff from the property into the Yakima River as well.

Majestic Group was turned down a few years ago by a hearing examiner, they are relentless. There is no reason to believe that they now have a better plan as this area is just not suited to handle this.

John

Bradley Gasawski

From: Gina Peckman <gina@peckmansearch.com>
Sent: Tuesday, April 21, 2026 1:54 PM
To: Bradley Gasawski
Cc: Jamey Ayling; Chad Bala
Subject: SEPA application SE-26-00001 comment period extension

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Bradley,

We respectfully request a 15-day extension of the public comment period for SEPA application SE-26-00001, Easton Travel Center.

Upon review of the agency distribution list, we have identified several key stakeholders and agencies that do not appear to have been included in the notification process, including Puget Sound Energy, the Easton Water District, and WSDOT Aviation. Given the proximity of the project site to the Easton State Airport and the project's proposed connection to the Easton Water District's water system, the input of these agencies is essential to a thorough and meaningful environmental review.

Additionally, we are aware that many agencies receiving SEPA notifications are operating with limited staff and resources, and the current comment period may not provide sufficient time for them to conduct a proper review and submit substantive comments on a project of this scale and complexity.

An extension would help ensure that all affected agencies and interested parties have an adequate opportunity to participate in the review process, which ultimately serves the County's interest in making a well-informed threshold of determination.

Thank you for your consideration of this request.

Member of Friends of Easton,

Gina

Gina Peckman
Chief Executive Officer
c. 253-312-3475 | gina@peckmansearch.com



Bradley Gasawski

From: Terri Campbell <terriacampbell@gmail.com>
Sent: Tuesday, April 21, 2026 1:32 PM
To: Bradley Gasawski
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hi Bradley,

I am writing to contest the SEPA provision that may allow a travel center to be put on this LAMIRD piece of land immediately adjacent to the Yakima River that feeds the lower Kittitas County and eventually the Columbia River. This is a trout and salmon spanning river.

There has been no consideration related to snow melt and run off from semi trucks dripping oil onto the snow in their parking spot and it melting and draining anywhere on the property. I'm not talking about pushing snow to a holding area and melting, I'm talking about wasteful oil coming off the semi trucks and freely landing on the snow, then the snow melting in any of the four directions of the semi truck and not hitting the holding area. This will be detrimental to our stream.

Please don't allow this travel center to destroy our river!

Respectfully,
Terri Campbell
Scott Campbell
Zach Campbell

Mr. Gasawski,

I am writing in response to the recent County approval of the SEPA for the proposed Easton Travel Center. I have reviewed the SEPA documents and have a variety of "common sense" concerns as part of the public comment process.

Projects similar to this proposal have regularly been defeated on appeal by the community and yet again the County appears to be "rubber stamping" the SEPA phase of this proposal. It makes no sense that the County would not publish or otherwise explain how this proposal differs from the previous attempts to gain approval and again place the burden on the community to prove that the studies and explanations submitted by the applicant are either incomplete, outdated or misrepresented. I refer you to the hydraulic analysis and traffic study as two areas that would have severe impacts to those living in and around the greater Easton area if common sense is applied.

Additionally, I have concerns regarding commercial vehicle traffic creating hazardous conditions that could impact the health and safety of residents and visitors to the area. The upper county valley is a narrow corridor that contains the headwaters to the Yakima River and its tributaries as well as Lake Easton State Park, Lake Kachess, and an aquifer that supplies drinking water to the residents and visitors. The potential for contamination to these bodies of water is exponentially increased with a facility of this type located on this parcel. Containment of hazardous materials is not practically addressed by oil/water separation and/or other containment measures. Leaks of hazardous materials during transport are not uncommon, and the risk of an area wide release during a commercial vehicle fire can have long-term impacts to both air quality and groundwater contamination. This does not include the potential of a commercial vehicle fire also causing an area wide conflagration in what is already considered to be high risk for wildfires making homeowners insurance rates increase exponentially over the last decade, if you can get insurance.

Another concern is the local access, both daily and in the event of an emergency. East and West Sparks Road are the only means of egress to I-90 and/or Railroad Street. Both are designated as evacuation routes. Both should be open and available for use by the taxpayers. A single disabled commercial vehicle can paralyze the traffic flow at the proposed ingress and egress areas of the Travel Center. Proof of this is routinely observed several times a year by the residents and visitors to the area. This is a particular problem during the Winter months when I-90 closures and chain up requirements for commercial vehicles are implemented. With the potential addition of residents and visitors at the Marian Meadows project and the potential for additional full-time and part-time residents, the access issue will only get worse over the next decade. None of these impacts are addressed and will likely put the County in the undesirable position of having to fund and manage future road improvements.

Regarding snow, I was unable to find any reference to a detailed snow removal and storage plan. Facilities of this type will be removing snow contaminated with petroleum-based products, or worse, hazardous products from leaking trucks and cargo containers. If the snow is not treated as runoff and stored on impervious surfaces with proper best management practices, the potential for groundwater contamination is greatly increased. I fail to see where adequate storage exists on the site plan.

In summary, Easton is a rural, recreational community where people live for access to all the opportunities it provides. Hunting, fishing, horseback riding, hiking, biking, snow sports, swimming, and boating as well as the clean air and water it provides are a few examples. The recent Easton sub-area plan developed in conjunction with the County Comprehensive plan update represents these principles and the community's commitment to maintaining these core values.

A handwritten signature in blue ink that reads "Shannon Gerber". The signature is written in a cursive, flowing style.

Shannon Gerber
Easton Resident

Bradley Gasawski

From: Jen Peterson <jen@petersonsworldwide.com>
Sent: Sunday, April 26, 2026 3:27 PM
To: Bradley Gasawski
Subject: SEPA Comments

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April 26, 2026

To: Kittitas County Community Development Services

Re: SEPA Comments – Proposed #SE-26-00001 Easton Travel Center

I am writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop/ travel center development in Easton, Washington. I request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed.

Based on the information currently available, there are significant concerns that the proposal may result in probable adverse environmental impacts that have not been sufficiently evaluated. For the reasons outlined below, I respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS).

In reviewing the SEPA Checklist filed with CDS on 4-1-2026, there are numerous responses which are either not descriptive enough in the project proposal to assess the actual impact, and/or the responses submitted lack sufficient detail to address the following concerns:

1. Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on local roads and at nearby Interstate 90 interchanges. This raises concerns regarding:

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- Increased collision risk at rural intersections;
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- Degradation of level of service (LOS);
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-
-

- Impacts on emergency response times and evacuation routes:
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 - Specifically, the impact to the Easton Volunteer Fire Department (Kittitas County Fire District #3) and the Kittitas County Sheriff's
 - Office based in Ellensburg, 38 miles away (there is currently no precinct office serving Upper County);
 -
-
-
- Pedestrian and local traffic safety;
-
-
-
- Increased opportunities for criminal
 - activity to include theft, robbery, sex and human trafficking created by the nature of transitory stops, services, and overnighting at a travel center.
-

A detailed traffic impact analysis should be required, including peak-hour truck volumes, turning movements, and safety mitigation measures, given the actual volume of vehicle and commercial traffic anticipated for this particular project (and the County should not rely on a traffic report created for a prior similar project- which was rejected at this same site).

Public safety concerns, including Fire/ EMS/ HAZMAT response capabilities as well as crime prevention/response, should be analyzed in detail by working with the impacted service agencies to determine the reasonable impacts and levels of service which would be required by the proposed project, to include the number of anticipated stops for services, persons present by hour of day, plus overnighters at the travel center.

2. Groundwater and Drinking Water Protection: The project's use of underground storage tanks and high-volume fuel dispensing presents a significant risk to groundwater resources. Many residents in the area rely on private wells from groundwater in underground aquifers, as does the Easton Water District (proposed as the water utility for the site).

The SEPA checklist does not appear to include adequate hydrogeologic analysis or spill risk assessment, nor does it clearly define the actual anticipated volume of fuel, diesel, and other hazardous materials which will be present and/or stored at the site.

A comprehensive groundwater study should be required, including:

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- Aquifer vulnerability assessment;
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-
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- Spill containment and response measures;
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-
-
- Long-term monitoring plans.
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3. Surface Water, Stormwater, and Wetland Impacts: The project site is clearly within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade water quality.

The submitted SEPA Checklist and inadequate project description fails to specify the volume of impervious surfaces (such as the large parking aprons necessary for commercial vehicles both in fueling as well as overnighting) anticipated at the site, other than it will not exceed 33%.

The EIS Checklist also does not address water-oil recovery systems which should be present for spills and to contain the regular discharge of fuel and oil as a result of frequent commercial vehicle traffic and the overnight parking of large trucks.

Additional surface water, stormwater, and wetland analysis are needed regarding:

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- Stormwater runoff treatment and discharge, to include water-oil separators;
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- The capture and recovery of heavy metals and other contaminants;
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- Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roadways leading to and from) flowing
- into ditches, streams, and waterways which drain to the lake and/or Yakima River Basin;
-
-
-
- Strict compliance with state and federal water quality standards to protect groundwater, potable water sources (local wells), and the
- environment.
-

4. Air Quality and Public Health: Truck stops are a known source of diesel emissions, including particulate matter (PM2.5) and nitrogen oxides (NOx). Idling trucks operating 24 hours a day may adversely affect nearby residents and visitors.

The County should require:

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- Air quality modeling relevant to the anticipated volume of commercial vehicle traffic and overnighing;
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- Evaluation of health impacts to residents;
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- Mitigation measures such as anti-idling policies, filtering of emissions, and/or the implementation of other modern air quality technologies.
-

5. Noise, Lighting, and Rural Character: The proposed 24-hour operation will introduce continuous noise from engines, braking systems, and refrigeration units, as well as high-intensity lighting at all hours of the day and night. These impacts are inconsistent with the rural character of the Easton area as identified under the county’s Limited Areas of More Intense Rural Development (LAMIRD) designation as outlined in KCC 17.15.070.

A detailed analysis should include:

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- Noise level modeling (day/night);
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- Ongoing light spill and glare impacts while the site is operating;
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- Mitigation measures to preserve community character;
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-
- How the proposed development meets the requirements and intent of the conditions and restrictions as outlined in the LAMIRD code for Kittitas
- County.
-

6. Wildlife and Habitat Impacts: The Easton area provides important habitat and movement corridors for wildlife. Increased traffic, lighting, and development intensity may result in habitat fragmentation and increased wildlife-vehicle collisions.

Further review should evaluate impacts on local species and habitat connectivity, including those associated with the nearby lake and river basin.

7. Cumulative Impacts/ Adequacy of the SEPA Checklist: The SEPA review must evaluate cumulative impacts, including the combined effects of this project with existing Interstate-90 traffic, regional growth, and other current community characteristics (which tend to be small businesses serving the rural area consisting primarily of homes, school, vacation cabins, and local outdoor recreational opportunities). The current documentation appears insufficient in this regard.

The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project, a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your consideration of these comments. Please include me in all future notices and decisions related to this proposal.

Sincerely,

Jen Peterson

Owner/Billing/Media

Peterson's World Wide

Cell: 206-819-0637

Petersonsworldwide.com

Petersonsfuel.com

MotelEaston.com

EastonCafe.net

Bradley Gasawski

From: Mike Krzycki <krzyracing@hotmail.com>
Sent: Sunday, April 26, 2026 4:51 PM
To: Bradley Gasawski
Cc: Kim Krzycki
Subject: Easton Truck stop

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hello, and thank you for your time! Below are our concerns for the truck stop.

1. There is no current traffic study
2. The Existing study is flawed: Easton is not a City therefore what other info is incorrect?
3. This does not fit the LAMRID definition
4. Outdated crash history. IE Bullfrog overpass accident
5. Contamination of water and snow run off into Lake Easton then to Yakima river. No mention of contamination to local wells that support households.
6. When it snows here, it can be a mess really quick without the truck stop. No plans stating how that would be addressed and or potential EMS disruptions.

Thank you,
Mike and Kim Krzycki
Easton Residents

Bradley Gasawski

From: CDS User
Sent: Monday, April 27, 2026 1:13 PM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Travel Center

Good Afternoon Bradley,

Please see the comment below for SE-26-00001.

Thank you,

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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: Adrienne Basher <adriennebasher@gmail.com>
Sent: Monday, April 27, 2026 1:08 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: RE: Easton Travel Center

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Good Afternoon,

I am writing to express strong opposition to the proposed Easton Travel Center (SE-26-00001).

As currently presented, the project raises several significant concerns that warrant careful reconsideration. The submitted traffic analysis appears insufficient and does not adequately demonstrate compliance with concurrency requirements. It also conflicts with findings from the STEER I-90 Study, suggesting that the proposal could worsen congestion and safety conditions along an already challenging corridor.

In addition, the project site lies within a Critical Aquifer Recharge Area (CARA), where increased fuel storage, vehicle traffic, and stormwater runoff elevate the risk of groundwater contamination. This is a serious concern given the long-term importance of protecting local water resources.

The location's exposure to severe winter weather further compounds safety risks. Increased truck traffic in heavy snow and limited-visibility conditions would heighten the likelihood of accidents and place additional strain on emergency response services, which are already limited in this rural area.

Beyond these technical issues, the scale and intensity of a large truck stop are incompatible with the rural character of the Easton community. The project would introduce noise, lighting, and industrial activity that conflict with existing land uses and the area's natural setting.

For these reasons, I respectfully request that the County issue a Determination of Significance and require a full Environmental Impact Statement (EIS). If these concerns cannot be adequately addressed, the application should be denied.

Thank you for your consideration and for your commitment to protecting community safety, environmental resources, and the character of Easton.

Sincerely,
Adrienne Basher

Sent from my iPhone

Bradley Gasawski

From: Jeremy Johnston
Sent: Tuesday, April 28, 2026 6:57 AM
To: Bradley Gasawski
Subject: FW: SE-26-00001-Easton Travel Center

Good morning,

For some reason this was sent to me. See below.

Jeremy Johnston
Long Range Planner
Kittitas County Community Development Services
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P) 509-962-7637
jeremy.johnston@co.kittitas.wa.us

From: Brad Jonas <bradjo1@msn.com>
Sent: Monday, April 27, 2026 2:59 PM
To: Jeremy Johnston <jeremy.johnston@co.kittitas.wa.us>
Subject: SE-26-00001-Easton Travel Center

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I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study.

- It poses serious risks to groundwater in a CARA. Lake Easton and the Yakima river are critical to the Yakima valley farmers irrigation let alone impact local wells for drinking. A dangerous fuel/oil spill would be devastating.
- adds dangerous traffic in heavy snow zones.
- strains emergency services.
- damages the rural character of Easton.
- Crime rates increase in areas of high traffic truck stops.

I request a Determination of Significance and full EIS, or denial of the application."

Thank you!

Brad Jonas (Easton resident)

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Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 8:05 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 – Easton Travel Center

Here is a comment we received last night.

Thanks,

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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

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<http://www.co.kittitas.wa.us/request/default.aspx> and fill out a request for public records through the GovQA portal.



From: Breean Kay <breean@tingleff.com>
Sent: Monday, April 27, 2026 8:34 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001 – Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Re: SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

Respectfully,

Breean Kay

April 27, 2026

Bradley Gasawski
Planner I
County of Kittitas State of Washington

Re: (SE-26-00001) Easton Travel Center

Bradley Gasawski,

My family and I are categorically OPPOSED to this project, especially the way it is proposed.

Generally, we favor reasonable private property use. That is, a landowner can use their private property as they see fit. We believe this particular use goes far beyond what is reasonable for the Easton community. The Easton Travel Center is too much for this quiet community. It is designed for Semi Truck overnight parking for some 50 plus trucks.

DID YOU KNOW?

- Winter Snoqualmie Pass Closures Westbound, are made at Exit 70, a gate is dropped preventing westbound access to I-90. Most times traffic is given the opportunity to cross I-90 and head east or simply wait on the interstate for the opening, especially large trucks. At times it remains closed for a day or two. We do not experience too much overflow traffic since facilities do not exist.
- When the Easton Travel Center lot fills, there no room on Sparks Road (or anywhere else) for additional truck parking
- Sparks Road is a County road, and is used by snowmobiles, tracked vehicles and other snow machines 24 hours a day, December through April. We can only imagine to traffic mess numerous 75-foot trucks will create
- The rest of the year, Easton is a recreational hub for the Upper County, leave the semitruck facilities to established areas like Seattle East in North Bend, Cle Elum and Ellensburg

- **Fire**, Easton does not have the infrastructure to handle a Truck fire, fuel fire or fuel spill. Ask the Easton volunteer fire department how they plan to handle these incidents. Too many Semis potentially will clog the off ramps and overpass rendering the emergency vehicles access to emergencies difficult in winter months
- **Crime** and police enforcement, how does the county intend to increase sheriff presence? Truck stops are notorious for increase criminal activity
- It's hard to imagine this project approval without a Full EIS. I'm trusting the County Commissioners will demand a Full EIS

The Easton Travel Center is a really bad project for the Easton community. If approved, the damage to Easton and the way of life in Easton will be irreversible, and forever regrettable.

Very truly,
Brian Murphy

PO box 463
Easton WA 98025

120 Evergreen Way
Easton WA 98025

240 Kachess Lane
Easton WA 98025

206-799-2293

Bradley Gasawski

From: CDS User
Sent: Monday, April 27, 2026 2:14 PM
To: Christy Snider; Bradley Gasawski
Cc: Turner Englehart
Subject: RE: SE-26-00001 – Easton Travel Center

Good Afternoon Christy,

I'm CC'ing Bradley to add this to SE-26-00001 for the project's comments.

Thank you,

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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>

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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: Christy Snider <christysnider25@gmail.com>
Sent: Monday, April 27, 2026 2:04 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001 – Easton Travel Center

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I strongly oppose the Easton Travel Center project for many reasons as outlined below:

- **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.

In conclusion, this large industrial-scale truck stop is completely inappropriate for this sensitive rural/recreational gateway location.

Best regards,

Christy Snider

Sun Island / Easton

Bradley Gasawski

From: Gaurav Mittal <gauravmittal739@gmail.com>
Sent: Monday, April 27, 2026 3:00 PM
To: Bradley Gasawski
Subject: Support for Stop at Exit 70 on I-90

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hi Team,

I support having a travel stop at Exit 70 on I-90 Highway.

A safe place for fuel and rest here would really help travelers, especially during bad weather.

Thank you
Gaurav Mittal

Bradley Gasawski

From: Heather Sellers <sellershg@gmail.com>
Sent: Monday, April 27, 2026 4:31 PM
To: Bradley Gasawski
Cc: Keith Sellers
Subject: Comments - Proposed Easton Travel Center #SE-26-00001

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

We are submitting comments under the State Environmental Policy Act (SEPA) on the proposed travel center development in Easton, Washington.

We request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed.

Based on the information currently available, there are significant concerns that the proposal will have adverse environmental and health impacts that have not been adequately evaluated.

We respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS) based on the reasons outlined below.

Upon reviewing the SEPA Checklist filed with CDS on 01 April 2026, numerous responses are either not descriptive enough to assess the actual impact, or the responses submitted lack sufficient detail to address the following concerns:

1. Transportation and Public Safety Impacts: The proposal includes substantial infrastructure for commercial truck fueling and parking, which will significantly increase **heavy truck traffic** at a rural interchange already affected by seasonal congestion related to recreation along the I-90 corridor. Per SE-26-00001, total new trips at the interchange are **8,560**.

This raises significant concerns regarding:

- A) Increased risk of motor vehicle collisions at a constrained rural interchange
- B) Safety of residents, pedestrians, and cyclists
- C) Opportunities for increased criminal activity, including theft, robbery, sex, and human trafficking, are created by the nature of transitory stops, services, and overnighting at a travel center.
- D) Impacts on emergency response times and evacuation routes, specifically for the: Easton Volunteer Fire Department (Kittitas County Fire District #3, and Kittitas County Sheriff's Office, based in Ellensburg, 38 miles away (there is currently no precinct office serving Upper County)

Requests:

1) Detailed traffic impact analysis, given the actual volume of vehicle and commercial traffic anticipated for this project, including peak-hour truck volumes, turning movements, and safety mitigation measures

2) Comprehensive analysis of Fire/ EMS/ HAZMAT response capabilities, as well as crime prevention/response, to determine the reasonable effects and levels of service which would be required by the proposed project, to include the number of anticipated stops for services, persons present by hour of day, plus overnights at the travel center.

2. Groundwater and Drinking Water Protection: The project's use of underground storage tanks and high-volume fuel dispensing poses a significant risk to groundwater resources.

A) Many residents in the area rely on private wells that draw from underground aquifers, as does the Easton Water District (proposed as the site's water utility).

B) The SEPA checklist does not appear to include adequate hydrogeologic analysis or a spill risk assessment, nor does it clearly define the anticipated volumes of fuel, diesel, and other hazardous materials that will be present at or stored at the site.

Request: A comprehensive groundwater study, including:

- 1) An aquifer vulnerability assessment;
- 2) Spill containment and response measures;
- 3) Long-term monitoring plans.

3. Surface Water, Stormwater, and Wetland Impacts: The project site is within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade nearby ecosystems and water quality.

A) The submitted SEPA checklist and the inadequate project description vaguely state that impervious surfaces will not exceed 33%.

B) The submitted SEPA checklist response does not address water-oil recovery systems, which should be in place for spills and to contain regular fuel and oil discharge resulting from frequent commercial vehicle traffic and the overnight parking of large trucks.

Request: Analysis of surface water, stormwater, and wetland analysis to determine:

- 1) Stormwater runoff treatment and discharge, including water-oil separators;
- 2) The capture and recovery of heavy metals and other contaminants;
- 3) Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roads leading to and from) flowing into ditches, streams, and waterways that drain to the lake and/or Yakima River Basin;
- 4) Strict compliance with state and federal water quality standards to protect groundwater, potable water sources (local wells), and the environment.

4. Air Quality and Public Health: Idling trucks operating 24 hours a day may adversely affect the health of nearby residents and visitors.

A) Truck stops are a known source of diesel emissions, including particulate matter (PM2.5) and nitrogen oxides (NOx).

Request: The County should require:

- 1) Air quality modeling relevant to the anticipated volume of commercial vehicle traffic and overnighting;
- 2) Evaluation of health impacts on residents;
- 3) Mitigation measures such as anti-idling policies, filtering emissions, and/or the implementation of other modern air-quality technologies.

5. Noise, Lighting, and Rural Character: Easton is a small, rural community whose identity is defined by its **natural environment, recreation, and quality of life.**

A) The proposed 24-hour operation will introduce continuous noise from engines, braking systems, and refrigeration units, as well as high-intensity lighting at all hours of the day and night. B) These impacts are inconsistent with the rural character of the Easton area as identified under the county's Limited Areas of More Intense Rural Development (LAMIRD) designation as outlined in KCC 17.15.070.

Request: A detailed analysis should include:

- 1) Noise level modeling (day/night);
- 2) Ongoing light spill and glare impacts while the site is operating;
- 3) Mitigation measures to preserve community character;
- 4) How the proposed development meets the requirements and intent of the conditions and restrictions as outlined in the LAMIRD code for Kittitas County.

6. Wildlife and Habitat Impacts: The Easton area provides important habitat and movement corridors for wildlife.

A) Increased traffic, lighting, and development intensity may result in habitat fragmentation and increased wildlife-vehicle collisions.

Request: Further review should evaluate impacts on local species and habitat connectivity, including those associated with the nearby lake and river basin.

The SEPA review must **evaluate cumulative impacts**, including the combined effects of this project with existing Interstate-90 traffic, regional growth, and Easton's rural community characteristics. The current documentation appears insufficient in this regard, relying on generalized assumptions and **lacking site-specific analysis** in several critical areas.

Given the scope and potential impacts of this project, a Determination of Nonsignificance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly **warrants preparation of a full Environmental Impact Statement (EIS).**

This decision will have long-term consequences for the Easton community, and it is essential that growth be aligned with community values, environmental stewardship, and public health.

Thank you for considering these comments.

Sincerely,

Heather & Keith Sellers

Residents of Lodge Creek Estates

Heather Sellers, DrPH, BSN, RN, CPH, CHES®

sellershg@gmail.com

C: (816) 863-1627

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

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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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

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

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



April 27, 2026

To: Kittitas County Community Development Services

Kittitas County CDS

RE: LAMIRD NON-COMPLIANCE #SE-26-00001 Easton Travel Center

I respectfully request the County require a full SEPA review consistent with the provisions of the Growth Management Act ("GMA"), Chapter 36.70A RCW, the Washington Administrative Code provisions governing Limited Areas of More Intensive Rural Development ("LAMIRD"), and the Kittitas County Comprehensive Plan and Development Code, as specifically outlined in KCC Chapter 17.15.

Growth Management Act and LAMIRD- Under RCW 36.70A.070(5)(d) and WAC 365-196-425, the following provisions apply to the LAMIRD site identified in this proposal:

- Recognize existing areas of intensive rural development;
- Allow only infill, redevelopment, or limited expansion;
- Must remain consistent with existing character, scale, and intensity;
- Must not promote rural sprawl or urban-level development.

Kittitas County Code and Comprehensive Plan- Kittitas County adopted and implements these LAMIRD requirements through:

- Kittitas County Comprehensive Plan (Rural Element / LAMIRD policies);
- Kittitas County Code (KCC) Title 17 (Zoning);
- KCC Title 15A (SEPA).

These provisions require that development within the identified Easton LAMIRD must:

- Be consistent with existing development patterns;
- Avoid expansion of commercial intensity;
- Protect rural character and infrastructure limitations.

The Proposal Violates LAMIRD Requirements by Exceeding Existing Scale and Intensity- The proposed truck stop/ travel center is a regional-scale, high-intensity commercial use characterized by:

- 24-hour operations;
- Continuous heavy truck traffic;
- Large fueling infrastructure;
- Extensive truck parking, servicing, idling, and overnighting.

recreational opportunities). The current documentation appears insufficient in this regard.

The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project, a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your consideration of these comments. Please include me in all future notices and decisions related to this proposal.

Sincerely,

A handwritten signature in cursive script, appearing to read "John R. Jensen".

John R Jensen
PO Box 602
3910 E Sparks Rd
Easton, WA 98925
"Friends of Easton"

jensenjohnr@yahoo.com
509-656-0040



April 27, 2026

To: Kittitas County Community Development Services

Kittitas County CDS

Re: SEPA Comments – Proposed #SE-26-00001 Easton Travel Center

I am writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop/ travel center development in Easton, Washington. I request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed.

Based on the information currently available, there are significant concerns that the proposal may result in probable adverse environmental impacts that have not been sufficiently evaluated. For the reasons outlined below, I respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS).

In reviewing the SEPA Checklist filed with CDS on 4-1-2026, there are numerous responses which are either not descriptive enough in the project proposal to assess the actual impact, and/or the responses submitted lack sufficient detail to address the following concerns:

1. Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on local roads and at nearby Interstate 90 interchanges. This raises concerns regarding:

- Increased collision risk at rural intersections;
- Degradation of level of service (LOS);
- Impacts on emergency response times and evacuation routes:
 - Specifically, the impact to the Easton Volunteer Fire Department (Kittitas County Fire District #3) and the Kittitas County Sheriff's Office based in Ellensburg, 38 miles away (there is currently no precinct office serving Upper County);
- Pedestrian and local traffic safety;
- Increased opportunities for criminal activity to include theft, robbery, sex and human trafficking created by the nature of transitory stops, services, and overnighting at a travel center.

A detailed traffic impact analysis should be required, including peak-hour truck volumes, turning movements, and safety mitigation measures given the actual volume of vehicle and commercial traffic anticipated for this particular project (and the County should not rely on a traffic report created for a prior similar project- which was rejected at this same site).

Public safety concerns, including Fire/ EMS/ HAZMAT response capabilities as well as crime prevention/response should be analyzed in detail by working with

recreational opportunities). The current documentation appears insufficient in this regard.

The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project, a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your consideration of these comments. Please include me in all future notices and decisions related to this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "John R. Jensen". The signature is fluid and cursive, with a long horizontal stroke at the end.

John R Jensen
PO Box 6023910 E Sparks Rd
Easton, WA 98925

jensenjohnr@ yahoo.com
509-656-0040

Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 8:06 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 – Easton Travel Center

Last one 😊

Jessie Rosenow
Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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

From: Randy Turnley <jrtinwa@comcast.net>
Sent: Monday, April 27, 2026 10:31 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001 – Easton Travel Center

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I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

John R Turnley
Easton Resident
jrtinwa@comcast.net

Sent from my iPhone

Bradley Gasawski

From: Krista Kline <kline.krista@gmail.com>
Sent: Monday, April 27, 2026 3:53 PM
To: Bradley Gasawski
Subject: Public Comment on Easton Travel Center (SE-26-00001)

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Dear Mr. Gasawski,

I am writing to submit a public comment regarding the proposed Easton Travel Center (SE-26-00001).

I strongly oppose this project due to concerns about its impact on our small community, surrounding environment, and quality of life. A large-scale travel center and truck stop would likely increase traffic, noise, light pollution, and air pollution in an area that is currently quiet and residential in character. The proximity to forested land and open space also raises concerns about environmental degradation and impacts to wildlife.

Additionally, the scale and nature of this development feel incompatible with Easton's rural character. I am concerned that it may set a precedent for further commercial expansion that does not align with the values of our community.

I respectfully request that Kittitas County carefully consider these impacts and deny or significantly reconsider this proposal.

Thank you for your time and consideration.

Sincerely,
Krista and Troy Kline
190 Pit Way Easton, WA 98925

Sent from my iPhone

Bradley Gasawski

From: CDS User
Sent: Monday, April 27, 2026 4:02 PM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Proposed Easton Truck Stop

Here's another comment 😊

From: Lori Turnley (ltingig@comcast.net) <ltingig@comcast.net>
Sent: Monday, April 27, 2026 4:01 PM
To: CDS User <CDS@co.kittitas.wa.us>
Subject: Proposed Easton Truck Stop

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SE-26-00001 – Easton Travel Center,
I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Thank you,
Lori Turnley

Easton Resident
253-241-4626

Bradley Gasawski

From: Megan Davidson <mdavi0215@gmail.com>
Sent: Monday, April 27, 2026 1:26 PM
To: Bradley Gasawski; CDS User
Subject: Re: SE-26-00001 – Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

As a concerned member of the Easton community, I strongly oppose this project for the following reasons:

Traffic & Concurrency Failure:

The traffic study submitted by the applicant is outdated and significantly underestimates vehicle trips—by nearly 100%, according to an independent review. Current data shows failing Levels of Service (LOS D/F) at the I-90 Eastbound Ramps. This means the project clearly fails Kittitas County’s transportation concurrency requirements under current county code.

Conflict with County’s Own Study:

This development is proposed at the precise location identified as a congestion hot spot in the County’s own STEER I-90 Feasibility Study. Approving it directly contradicts the County’s documented findings and efforts to address seasonal traffic bottlenecks.

Environmental & Water Risks:

The site lies within a designated Critical Aquifer Recharge Area (CARA), just 1,200 feet from Lake Easton and 1,400 feet from Silver Creek. The inclusion of large underground fuel storage tanks and a Large On-Site Sewer System (LOSS) poses unacceptable risks to groundwater and nearby surface waters—threatening sensitive ecosystems and community drinking water sources. Additionally this proposal has provided no solution to proper disposal of snow contaminated with fuel and oil from accumulating on impermeable surfaces has been addressed to ensure that it does not melt and leak into ground unfiltered contaminating our community.

Snow & Winter Safety Issues:

This area experiences heavy snowfall and hazardous winter driving conditions near Snoqualmie Pass. The addition of hundreds of daily truck and vehicle trips will only increase the likelihood of accidents, stranded vehicles, and severe delays, putting extra strain on already overburdened snow removal and safety operations.

Emergency Services Strain:

Exit 70 and the surrounding road network cannot handle additional truck and tourist traffic safely. Increased congestion and turning movements will delay emergency response times for fire, medical, and

law enforcement services in a rural area that already has limited resources—particularly during peak summer and winter seasons. This area is serviced by a volunteer fire department, additional resources are at least 15 minutes away, in the event of a fire at this large of a fuel station at the only access to 1/2 of the community would leave 1/2 of the community stranded with no other access in or out.

Infrastructure & Community Impacts:

The project would accelerate wear and tear on local roads such as W Sparks Road and Lake Easton Road, while introducing continuous noise and light pollution. Beyond infrastructure stress, it would permanently alter the quiet, rural, and recreational character of Easton and the nearby Lake Easton State Park—impacting residents, visitors, and the quality of life this community values. I have personally observed near similar truck stops (ie North Bend) where trucks routinely park on the shoulders of on/off ramps to avoid paying for parking, this inhibits local residents and emergency vehicles from using the shoulder to be able to bypass the stalled traffic and access the exit to return home or tend to an emergency. As a mom to two young boys, we choose to move our family from the metropolitan area so they could grow up in a community where they could ride their bicycles to Grandma's house, the lake, a friend's house, or the local store to grab a snack. Allowing the travel center would rob my children of this opportunity as I would no longer feel safe letting them travel past the proposed travel center and increased traffic.

In short, this proposal is incompatible with local conditions, county planning goals, and the health, safety, well being, and goals of our community. Easton deserves responsible development that protects our environment, our infrastructure, our way of life, and our children.

Best regards, Megan Davidson Easton Resident 206-794-6104

Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 8:05 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 – Easton Travel Center

Here is a comment we received last night 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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From: Michael Jones <mikejones777@gmail.com>
Sent: Monday, April 27, 2026 8:53 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Re: SE-26-00001 – Easton Travel Center

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We strongly support the proposed Easton Travel Center (SE-26-00001). Truck traffic over Snoqualmie Pass on I-90 continues to increase, and additional infrastructure is needed to safely accommodate that

growth.

The Easton location at Exit 70 is well-suited to serve westbound truck traffic, providing a logical and strategic stopping point before the pass. This improves safety, reduces congestion, and supports freight movement through the corridor.

The current site design appears appropriate for the zoning and thoughtfully considers environmental impacts. Overall, this project represents a practical and well-planned addition to the region's transportation infrastructure.

Thank You
Michael & Lisa Jones
2131 W Sparks Road
Easton WA 98925

Bradley Gasawski

From: navinder singh <navinderbachhal@gmail.com>
Sent: Monday, April 27, 2026 12:34 PM
To: Bradley Gasawski

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I'm writing to share my support for the proposed travel center in Easton. I regularly travel along Interstate 90 and often find myself needing to stop in that area, particularly during the winter months when conditions can be unpredictable.

There have been many times when having a safe, reliable place to pull over—whether for fuel, rest, or just to regroup during poor weather—would have made a real difference. The stretch near Easton feels like a natural and necessary spot for a facility like this, especially given how busy and challenging that corridor can get.

From my perspective as a frequent traveler, adding a well-maintained travel center there would improve safety and convenience for a lot of people who rely on that route year-round.

Thank you for taking the time to consider public input on this proposal.

Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 8:04 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 Easton Travel Center

Here is the comment we received last night 😊

Jessie Rosenow
Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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

From: Sam Tingleff <sam@tingleff.com>
Sent: Monday, April 27, 2026 7:04 PM
To: CDS User <[cgs@co.kittitas.wa.us](mailto:cds@co.kittitas.wa.us)>
Subject: SE-26-00001 Easton Travel Center

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I strongly oppose this project. This project would damage the rural character of Easton, add dangerous traffic in a heavy snow zone, and would pose serious risk to groundwater in a CARA. I would like to see a Determination of Significance and full EIS, or a denial of the application.

Best regards,
Sam Tingleff

Bradley Gasawski

From: shweta saini <shwetasaini018@outlook.com>
Sent: Monday, April 27, 2026 3:58 PM
To: Bradley Gasawski
Subject: Public Comment: Exit 70 Travel Stop on I-90

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hi Team,

I would like to express my support for a travel stop at Exit 70 on I-90.

This location needs a safe, reliable place to stop. Adding fuel, EV charging (like Electrify America), and a small restaurant would greatly improve convenience and safety for drivers.

Thank you for considering this.

Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 8:11 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Water and Gas

Sorry, didn't realize this one was also for the Easton Truck Stop 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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From: PO BOX 412 Owner <boodog15@centurylink.net>
Sent: Tuesday, April 28, 2026 4:38 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Water and Gas

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Water and Gas do not mix. Pretty simple to figure out if you think about it for a second. Sometimes it amazes me what the lure of money can do to peoples thought processes. This area is the headwaters of

one of the more important supplies of water to our Salmon fisheries, a vast amount of Washingtons farmers depend on this water, as well as clean/pristine water for people along the corridor, and being designated a protected area, it should stay that way. There are better locations further east where the valley opens up more, where there are less weather/snow issues. Thank you for your attention to this matter,

Chris Burleigh

Bradley Gasawski

From: CDS User
Sent: Tuesday, April 28, 2026 11:12 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Truck Stop

Good Morning Bradley,

Here is a comment for the Easton Truck Stop 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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<http://www.co.kittitas.wa.us/request/default.aspx> and fill out a request for public records through the GovQA portal.



From: Jason Moulton <moultonjason70@hotmail.com>
Sent: Tuesday, April 28, 2026 11:10 AM
To: CDS User <cds@co.kittitas.wa.us>
Cc: Jason Moulton <moultonjason70@hotmail.com>
Subject: Easton Truck Stop

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

This is Jason Moulton. My wife and I own the Moulton Lodge located at 3251 east Sparks Road. This is a private family lodge not rentable. I am retired from Federal Law Enforcement (FBI 2000) and also retired as the Loss Prevention Director for Safeway Seattle Division (2010). I have investigated conducted criminal cases including Theft from interstate shipments, Extortions, Kidnap, and prostitution cases , in San Francisco and Oakland, California as well as supervised criminal cases throughout the State of Washington as the Assistant Special Agent for the FBI.

I am not opposed to a truck stop in Easton as more retail and services are desperately needed in Easton. As a property owner with 40 plus years in Law Enforcement and Loss Prevention there are some cautions. As the Loss Prevention Director for Safeway, (retired) we constructed one of the world largest Distribution Centers in Auburn, Washington. At the time I retired, we were receiving well over 120 Semi trucks per day at that center. I am sure that number has likely increased to more than double that with the merger of Safeway/Albertson's. This truck count is only incoming. Out going Safeway truck trips would likely double that amount with many of those trips going east bound over I-90 to the Spokane DC. The Auburn distribution center distributed to over 230 stores in the states of Alaska, Washington, Oregon, Idaho, and Montana. Due to the number of shipments received daily, truckers were given a 2 hour window for delivery at the Auburn center. The trucks arrived principally via two corridors, north bound I-5 and West bound I-90 and then Highway 18. Truck stops were located south of Tacoma and at North Bend.

Local communities have passed ordinances precluding truck parking on streets. This has created the issues we are now seeing in which all the available off road parking at truck stops is over capacity. Trucks now park on the off and on ramps to I-90 while awaiting to arrive for their delivery window.

Clearly more truck stops are needed to address this issue. That being said, based on my experience in Law Enforcement 30 years plus 10 as a Loss Prevention Director for a major food supplier, there is a downside to truck stops.

That down side is congestion of adjacent roads, crimes associated with trucks and long haul drivers i.e. prostitution, theft, drugs, and crimes against minors. East Sparks already is being congested during holidays and anytime the pass is closed. Essentially there are no services available at the existing service station to meet the needs of stranded passenger vehicles, let alone 53 foot semi trailer and tractors.

We have owned our property since 2012. We have seen what happens when East and West Sparks are blocked and when the overpass over I-90 is blocked with traffic and or snow. This is not an infrequent event. We have seen trucks snowed in on East Sparks for over a week. We have seen trucks using East Sparks, Country Drive and Pit Way, two of which are private roads, to turn around to attempt to get back on the I-90. When this happens and East or West Sparks are blocked, all of the residences East of I-90 are without fire protection or aid cars as both are located on the opposite side of I-90. We have seen human waste being left on the roadside as well as trash just based on the pass closures.

Realistically, a truck stop with adequate facilities would be a welcome change as long as Kittitas County would commit to insuring, 1. That when the truck stop was at capacity, that no additional trucks would be allowed to pull off I-90 on to East and West Sparks. 2. That emergency services would be located on both sides of I-90 to provide emergency services when the overpass is blocked and or closed. 3. Adequate law enforcement would be detailed to insure that on road parking is enforced and applicable

felony crimes associated with truck stops reported are being investigated and or referred to appropriate authorities.

Additionally with all the above, I am very concerned that the size of the truck stop would not adequately address the real need and would quickly become at capacity. When we have large snows as we have in the past, you can count on about a 25 % reduction in actual parking as the snow needs to be stored on site.

Thanks for reading this.

Jason B. Moulton 425-777-0345

Bradley Gasawski

From: Sam Houghtaling <samhoughtaling776@gmail.com>
Sent: Tuesday, April 28, 2026 10:54 AM
To: CDS User; Bradley Gasawski
Subject: Easton Truck Stop

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

April 26, 2026

To: Kittitas County Community Development Services

RE: LAMIRD NON-COMPLIANCE #SE-26-00001 Easton Travel Center

I respectfully request the County require a full SEPA review consistent with the provisions of the Growth Management Act (“GMA”), Chapter 36.70A RCW, the Washington Administrative Code provisions governing Limited Areas of More Intensive Rural Development (“LAMIRD”), and the Kittitas County Comprehensive Plan and Development Code, as specifically outlined in KCC Chapter 17.15.

Growth Management Act and LAMIRD- Under RCW 36.70A.070(5)(d) and WAC 365-196-425, the following provisions apply to the LAMIRD site identified in this proposal:

- Recognize existing areas of intensive rural development;
- Allow only infill, redevelopment, or limited expansion;
- Must remain consistent with existing character, scale, and intensity;
- Must not promote rural sprawl or urban-level development.

Kittitas County Code and Comprehensive Plan- Kittitas County adopted and implements these LAMIRD requirements through:

- Kittitas County Comprehensive Plan (Rural Element / LAMIRD policies);
- Kittitas County Code (KCC) Title 17 (Zoning);
- KCC Title 15A (SEPA).

These provisions require that development within the identified Easton LAMIRD must:

- Be consistent with existing development patterns;
- Avoid expansion of commercial intensity;
- Protect rural character and infrastructure limitations.

The Proposal Violates LAMIRD Requirements by Exceeding Existing Scale and Intensity- The proposed truck stop/ travel center is a regional-scale, high-intensity commercial use characterized by:

- 24-hour operations;
- Continuous heavy truck traffic;
- Large fueling infrastructure;
- Extensive truck parking, servicing, idling, and overnighting.

LAMIRD regulations require that development be consistent with the *existing pattern, scale, and intensity of development*. WAC 365-196-425(2)(d).

The current nature of the Easton designated LAMIRD consists primarily of a few small-scale local businesses and residential uses which serve the immediate small, rural community.

The proposed project is qualitatively and quantitatively different and therefore inconsistent with applicable law.

The Proposal Is Not Permissible Infill but Constitutes Expansion and Sprawl- Under WAC 365-196-425(2), the LAMIRD designation permits only:

- Infill development;
- Redevelopment of existing sites;
- Limited expansion that does not alter overall character.

The proposed truck stop/ travel center:

- Develops previously undeveloped land;
- Introduces a new level of commercial intensity;
- Expands the functional footprint of the existing LAMIRD in Easton.

This constitutes unlawful *expansion of rural commercial development* because the GMA *prohibits rural development that leads to sprawl*. RCW 36.70A.020(2).

The Proposal Serves Regional Demand and Therefore Constitutes Rural Sprawl- The project is designed to serve interstate trucking traffic along I-90 rather than the local rural population. As such, it:

- Functions as a regional commercial hub;
- Attracts non-local demand;
- Intensifies development beyond rural-serving levels.

Per WAC 365-196-425(3), LAMIRD provisions allow only *small-scale commercial uses serving the rural area*. By serving regional demand, the proposal violates this requirement and constitutes prohibited rural sprawl.

The Proposal Requires Urban-Level Services- LAMIRD development must not require urban governmental services per WAC 365-196-425(4). The proposed truck stop/ travel center in fact exceeds rural service levels and further demonstrates noncompliance with GMA and County code by likely requiring the following mitigation measures:

- High-capacity water systems;
- Significant stormwater infrastructure;
- Transportation system upgrades.

I respectfully request that the project be independently reviewed as to compliance with LAMIRD requirements as outlined in state law and county code, in addition to the completion of a full Environmental Impact Statement (EIS) pursuant to SEPA.

Respectfully submitted,

William "Sam" Houghtaling
113 Kiley Rd, Easton, WA 98925
Samhoughtaling776@gmail.com

206-915-3054

Bradley Gasawski

From: Susan Cain <suecain@icloud.com>
Sent: Tuesday, April 28, 2026 6:04 AM
To: Bradley Gasawski
Subject: RE: SE-26-00001 - Easton Travel Center

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I strongly oppose this project.

The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 study.

It poses serious risks to groundwater in a CARA, adds dangerous traffic in a heavy snow zone, strains emergency services and damages the rural character of Easton.

I request a Determination of Significance and full EIS, or denial of the application.

Susan Cain
Cle Elum Resident
Friends of Easton

Bradley Gasawski

From: Chad Bala
Sent: Wednesday, April 29, 2026 10:32 AM
To: Bradley Gasawski
Subject: Fw: Truck stop

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From: Cory Wright <cory.wright@co.kittitas.wa.us>
Sent: Wednesday, April 29, 2026 10:25 AM
To: Chad Bala <chad.bala@co.kittitas.wa.us>
Subject: FW: Truck stop

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

From: Angela Amdur <angela.amdur@gmail.com>
Sent: Wednesday, April 29, 2026 10:20 AM
To: Cory Wright <cory.wright@co.kittitas.wa.us>; Brett Wachsmith <brett.wachsmith@co.kittitas.wa.us>;
laura.osladacz@co.kittitas.wa.us
Subject: Truck stop

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hello,

I drive 1-90 a lot and often during the busy months. Building a truck stop in Easton is such a bad idea. We already get truck congestion and Suncadia congestion on a regular basis. Cle Elum's building growth is going to make this even worse. The truck stop would create even more congestion.

It will also destroys property values for the people that have chosen to invest in the property nearby, and risks water contamination.

This is bad idea benefits someone, but it's not a big benefit to the people nearby who will live with the noise and traffic. There is a truck stop in thorp that is huge, another in Ellensburg at exit 106, and another huge one in Ellensburg at 109. There isn't a huge need for this.

Please oppose. There are better ways to help Easton that selling out the peace, increasing the traffic, and adding pollution to this community.

Angela Amdur

Bradley Gasawski

From: Bill Deatry <bill@priorityhomes.com>
Sent: Wednesday, April 29, 2026 4:30 PM
To: Bradley Gasawski; sanbros.farms@gmail.com
Subject: Comment on the proposed Easton Project

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hello Bradley,
Here is my comment on the proposed exit 70 project in Easton:

Main Comment:

I strongly support this project in Easton. A 24/7 restaurant and deli with fuel, safe pull-off space, and turnaround access is exactly what's needed when the pass closes and traffic backs up. It will serve travelers, create local jobs, and give people a real reason to stop and experience the town instead of just driving through.

Additional Suggestion:

I recommend adding EV charging stations. It supports current demand, prepares for future growth, and would make this location even more valuable for both travelers and the community.

Thank you for the opportunity to comment.

Bill



Bill Deatry Real Estate Broker

E Bill@PriorityHomes.com

P 425.310.7307

W PriorityHomes.com



PRIORITY HOMES

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Brokered by Kelly High Real Estate

Bradley Gasawski

From: Cary & Kerri White <caryandkerri@gmail.com>
Sent: Wednesday, April 29, 2026 9:49 PM
To: Bradley Gasawski; cary.white@bhhsbmre.com
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hello Bradley...

We are Cary and Kerri White and we live at 1301 Hawthorn Lane, Easton, WA 98925.

We are writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop and travel center development in Easton Washington. I request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed. Based on the information currently available there are significant concerns that the proposal may result in probable adverse environmental impacts that have not been sufficiently evaluated.

For the reasons outlined below I respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS). In reviewing the SEPA Checklist filed with CDS on 4-1-2026 there are numerous responses which are either not descriptive enough in the project proposal to assess the actual impact and/or the responses submitted lack sufficient detail to address the following concerns:

Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on our local Easton roads and at nearby Interstate 90 interchanges. This raises concerns regarding:

- Increased collision risk at rural intersections.
- Degradation of level of service (LOS)
- Impacts on emergency response times and evacuation routes:
 - A- Specifically the impact to the Easton Volunteer Fire Department(Kittitas County Fire District #3) and the Kittitas County Sheriff'sOffice based in Ellensburg 38 miles away (there is currently no precinct office serving Upper County)
- Pedestrian and local traffic safety.
- Increased opportunities for criminal activity to include theft, robbery, sex and human trafficking created by the nature of transitory stop services and overnighting at a travel center.

A detailed traffic impact analysis should be required including peak-hour truck volumes turning movements and safety mitigation measures given the actual volume of vehicle and commercial traffic anticipated for this particular project (and the County should not rely on a traffic report created for a prior similar project- which was rejected at this same site). Public safety concerns including Fire/ EMS/ HAZMAT response capabilities as well as crime prevention/response should be analyzed in detail by working with the impacted service agencies to determine the reasonable impacts and levels of service which would be required by the proposed project to include the number of anticipated stops for services persons present by hour of day plus overnighters at the travel center.

Groundwater and Drinking Water Protection: The project's use of underground storage tanks and high-volume fuel dispensing presents a significant risk to groundwater resources. Many residents in the area rely on private wells from groundwater in underground aquifers as does the Easton Water District (proposed as the water utility for the site). The SEPA checklist does not appear to include adequate hydrogeologic analysis or spill risk assessment nor does it clearly define the actual anticipated volume of fuel diesel and other hazardous materials which will be present and/or stored at the site.

A comprehensive groundwater study should be required including:

- Aquifer vulnerability assessment.
- Spill containment and response measures.
- Long-term monitoring plans.

Surface Water, Stormwater, and Wetland Impacts: The project site is clearly within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade water quality.

The submitted SEPA Checklist and inadequate project description fails to specify the volume of impervious surfaces (such as the large parking aprons necessary for commercial vehicles both in fueling as well as overnighting) anticipated at the site, other than it will not exceed 33%.

The EIS Checklist also does not address water-oil recovery systems which should be present for spills and to contain the regular discharge of fuel and oil as a result of frequent commercial vehicle traffic and the overnight parking of large trucks.

Additional surface water, stormwater, and wetland analysis are needed regarding:

- Stormwater runoff treatment and discharge, to include water-oil separators.
- The capture and recovery of heavy metals and other contaminants.
- Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roads leading to and from) flowing into ditches, streams, and waterways which drain to the lake and/or Yakima River Basin.
- Strict compliance with state and federal water quality standards to protect groundwater, potable water sources (local wells), and the environment.

Noise Lighting and Rural Character: The proposed 24-hour operation will introduce continuous noise from engines, braking systems and refrigeration units as well as high-intensity lighting at all hours of the day and night. These impacts are inconsistent with the rural character of the Easton area as identified under the county's Limited Areas of More Intense Rural Development (LAMIRD) designation as outlined in KCC 17.15.070.

Cumulative Impacts/ Adequacy of the SEPA Checklist: The SEPA review must evaluate cumulative impacts including the combined effects of this project with existing Interstate-90 traffic regional growth and other current community characteristics (which tend to be small businesses serving the rural area consisting primarily of homes, school, vacation cabins, and local outdoor recreational opportunities). The current documentation appears insufficient in this regard. The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Wildlife and Habitat Impacts: The Easton area provides important habitat and movement corridors for wildlife. Increased traffic lighting and development intensity may result in habitat fragmentation and increased wildlife-vehicle collisions. Further review should evaluate impacts on local species and habitat connectivity including those associated with the nearby lake and river basin.

Surface Water Stormwater and Wetland Impacts: The project site is clearly within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade water quality. The submitted SEPA Checklist and inadequate project description fails to specify the volume of impervious surfaces (such as the large parking aprons necessary for commercial vehicles both in fueling as well as overnighting) anticipated at the site other than it will not exceed 33%.

The EIS Checklist also does not address water-oil recovery systems which should be present for spills and to contain the regular discharge of fuel and oil as a result of frequent commercial vehicle traffic and the overnight parking of large trucks. Additional surface water stormwater and wetland analysis are needed regarding:

- Stormwater runoff treatment and discharge to include water-oil separators.
- The capture and recovery of heavy metals and other contaminants.
- Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roads leading to and from) flowing into ditches, streams and waterways which drain to the lake and/or Yakima River Basin.
- Strict compliance with state and federal water quality standards to protect groundwater potable water sources (local wells) and the environment.

Given the scope and potential impacts of this project a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your time and consideration of these comments.
Please include us in all future notices and decisions related to this proposal.

Regards, Cary and Kerri White

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 8:44 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Travel Center

This is a comment from this morning 😊

Jessie Rosenow
Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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.

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

From: Evan Foust <foust.evan@gmail.com>
Sent: Wednesday, April 29, 2026 5:31 AM
To: CDS User <[cgs@co.kittitas.wa.us](mailto:cds@co.kittitas.wa.us)>
Subject: Easton Travel Center

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Re: SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Thank you for standing up for our community, safety, and environment. Every comment matters!

Best regards, Evan Foust lifelong Cle Elum

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 8:47 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: "Re: SE-26-00001 – Easton Travel Center"

Okay one more 😊

If I see you're CC'd I'm not forwarding them to you, unless you want me to 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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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: Mt. High Hamburgers <mthighhamburgers@gmail.com>
Sent: Wednesday, April 29, 2026 7:23 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: "Re: SE-26-00001 – Easton Travel Center"

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"Re: SE-26-00001 – Easton Travel Center

I oppose this project and what it brings along with it.. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Best regards,

Joey Restad Mountain High Hamburger owner

Sincerely,

Jen and Joey Restad

Mountain High Hamburgers| Owners

(509) 656- 3037

www.mountainhighhamburgers.com

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 9:25 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 – Easton Travel Center

Good Morning Bradley,

Attached is a comment for the Easton Travel Center 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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

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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: Jen Thomas <jcthomas19@comcast.net>
Sent: Wednesday, April 29, 2026 9:16 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001 – Easton Travel Center

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I strongly oppose this project. The traffic analysis is inadequate, fails to meet concurrency standards, and conflicts with the findings of the STEER I-90 Study. The proposal poses serious risks to groundwater within a Critical Aquifer Recharge Area (CARA), introduces hazardous traffic conditions in an area prone to heavy snow, places additional strain on emergency services, and threatens the rural character of Easton.

I have personally spent hours stopped on westbound I-90 between Cle Elum and Easton during pass closures, and it is unclear how this location would serve traffic under those conditions. Most winter closures occur at Easton itself, further calling into question the project's stated transportation benefits.

I respectfully request a Determination of Significance and the preparation of a full Environmental Impact Statement, or denial of the application.

Thank you for standing up for our community, public safety, and the environment. Every comment matters.

Respectfully,
Jennifer Thomas
Cle Elum & Easton resident

Bradley Gasawski

From: Jennifer Batcheldor <ducati620girl@yahoo.com>
Sent: Wednesday, April 29, 2026 6:54 AM
To: CDS User; Bradley Gasawski
Subject: Re: SE-26-00001 – Easton Travel Center

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SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

Best regards,

Jennifer Batcheldor
Cle Elum resident

Bradley Gasawski

From: CDS User
Sent: Thursday, April 30, 2026 8:02 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Travel Center Se-26-00001

Good Morning Bradley,

Here is a comment we received last night 😊

Thanks,

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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: dickandjody woodward <jodywoodward2@gmail.com>
Sent: Wednesday, April 29, 2026 8:45 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Easton Travel Center Se-26-00001

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I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton.

I request a Determination of Significance and full EIS, or denial of the application.

Sincerely,
Jody Woodward
Ellensburg

Bradley Gasawski

From: Kelli Rogers <rogerskelli5@icloud.com>
Sent: Wednesday, April 29, 2026 7:14 AM
To: CDS User; Bradley Gasawski
Subject: Re: SE-26-00001 – Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Re: SE-26-00001 – Easton Travel Center; I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

Respectfully,
Thank you for your time,
Kelli Rogers,
Located in Easton, WA
rogerskelli5@icloud.com

Bradley Gasawski

From: Keri Bailey-Gregerich <naakiah@me.com>
Sent: Wednesday, April 29, 2026 8:04 PM
To: CDS User
Cc: Bradley Gasawski
Subject: SE-26-00001 Easton truck travel center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

To whom it may concern

We Strongly oppose the plans for a large truck/travel center at Easton for all the reasons listed below.

- 1) 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.
- 2) 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.
- 3) 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.
- 4) 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.
- 5) 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.
- 6) 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.
- 7) Simply put, this large industrial-scale truck stop is inappropriate for this sensitive rural/recreational gateway location.

To summarize all of the above regarding

SE-26-00001 – Easton Travel Center. We strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Best regards, Robert & Keri Gregerich Thorp 509-925-4241 Naakiah@icloud.com

Sent from my iPhone

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 10:09 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 – Easton Travel Center

Disregard my previous question 😊 He just sent a follow up 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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: Kyle Walker <cybrslug@gmail.com>
Sent: Wednesday, April 29, 2026 10:08 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001 – Easton Travel Center

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Sorry for the dual emails, my previous copy paste went into the subject line. Please consider this my request for a review to keep what makes this side of the mountain not the West side of the mountain!

Re: Good morning,I would like to voice my concerns pertaining ro this project. My understanding is that the traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. Though I am not an expert in transportation I do know that we already have fairly large locations in ellensburg and North bend to accommodate semi truck needs. The locations in ellensburg and North bend are far enough away from the summit to mitigate any undue strain during winter storms or adverse pass issues. I certainly believe that this should definitely be put to a residential review of the cities that would be impacted especially in extremely small town like Easton that is literally on the shore of a lake. I am at a loss to see how that location could accommodate such a proposed land use without significant modifications to ground water, water water and chemical mtigation

Kyle Walker
cybrslug@gmail.com

On Wed, Apr 29, 2026, 9:59 AM Kyle Walker <cybrslug@gmail.com> wrote:

Kyle Walker
South Cle Elum Washington
cybrslug@gmail.com

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 8:43 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001-EASTON TRAVEL CENTER

Be prepared for a string of emails 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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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: SHOCKER <shockertruck@gmail.com>
Sent: Wednesday, April 29, 2026 5:17 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001-EASTON TRAVEL CENTER

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Re: SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a

CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

Respectfully,

Thank you for your time.

Located in Cle Elum, Wa

Michelle Tignor 425-864-2849

Facebook.com/ShockerTrucking

Shockertruck.com

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 8:44 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: SE-26-00001 – Easton Travel Center

Here is a comment we received this morning 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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: Morghan Nass <morghannass@gmail.com>
Sent: Wednesday, April 29, 2026 6:01 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Re: SE-26-00001 – Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

To whom it may concern,

I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

Best regards,
Morghan Nass
Roslyn resident
509-899-2868

Bradley Gasawski

From: Olivia Cayley <oliviacayley@gmail.com>
Sent: Wednesday, April 29, 2026 8:32 AM
To: ds@co.kittitas.wa.us; Bradley Gasawski
Subject: SE-26-00001 – Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hello,

I am writing to express my strong opposition to this proposal. Easton is a small, rural community that does not have the infrastructure, services, or capacity to safely support a development of this scale, which includes commercial fueling, truck parking, and associated high-volume traffic.

The submitted traffic analysis appears to rely on outdated assumptions and does not adequately reflect current or future conditions. It raises concerns around consistency with concurrency standards and conflicts with the STEER I-90 Study. Increased truck traffic at the I-90 Exit 70 interchange and along Sparks Road presents real safety risks, particularly given winter driving conditions in this corridor.

Beyond transportation impacts, this project introduces several additional concerns that warrant deeper review:

- Potential risks to groundwater within a Critical Aquifer Recharge Area (CARA)
- Increased strain on already limited emergency services in a rural area
- Significant impacts to the rural character and livability of Easton

I also want to highlight concern about the proximity of this development to the local school. Increased heavy truck traffic, noise, and congestion in close proximity to students and families creates avoidable safety risks that should be taken seriously.

Given the scale of the proposal and the range of potential impacts, I respectfully request that the County issue a Determination of Significance and require a full Environmental Impact Statement (EIS). At minimum, the current record does not appear sufficient to support a Determination of Nonsignificance. Alternatively, I request denial of the application.

Thank you for your time and for considering public input as part of this process. I would appreciate any updates on how these concerns are being addressed.

Olivia Cayley
Snoqualmie Pass, WA

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 8:46 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Travel Center

Good Morning Bradley,

Here is another comment we received this morning 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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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: Rob Florence <rf1237@gmail.com>
Sent: Wednesday, April 29, 2026 6:11 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Easton Travel Center

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"Re: SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Bradley Gasawski

From: Sandra Harris <ssharris10@icloud.com>
Sent: Wednesday, April 29, 2026 5:56 PM
To: Bradley Gasawski
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Re SE-26-00001 Easton Travel Center

I strongly oppose this project in our small community. It had been rejected 3 times. It adds too much traffic in a heavy snow zone. The overpass was not made for this type of traffic. There is no sewer system in Easton. This project poses serious risks to groundwater in a CARA. Emergency services are all local volunteers. Not enough for the added traffic. Please deny this request for a truck stop again

Thank you
Sandra Harris

Sent from my iPhone

Bradley Gasawski

From: tom_rayfield@comcast.net
Sent: Thursday, April 30, 2026 10:05 AM
To: Bradley Gasawski
Subject: Re: SE-26-00001 – Easton Travel Center

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Thank you for responding. Hope is not a strategy, but I still hope the county denies the application. There are clearly better sites along I90 for an additional truck stop.

Thanks again,

Tom

From: Bradley Gasawski <bradley.gasawski@co.kittitas.wa.us>
Sent: Thursday, April 30, 2026 9:56 AM
To: tom_rayfield@comcast.net <tom_rayfield@comcast.net>
Subject: RE: SE-26-00001 – Easton Travel Center

Hi Tom,

Thank you for taking the time to respond on this project. We'll include your comments with the file and take them under consideration during review of the project.

Best,
Bradley

Bradley Gasawski | Planner I

Kittitas County Community Development Services | 411 N. Ruby St; Suite 2 | Ellensburg, WA 98926
Office: 509.962.7539

Email: bradley.gasawski@co.kittitas.wa.us

If this is about a Public Records 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: tom_rayfield@comcast.net <tom_rayfield@comcast.net>
Sent: Wednesday, April 29, 2026 4:24 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: SE-26-00001 – Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hello Kittitas County / Bradley Gasawski,

I'm writing to strongly oppose the proposed truck stop / travel center off Exit 70 in Easton. There is a myriad of technical, travel, environmental, infrastructure and legal issues against this proposed truck stop; all of which the county has been presented with countless times and must be infinitely aware of. Rather than subject you to an AI generated diatribe in tedious detail on the above topics, I prefer to simply state, as a taxpaying home and land owner in Easton for over two decades, the scope and location of the project is inconsistent with the proposed site and will, without any doubt, destroy the cultural continuity of our small, rural Easton community. It simply defies logic a development of this scale is even being (again) considered by the county.

Bottom line, the county needs to do the right thing for the good folks of Easton and deny the development application without hesitation.

Respectfully,

Tom Rayfield
421 Silver Creek Road
Easton, WA
tom_rayfield@comcast.net

Bradley Gasawski

From: CDS User
Sent: Wednesday, April 29, 2026 8:50 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Truck Stop

Good Morning Bradley,

Here is another comment 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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: Trevor Stout <tgstout@hotmail.com>
Sent: Wednesday, April 29, 2026 8:48 AM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Easton Truck Stop

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

SE-26-00001 - Easton Travel Center. I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application.

No one in Easton wants this truck stop!

Trevor Stout
Easton Resident
(253)455-1573

APRIL 30, 2026

TO: KITTITAS COUNTY COMMUNITY DEVELOPMENT SERVICES

RE: EASTON TRAVEL CENTER

I OPPOSE THE EASTON TRAVEL CENTER BECAUSE IT DOES NOT COMPLY WITH RURAL GUIDELINES AND OUR INFRASTRUCTURE IS UNABLE TO SUSTAIN A DEVELOPMENT OF THIS NATURE.

WE HAVE A VOLUNTEER FIRE DEPARTMENT. A FIRE AT A COMMERCIAL ESTABLISHMENT OF THIS SIZE THREATENS THE WHOLE COMMUNITY. WE ARE HEAVILY TREED AND FORREST FIRES ARE A CONSTANT THREAT.

WHERE WILL THEY STORE THEIR PLOWED SNOW? IF THE PUSH IT OFF THE IMPERVIAS SURFACES, WE RISK POTENTIAL CONTAMINATION TO THE COMMUNITY GROUND WATER.

THE EXISTING WATER DISTRICT IS NOT ABLE TO SERVE THE ESTABLISHMENT. HAVE THEY TAKEN STEPS TO IMPROVE THE DISTRICT SO THAT IT CAN MEET THEIR NEEDS? IF NOT, THIS SHOULD BE REQUIRED TO BE COMPLETED BEFORE ANY DEVELOPMENT BEGINS.

THE VOLUME OF TRAFFIC THIS CENTER WILL INVITE ONTO OUR ROADS WILL CAUSE MAJOR ISSUES FOR THE PEOPLE WHO LIVE IN THIS COMMUNITY.

PLEASE CONSIDER THE NEGATIVE IMPACT ON THIS TINY COMMUNITY WHEN REVIEWING THIS APPLICATION.

Barbara Davidson

Friend of Easton

1441 Country Dr

Easton WA 98925

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 30, 2026

To: Kittitas County Community Development Services

411 N. Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@CO.KITTITAS.WA.US

Email: bradley.gasawski@co.kittitas.wa.us

RE: Public Comments Opposing SE-26-00001, Easton Travel Center SEPA Environmental Checklist

Good afternoon,

I am writing to strongly oppose SE-26-00001, the proposed Easton Travel Center.

This project is detrimental for Easton and presents serious, foreseeable risks to public safety, traffic, water quality, emergency response, and the rural character of the community as a Type 3 Lamird. The traffic impacts at Exit 70 appear significantly underestimated, and the project conflicts with the congestion concerns already identified near this stretch of I-90.

I am especially concerned that this project is proposed in a Critical Aquifer Recharge Area, near Lake Easton and Silver Creek, while including fuel storage, stormwater runoff, and wastewater infrastructure. These risks should not be minimized or treated as routine.

Easton is a small rural community with limited emergency services and winter road conditions that are already dangerous and difficult to manage. Adding an industrial-scale, 24/7 truck stop at this location would create burdens the community is not equipped to absorb.

I am also strongly concerned with the impact on community safety. With the anticipated projection in traffic volume, comes the fear of drug use and distribution, prostitution and human trafficking and crime. Along with Easton School being across the highway, I am especially fearful for the safety of the children in the Easton community.

For these reasons, I urge Kittitas County to issue a Determination of Significance and require a full Environmental Impact Statement. If the applicant cannot fully address these impacts, the application should be denied.

With concern,

Becky McMaster

Individually and as members on behalf of Friends of Easton

Bradley Gasawski

From: Bob Cain <bobcain6@yahoo.com>
Sent: Thursday, April 30, 2026 4:23 PM
To: CDS User
Cc: Bradley Gasawski
Subject: Easton Travel Center (SE-26-00001)

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Dear Mr. Gasawski and KCCDS Staff

I am providing comments in opposition to the approval of this Truck Stop Business application. This is at least the third attempt by applicants associated with this property to develop land within the Easton community proper. And, with few modifications, the current application mirrors these previously deficient applications.

This project does not fit with the community's desire for a livable lifestyle commensurate with the rural character, tourism economy and quality of life.

Further, this community has worked very hard to develop a sub-area plan, in conjunction with direct resources from KCCDS, that is so close to being presented to the County Commissioners in just a few weeks that specifically define such desires that preclude the obnoxious introduction of a large scale truck center.

I am a recently retired transportation/logistics executive with specific experience in large scale truck, trailer, ocean container terminals and related support operations. My review of this application grossly understates the negative impact to this Community.

First, air quality will be harmed. The application states "...Once completed emissions will occur from vehicles entering and exiting the Travel Stop."

This "casual answer" attempts to underscore that this is primarily a round the clock, 24 hour truck stop operation serving 100's of trucks and highway tractors daily. Trucks will be operating in and out and sitting in the large parking area idling full time. The applicant provides absolutely no proposed measures that minimize or control ongoing emissions that represent an entirely new detriment to those living, recreating and going to school in Easton.

As to Water, applicant states sewage will be treated and discharged into the ground. The very nature of a commercial fuel operation means fuel tanks will be built, fuel will be spilled and leaked. Truck engines will drip fuels, oils and antifreeze throughout the site. Given the amount of projected vehicle activity, principally diesel trucks and related amount of pollutants, this CARA designated site will be at risk. The applicant minimizes this impact and inadequately describes in detail mitigation. It also does not address heavy rain and large quantities of snowfall that Easton experiences.

Under threats to wildlife, the applicant provides a list of animals and wildlife, including 6 endangered or threatened species. This site also is an elk migration path. Here is the response to proposed measures to preserve or enhance wildlife: None Proposed. This flies in the face of the desire of this community to live in, enjoy and protect the rural qualities Easton offers.

The design of the SEPA application really dials in to Health, Safety and Environmental concerns. In several of these areas, the application is distressingly deficient in addressing real issues caused by a 24 hour truck stop operation. For noise, the applicant totally ignores truck engine running while parked 24 hours a day, and traveling along the sites easements to access fuel, services and in finding parking space. This is a new, big nuisance given 100's of daily trips and continuous movements accessing and using this truck stop. The surrounding area that includes housing, camping and wildlife space will be detrimentally impacted by the lights from hundreds of truck movements, which will only grow as truck activities grows to meet business needs. The applicants propose to do absolutely nothing to control impacts on adjacent and nearby recreation & camping activities. Why would anyone want to camp next to a truck stop? By not providing any mitigation efforts or even recognizing such impact to existing businesses and recreational users and the desired community character should sufficiently support a denial of this application.

The traffic impact and supporting studies submitted by this applicant is not current and is defective in support detail. Further, the application does not address the traffic congestion on the adjacent roads o Sparks or I-90's Exit 70 Overpass and both Exit 70's Westbound on and off ramps. Multiple long highway rigs will be collecting at the intersection of these traffic points. This specific area has very tight and limited turning and sitting space that will greatly backup. Backups will occur and will require further road mobility improvements that is not addressed by applicants.

This application, including supporting studies, insufficiently detail emergency response plans. Of particular concern is the applicants stated perceptions that the operational nature of a large truck stop operation will not require any increase fire, police or other types of emergency services. And, such is even positioned in a community already lacking robust services. Trucks will be entering this area and accessing the truck stop property carrying all kinds of hazardous commodities, including flammables, explosives, poison and other health designated threats. Nowhere do I read that interstate traffic such as chemical tank trucks or fuel trucks will be banned.

Emergency services must be increased to address these threats and protect life and property in Easton. Mishaps occur all the time and require immediate response to mitigate harm. Applicants fully miss this point.

The other missing element to the applicant's SEPA statement is any recognition to other nuisances this truck stop brings such to a very local, nearby community with a school, homes and campgrounds: drugs, prostitution and related criminal activities. A truck stop is not a YMCA church camp. As long as a truck stop operates 24 hours a day, these bad & dangerous activities will also operate 24 hours a day. Immediate police response will be needed. It does not exist today to support public safety requirements timely and using adequately staffed responders.

I strongly oppose this application receiving an approval. It is deficient in its impact, uses support data that is not current, seeks to quantify support that is inappropriately lacking in detailed analysis.

This application should be denied because it does not meet its LAMIRD's principles and requirements.

Kindly ensure my comment is part of the official record for SE-26-00001. I kindly ask I be notified of any hearings or decisions.

Kind Regards,
Bob Cain
410 Lund Lane
C: 206-618-3483

The applicant
Sent from my iPhone



Terrence I. Danysh
tdanysh@prklaw.com
R. Charles "Charlie" Beckett
cbeckett@prklaw.com

10900 NE 4th Street, Suite 1850
Bellevue, WA 98004-8341
T: 425.462.4700
F: 425.451.0714
www.prklaw.com

April 30, 2026

VIA EMAIL: Bradley.Gasawski@co.kittitas.wa.us

Mr. Bradley Gasawski
Kittitas County Community Development Services
411 N Ruby ST, Suite 2
Ellensburg WA 98926

Re: SE-26-00001 Easton Travel Center
Comment on Proposed Grading Application and SEPA

Dear Mr. Gasawski:

The undersigned attorneys are counsel to Friends of Easton, a group of property owners and community members in the neighborhood of Majestic Group's proposed project. The purpose of this letter is to comment on the Majestic Group's (the "Applicant") SEPA application and analysis under the Kittitas County Code. Having reviewed the contents of the Applicant's application and SEPA checklist, Friends of Easton has significant concerns regarding the preparation of the Applicant's SEPA Checklist, as well as specific concerns regarding the sufficiency of the applicant's analysis of traffic impacts. This letter incorporates by reference the comments of its members, which have been filed separately.

First, the present application appears to be contrary to the Kittitas County Code, the Kittitas County Comprehensive Plan and the Washington State Growth Management Act (Chapter 36.70a) for failing to preserve the rural character of Kittitas County in Local Areas of More Intensive Rural Development ("LAMIRDS"). One of the fundamental principles of growth management is the principle that counties "should foster land use patterns and develop a local vision of rural character that will: permit the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are consistent with existing and planned land use patterns" and "foster the private stewardship of the land and preservation of open space; and enhance the rural sense of community and quality of life." The present application proposes development which runs contrary to these principles and to the specific terms of the Kittitas County Code, the Kittitas County Comprehensive Plan, and the Washington State Growth Management Act, and its approval is therefore clearly erroneous.

Friends of Easton are concerned that efforts to install a convenience store of between 10,000¹ and 14,500² square feet presents a significant deviation from the rural character of the Easton area. Such a large structure also fails to comport with the Growth Management Act's (and through it, the Kittitas County Comprehensive Plan & Kittitas County Zoning Code's³) **required** development regulations, which prohibit new retail uses of larger than 2,500 sq. ft. in LAMIRDs which are less than 10 miles from an existing urban growth center. RCW 36.70a.070(5)(d)(i)(c)(II).

As can be seen from the below image, the proposed project site is substantially less than 10 miles away from the existing Cle Elum Urban Growth Area, whether measured as the crow flies or as a car travels. It is therefore not eligible for exceptions to development regulations which permit up to 10,000 sq. ft. of space for new retail uses. Any determination deeming this to be a compliant development proposal would therefore be clearly erroneous.



Additional deficiencies exist with regard to the applicant's analysis of the traffic impacts inherent in the project. Among other things, the traffic study used remains the 2019 study, with only a minor amendment made for 2023. This study is now seven years out of date (with the underlying data eight or more years out of date), and is not based upon the present project proposal, which is materially different from the previous Love's gas station proposal in several respects.

¹ (per the updated plan)

² (per the traffic impact analysis)

³ See KCC 17.15.030(3) (stating that all applicable state requirements shall govern a use whether specifically identified in the zoning code or not).

This is particularly apparent in the addendum, where the “future impacts” analyzed pertain to 2025, and are in any case no longer an accurate reflection of the present traffic patterns, let alone the future patterns.

The applicant should, among other things, be required to redo its traffic study to reflect evolving traffic patterns. As can be seen from the below data from the Washington State Department of Transportation’s Traffic Count Data System (TCDS), there has been substantial growth in the average daily trips from when the previous addendum was prepared in 2023, in some cases in excess of 10% for the ramps serving the Easton exit.

Location ID	CS11373	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID		LRS Loc Pt.	
SF Group	SFS-B04 (2026)	Route Type	
AF Group	AFS-B04 (2026)	Route	090R107175
GF Group	GFS-B04 (2026)	Active	Yes
Class Dist Grp		Category	
Seas Class Grp	SCG-04 (2026)		
WIM Group			
QC Group	Short Count - Recreational		
Functl Class		Milepost	0
Located On	On SR 090 Ramp (R107175), after SR 90 WB Intersection; Begin Route		
Loc On Alias			

Location ID	CS04823	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID		LRS Loc Pt.	
SF Group	SFS-B04 (2026)	Route Type	
AF Group	AFS-B04 (2026)	Route	090S107128
GF Group	GFS-B04 (2026)	Active	Yes
Class Dist Grp		Category	
Seas Class Grp	SCG-04 (2026)		
WIM Group			
QC Group	Short Count - Recreational		
Functl Class		Milepost	0
Located On	On SR 090 Ramp (S107128), after LX07156-E Easton Rd Intersection; Begin Route		
Loc On Alias			

VOLUME TREND ?	
Year	Annual Growth
2025	-1%
2024	13%
2023	4%
2022	-3%
2021	-7%
2017	7%
2016	0%
2015	4%
2014	2%
2013	5%

Navigation: << < > >> 1-10 of 26

VOLUME TREND ?	
Year	Annual Growth
2025	-1%
2024	7%
2023	3%
2022	-3%
2021	-10%
2017	7%
2016	0%
2015	4%
2014	2%
2013	5%

Navigation: << < > >> 1-10 of 26

Prior to this study being updated to reflect the circumstances on the ground as they are today, proper analysis and review of the traffic impacts of any proposed development is impossible, and any threshold determination based thereupon would be clearly erroneous.

Given these deficiencies, and the clear non-compliance with state law and Kittitas County Code, Friends of Easton believe that any determination the proposed project is compliant with the Kittitas County Code is clearly erroneous.

April 30, 2026
Page 4

Sincerely,

PETERSON RUSSELL KELLY LIVENGOOD
PLLC

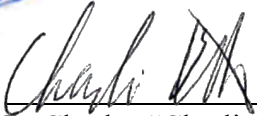
MEYER FLUEGGE & TENNEY P.S.



Terrence I. Danysh



James C. Carmody



R. Charles "Charlie" Beckett

Attorneys for Friends of Easton

cc: Marge Brandsrud, Friends of Easton
Stephanie Hartung,
Kittitas County Prosecutor's Office

Bradley Gasawski

From: david yager <trakdpm@yahoo.com>
Sent: Thursday, April 30, 2026 9:58 AM
To: Bradley Gasawski
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Kittitas County Code and Comprehensive Plan- Kittitas County adopted and implements these LAMIRD

These provisions require that development within the identified Easton LAMIRD must:

Kittitas County Community Development Services

RE: LAMIRD NON-COMPLIANCE #SE-26-00001 Easton Travel Center

~~Statewide Act of Code Development 36-72A, RCW 36-72A, and in the WAC Dispartive 36-196-425, the Growth Management Act and LAMIRD identified in RCW 36-70A-0705(d) and WAC 365-196-425, the~~

Kittitas County Code and Comprehensive Plan- Kittitas County adopted and implements these LAMIRD

These provisions require that development within the identified Easton LAMIRD must:

David Yager

Bradley Gasawski

From: Debbie Bogart <dabogart@outlook.com>
Sent: Thursday, April 30, 2026 10:57 AM
To: Bradley Gasawski; CDS User
Cc: Terrence Danysh; Jamie Carmody; Charlie Beckett
Subject: SEPA Checklist and Application SE-26-00001 – Easton Travel Center (Majestic Group LLC) – Strong Opposition and Request for Denial
Attachments: SE-24-00020 Majestic Group - Comments - 6-27-24 WDFW.pdf; Public Comment on SEPA Environmental Checklist - Bogart 43026.pdf

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 30, 2026

To: Kittitas County Community Development Services

411 N Ruby St., Suite 2
Ellensburg, WA 98926
Email: CDS@Co.kittitas.wa.us

Re: SEPA Comments – Proposed #SE-26-00001 Easton Travel Center

I am writing to submit formal public comments on the SEPA Environmental Checklist filed for the Easton Travel Center (SE-26-00001), submitted by Majestic Group LLC on February 9, 2026, and received by the County on February 18, 2026. After careful review of the checklist, my responses are aligned with environmental concerns regarding Air Quality, Transportation Safety and Endangered Species. As a result of my comments and research, I am requesting that a full Environmental Impact Statement (EIS) be completed.

1. Air Quality and Emissions

The presence of trucks queuing to enter the proposed development or obstructing Sparks Road, the Exit 70 overpass, and associated ramps negatively affect local air quality. During closures of I-90 due to weather, construction, or accidents, both noise levels and air pollution are likely to rise

significantly, resulting in increased ozone, carbon monoxide, and unpleasant odors. These conditions could adversely impact homeowners and businesses located nearby.

Data completed by the Clean Air Task Force (CAFT) demonstrate that cancer risk from diesel soot in Washington State is significant, especially between Seattle and Kittitas County, along the I-90 corridor. Washington ranks 30 out of 49 states for deaths, heart attacks, acute bronchitis, upper respiratory symptoms, lower respiratory symptoms, emergency room visits for asthma, cases of asthma exacerbation, and lifetime cancer risks. Historical data between 2023 and 2026 shows an increase in the areas documented.

While trucks idling on Exits 70 and 71 off and on ramps is already an issue, based on current levels of trucks parking at on and off ramps on both overpasses, it can be predicted that this problem will only increase.

HDS Truck Driving Institute reviews the pros and cons of travel centers for trucks and sites that are often expensive, crowded, and in high traffic areas, making them hard to access. In the proposed area for the travel center off Exit 71, these issues are not only predictable, but they are also currently occurring.

2. Transportation and Public Safety Impacts:

Congestion at Exit 70 is significantly heightened when I-90 is closed or stalled due to accidents, construction, or closures on Snoqualmie Pass. The presence of numerous trucks idling and awaiting reopened travel not only raises concerns regarding emissions but also affects overall safety and traffic flow. These circumstances particularly impact Sparks Road directly off of Exit 70 that parallels the proposed travel center, the mile between Exit 70 and Exit 71, where both passenger vehicles and semi-trucks attempt to bypass issues on I-90 by traveling through Easton via Railroad Street impacting travel and speed in front of the Easton Public School.

Easton residents have met three times with WSDOT, WSP, the Kittitas County Sheriff, and Kittitas Community Services to address traffic flow concerns near Easton Public School and I-90. No solution has been reached. To date, there has been little coordination among these agencies to address the communities' concerns.

Traffic congestion on I-90 and at Exits 70 and 71 are also hindering emergency response efforts. When these areas are congested, there is little to no shoulder space for emergency vehicles to get through. This affects the Easton Fire Department, Washington State Patrol, Kittitas County Sheriff's Department, local towing services, and regular traffic.

In 2024, Easton Public School partnered with Washington State University to conduct an Easton School District Environmental Research Project. The overall goal of which was to have a better understanding of the *environmental* and health impacts that I-90 has on *Easton* students. The range of noise exposure was 67.2 – 84/8 decibels. Findings cited that the level of noise from traffic along the I-90 corridor, along Easton, could impact level of learning and hearing among early learners.

According to the National Institute on Deafness and Communication Disorders, noise levels above 85 decibels (dBA) are considered harmful to adults over time, causing permanent hearing damage or tinnitus. Studies are being conducted by several research facilities to assess chronic noise exposure and the risk of dementia. The Hearing and Health Foundation states that sounds above 70 dB can damage hearing over time.

The range of noise exposure along the I-90 corridors is not only impacting our children but also creating an impacting on the quality of life for all residents.

Providing a travel center for the trucking industry does not address noise, air quality, congestion, and traffic flow; it will only increase the negative impact on these issues as trucks park, leave their vehicles idling alongside the freeway and not using a travel center that will be expensive, congested and hard to enter due to old narrow overpass and roads built in the 1970's. This will increase an already witnessed and left unmanaged issue of biohazard waste, garbage, truck tires, and more being left near or on the off/on ramps of Exit 70 and 71.

3. Removal of Trees, Vegetation and Impact of Endangered and At-Risk Species

Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species maps identify this parcel and surrounding lands as supporting multiple at-risk species.

- Little Brown Bat populations are at risk due to destruction of roosting sites (including large trees and mines) and the effects of pesticide use. Development of the proposed Truck Stop / Travel Center would further degrade available habitat and contribute to population decline. Due to loss of roosting habitat and the spread of disease, Little Brown Bat populations have declined by over 90 percent in the northeastern United States.
- Yuma Myotis, a species that forages primarily over water and depends on abundant insect populations, would be further imperiled by loss of foraging and roosting habitat. Development of the proposed Truck Stop / Travel Center would result in additional habitat fragmentation and degradation, posing further risk to this species.
- Northern Spotted Owl remains listed as a threatened species and is currently being considered for endangered status under the U.S. Endangered Species Act. Although no spotted owls have been documented in the immediate Easton area in recent years, invasive barred owls have been identified as a major threat by outcompeting spotted owls for habitat and food. Combined with habitat loss from high-severity wildfires and historic timber harvesting, population numbers have been significantly reduced. The proposed increase in timber removal associated with this project would further diminish the potential for suitable habitat for this species.

All at-risk and endangered species are highly vulnerable to the removal of large trees, which serve as roosting sites and are often located within critical foraging ranges.

In previous SEPA responses for this parcel, WDFW has stated that the project site is located within an Elk Winter Conservation Area and recommended that vegetation clearing be limited. WDFW has also advised that habitat impacts be minimized through revegetation with native plant species. Additionally, WDFW has expressed concern that the combination of extensive vegetation removal and increased impervious surfaces in a high-snowfall area necessitates a detailed drainage plan. Such a plan is needed to demonstrate that stormwater runoff will be properly managed and will not contribute to degradation of nearby fish-bearing waters, including Lake Easton and Silver Creek. WDFW has requested the opportunity to review and comment on the drainage plan once completed, it is unclear if this request was ever considered or even completed.

Given the anticipated impacts to wildlife and vegetation, a critical areas study should be conducted to properly identify affected species and habitats. In a letter dated June 27, 2024, from Jennifer Nelson, Fish and Wildlife Botanist for WDFW, addressed to Brad Gasawski in response to the Majestic Group SEPA application, WDFW stated that a complete review of impacts to fish, wildlife, and their habitats had not been conducted and offered to assist with this assessment.

In review of this section of the SEPA and the applicants' responses, there is no indication that they completed a critical areas study. In the letter dated June 27, 2024, WDFW clearly requested that a critical areas study be done to ensure that proper identification and protection of habitat was completed. In this communication, WDFW also stated that clearing nearly the entire lot may negatively impact elk and other wildlife present on or near the site, which requires mitigation as specified per KCC 17A.01.100. They expressed that any future developments are also likely to have impacts to elk winter

Conclusion and Requested Actions

Based on the deficiencies identified above, we respectfully request that the County take the following actions:

1. Issue a Determination of Significance (DS) requiring preparation of a full Environmental Impact Statement (EIS). The number and severity of unresolved environmental questions, particularly regarding stormwater contamination, groundwater protection, the LOSS system, flood risk, traffic, and wildlife, exceed what can be adequately addressed through a Mitigated Determination of Non-Significance (MDNS).
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Thank you for your consideration of these comments. We reserve the right to submit additional comments as further information becomes available.

Respectfully,



Debbie Bogart

Individually, and as a member of the Friends of Easton

Cc:

Terrence Danysh, PRK Law — tdanysh@prklaw.com

Charlie Beckett, PRK Law — cbeckett@prklaw.com

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 – Adjacent to Exit 70, I-90, Easton, WA

April 30, 2026

To: Kittitas County Community Development Services

411 N Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@Co.kittitas.wa.us

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Thank you for your consideration of these comments. We reserve the right to submit additional comments as further information becomes available.

Respectfully,



Debbie Bogart

Individually, and as a member of the Friends of Easton

Cc:

Terrence Danysh, PRK Law – tdanysh@prklaw.com

Charlie Beckett, PRK Law – cbeckett@prklaw.com

Jamie Carmody, MFT Law – carmody@mftlaw.com



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
South Central Region • Region 3 • 1701 South 24th Avenue, Yakima, WA 98902-5720
Telephone: (509) 575-2740 • Fax: (509) 575-2474

June 27, 2024

Bradley Gasawski
Community Development Services
Kittitas County
411 N. Ruby Street, Suite 2
Ellensburg, WA 98926

SUBJECT: WDFW COMMENTS ON SE-24-00020 MAJESTIC GROUP SEPA

Dear Mr. Gasawski,

Thank you for the opportunity to comment on the Majestic Group LLC's proposed project on parcel 778834, near Lake Easton and Interstate 90's Exit 70. The Washington Department of Fish and Wildlife (WDFW) is familiar with the project area and we've reviewed the application materials available on file. The SEPA checklist and Notice of Application mention the need for a Forest Practice Application (FPA) as well as grading and fill associated with an access road, but there are no site plans or specific information available to evaluate the project for environmental impacts.

Based on information in the SEPA checklist, it appears there may be plans to subdivide the property and/or further develop the lot, but the SEPA is not clear that this is part of an overall phased approach. WDFW is concerned that the entire proposal has not been presented such that we can provide a complete review of possible impacts to fish, wildlife, and their habitats. Future actions associated with or dependent upon this access road should be included in this environmental review per [WAC 197-11-060 \(3\)\(b\)](#). Questions A.6. and A.7. within the SEPA checklist describe future plans while also stating there are no future plans. The checklist also leaves open the chance that this proposal may include a short plat process. With no site plans or specific information, it is nearly impossible to review the project for all environmental impacts as is intended in the State Environmental Policy Act.

WDFW offers the following recommendations so we can provide adequate review of this proposal:

- Provide an overall site plan for a complete project, including phased developments and actions.
- Provide the Drainage Report referenced in Question A.8. of the SEPA checklist. The application materials indicate that there are no developments on the property, and later state that an existing storm drain system (referenced in Question B.3.c.1) is sufficient to handle runoff. WDFW is concerned about potential impacts to Lake Easton and the fish life present if surface water runoff and/or groundwater interactions could impact the water quality as property is in a Type 1 Critical Aquifer Recharge Area.

- Complete a critical areas study to evaluate the property for all critical areas so they can be properly identified and protected or mitigated for per KCC 17A. WDFW's PHS online mapper clearly shows the project area is within designated Elk Winter Range, a Fish and Wildlife Habitat Conservation Area. Clearing nearly the entire lot may negatively impact elk and other wildlife present on or near the site, which requires mitigation per KCC 17A.01.100. Any future developments are also likely to have impacts to elk winter range.
- The project site is near the easternmost I-90 Connectivity Emphasis Area (CEA) identified to enhance ecological connectivity as part of the WSDOT I-90 East Project. Understanding the proposed project as a whole will be important for evaluating how it may impact wildlife connectivity through this CEA and the ability for wildlife to migrate through the area.

The project, as presented in the materials available online for review, is not well defined enough to provide meaningful environmental review or site-specific recommendations to ensure no net loss of critical areas functions and values.

Thank you for the opportunity to comment and for the County's commitment to protect critical areas. Please let me know if there are any questions about our comments; we look forward to working together on this project and would welcome the opportunity for a site visit. I can be reached by phone at (509) 961-6639 or email at Jennifer.nelson@dfw.wa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Nelson".

Jennifer Nelson
Fish and Wildlife Biologist

April 30,2026

To: Kittitas County Community Development Services

RE: LAMIRD NON-COMPLIANCE #SE-26-00001 Easton Travel Center

I respectfully request the County require a full SEPA review consistent with the provisions of the Growth Management Act (“GMA”), Chapter 36.70A RCW, the Washington Administrative Code provisions governing Limited Areas of More Intensive Rural Development (“LAMIRD”), and the Kittitas County Comprehensive Plan and Development Code, as specifically outlined in KCC Chapter 17.15.

Growth Management Act and LAMIRD- Under RCW 36.70A.070(5)(d) and WAC 365-196-425, the following provisions apply to the LAMIRD site identified in this proposal:

- Recognize existing areas of intensive rural development;
- Allow only infill, redevelopment, or limited expansion;
- Must remain consistent with existing character, scale, and intensity;
- Must not promote rural sprawl or urban-level development.

Kittitas County Code and Comprehensive Plan- Kittitas County adopted and implements these LAMIRD requirements through:

- Kittitas County Comprehensive Plan (Rural Element / LAMIRD policies);
- Kittitas County Code (KCC) Title 17 (Zoning);
- KCC Title 15A (SEPA).

These provisions require that development within the identified Easton LAMIRD must:

- Be consistent with existing development patterns;
- Avoid expansion of commercial intensity;
- Protect rural character and infrastructure limitations.

The Proposal Violates LAMIRD Requirements by Exceeding Existing Scale and Intensity-

The proposed truck stop/ travel center is a regional-scale, high-intensity commercial use characterized by:

- 24-hour operations;
- Continuous heavy truck traffic;

- Large fueling infrastructure;
- Extensive truck parking, servicing, idling, and overnighting.

LAMIRD regulations require that development be consistent with the existing pattern, scale, and intensity of development. WAC 365-196-425(2)(d).

The current nature of the Easton designated LAMIRD consists primarily of a few small-scale local businesses and residential uses which serve the immediate small, rural community.

The proposed project is qualitatively and quantitatively different and therefore inconsistent with applicable law.

The Proposal Is Not Permissible Infill but Constitutes Expansion and Sprawl- Under WAC 365-196-425(2), the LAMIRD designation permits only:

- Infill development;
- Redevelopment of existing sites;
- Limited expansion that does not alter overall character.

The proposed truck stop/ travel center:

- Develops previously undeveloped land;
- Introduces a new level of commercial intensity;
- Expands the functional footprint of the existing LAMIRD in Easton.

This constitutes unlawful expansion of rural commercial development because the GMA prohibits rural development that leads to sprawl. RCW 36.70A.020(2).

The Proposal Serves Regional Demand and Therefore Constitutes Rural Sprawl- The project is designed to serve interstate trucking traffic along I-90 rather than the local rural population. As such, it:

- Functions as a regional commercial hub;
- Attracts non-local demand;
- Intensifies development beyond rural-serving levels.

Per WAC 365-196-425(3), LAMIRD provisions allow only small-scale commercial uses serving the rural area. By serving regional demand, the proposal violates this requirement and constitutes prohibited rural sprawl.

The Proposal Requires Urban-Level Services- LAMIRD development must not require urban governmental services per WAC 365-196-425(4). The proposed truck stop/ travel

center in fact exceeds rural service levels and further demonstrates noncompliance with GMA and County code by likely requiring the following mitigation measures:

- High-capacity water systems;
- Significant stormwater infrastructure;
- Transportation system upgrades.

I respectfully request that the project be independently reviewed as to compliance with LAMIRD requirements as outlined in state law and county code, in addition to the completion of a full Environmental Impact Statement (EIS) pursuant to SEPA.

Respectfully submitted,

DENNIS R DAVIDSON

FRIEND OF EASTON

1441 COUNTRY DR

EASTON WA 98925

mrsrap69@aol.com

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 28, 2026

To: Kittitas County Community Development Services

411 N. Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@CO.KITTITAS.WA.US

Email: bradley.gasawski@co.kittitas.wa.us

RE: Public Comments Opposing SE-26-00001, Easton Travel Center SEPA Environmental Checklist

Dear Kittitas County Community Development Services and SEPA Responsible Official,

I am submitting these comments in strong opposition to the proposed Easton Travel Center near Exit 70 in Easton, Washington. After reviewing the SEPA Environmental Checklist and related application materials, I believe the proposal presents significant unresolved concerns regarding transportation, groundwater protection, air quality, noise, lighting, public safety, emergency services, land use compatibility, wildlife, recreation, and rural character.

The current checklist does not provide sufficient analysis, quantification, or enforceable mitigation to support a Determination of Non-Significance. Given the scale, location, and operational nature of the proposal, additional environmental review is warranted before any approvals are considered.

Although the application describes the project as a “travel center,” the proposed use appears to function as a large-scale truck stop. The project includes fuel storage and dispensing, truck accommodations, 24-hour operations, and approximately **8,560 projected daily vehicle trips**.

This level of traffic and operational intensity is not consistent with a small-scale rural commercial use serving the local Easton community. The environmental review should evaluate the project based on its actual function and foreseeable impacts, not merely the terminology used in the application.

1. Transportation, Traffic, and Safety Impacts

The projected traffic volume of approximately **8,560 daily vehicle trips** is substantial for a rural community of Easton's size. The checklist does not appear to adequately disclose the percentage of heavy truck traffic, even though that information is essential to evaluating roadway safety, congestion, noise, emissions, pavement impacts, and emergency response demands.

The traffic analysis should not be limited to ordinary weekday conditions. Easton experiences seasonal congestion, winter weather impacts, recreation-related travel, and I-90 closure or diversion events. The proposed facility's location near Snoqualmie Pass further heightens the need to evaluate snow events, freight traffic, accident conditions, and emergency response scenarios.

The County should require a comprehensive traffic impact analysis that evaluates Level of Service, interchange capacity, truck percentages, weekend and peak recreation traffic, winter weather, I-90 closures, emergency diversions, frontage improvements, and coordination with WSDOT.

2. Groundwater, Stormwater, Fuel Handling, and LOSS System Risks

The proposal includes fuel storage and handling, large paved surfaces, stormwater infiltration, and a Large On-Site Sewer System. These features create ongoing groundwater and surface water concerns, particularly in a rural setting near Lake Easton, Silver Creek, and sensitive environmental resources.

Standard stormwater controls and oil/water separators may reduce risk, but they do not eliminate the potential for fuel spills, petroleum residue, contaminated runoff, heavy metals, wastewater impacts, or snowmelt contamination. The checklist does not appear to provide sufficient analysis of long-term groundwater protection, stormwater capacity, spill response, CARA impacts, LOSS system risks, overflow scenarios, or monitoring requirements.

The County should require a detailed stormwater and groundwater protection analysis, including fuel spill modeling, contaminated runoff and snowmelt management, LOSS system impacts, long-term monitoring, maintenance responsibilities, and enforceable mitigation measures.

3. Air Quality and Operational Emissions

The checklist does not appear to adequately evaluate long-term operational air quality impacts. A 24-hour truck-serving facility would generate emissions from diesel truck traffic, idling, overnight parking, Auxiliary Power Units, fueling activity, and potential backup generator use.

These impacts are not limited to construction. They would be continuous operational impacts associated with the daily function of the facility. Diesel emissions, including particulate matter and nitrogen oxides, should be evaluated in relation to nearby residences, recreation areas, sensitive populations, and cumulative regional traffic patterns.

The County should require a comprehensive operational air quality analysis, including diesel emissions, truck idling, APU use, overnight truck parking, generator use, cumulative PM2.5 and NOx impacts, and mitigation measures such as electrified truck parking and enforceable anti-idling requirements.

4. Noise, Lighting, and Visual Impacts

The checklist does not provide adequate analysis of long-term operational noise. A truck stop operating 24 hours per day would generate continuous noise from idling engines, APUs, refrigeration units, air brakes, fueling activity, truck circulation, and nighttime vehicle movement. These impacts are materially different from occasional pass-through traffic.

The proposal would also introduce significant lighting from parking areas, buildings, signage, vehicles, and security features. In a rural area with low existing ambient light, nighttime lighting and glare should be evaluated carefully.

The County should require a 24-hour operational noise study, a lighting and glare analysis, visual impact simulations, signage restrictions, landscape screening, and enforceable operational mitigation to protect nearby residents, recreation users, wildlife, and Easton's rural character.

5. Public Services, Emergency Response, and Fire Risk

The checklist appears to minimize impacts to fire protection, law enforcement, emergency medical services, hazardous materials response, and public safety. A 24-hour facility with fuel storage, truck parking, and thousands of daily trips would reasonably increase the likelihood of traffic collisions, medical calls, fuel spills, vehicle fires, hazardous materials incidents, and law enforcement calls.

Easton does not have the same emergency service capacity as an urban or regional commercial center. The community relies on regional response systems and volunteer capacity. The environmental review should evaluate whether existing services can safely absorb the increased demand created by this proposal.

The County should require a full emergency services impact analysis, including coordination with local fire districts, EMS providers, Kittitas County Sheriff, emergency management, hazardous materials responders, and wildfire response agencies. The applicant should be required to provide enforceable mitigation, emergency response planning, funding commitments, and on-site safety protocols before any approval is considered.

6. Public Safety and Crime Prevention

A 24-hour interstate truck-serving facility also raises public safety concerns that should be addressed as part of the review. This includes potential impacts related to theft, assault, drug activity, human trafficking, and other criminal activity associated with high-volume transient traffic corridors.

This concern should not be interpreted as a criticism of truck drivers as a group. Rather, it reflects the foreseeable public safety demands associated with a large 24-hour interstate facility in a rural community with limited immediate law enforcement capacity.

The County should require a public safety and security plan addressing law enforcement coordination, lighting, surveillance, emergency protocols, human trafficking awareness, and on-site management responsibilities.

7. Wildlife, Habitat, and Environmental Resources

The checklist acknowledges the presence of wildlife and environmental resources but does not appear to propose adequate measures to preserve, protect, or enhance habitat. The project would introduce land clearing, impervious surfaces, continuous traffic, diesel emissions, lighting, noise, and human activity into an area near forested land, water resources, recreation areas, and wildlife habitat.

The County should require a biological assessment and habitat mitigation plan, including consultation with appropriate state and federal agencies, evaluation of impacts to migratory birds and wildlife movement, lighting controls, buffer protections, and long-term ecological mitigation.

8. Recreation and Community Character

Easton is a rural mountain community closely connected to Lake Easton, camping, hiking, cycling, fishing, boating, snow recreation, endurance events, and outdoor tourism. These recreational resources are part of the community's identity and should be considered in the environmental review.

A high-volume truck stop at this location could affect recreation users and visitors through increased traffic, noise, lighting, air emissions, safety concerns, and visual impacts. The checklist does not appear to adequately evaluate these impacts.

The County should require analysis of impacts to Lake Easton State Park, nearby campgrounds, cycling and marathon events, recreation routes, peak weekend traffic, tourism, and the rural recreation experience.

9. Land Use Compatibility and Rural Character

This proposal raises a fundamental land use compatibility issue. A high-volume, 24-hour, interstate-oriented truck stop does not appear consistent with the scale or character of Easton. The project should be evaluated against the intent of the applicable rural land use designation,

including whether it is compatible with LAMIRD-3 designation, the Growth Management Act, and rural character protections.

The applicant should not be permitted to rely solely on zoning compliance to avoid a meaningful compatibility analysis. SEPA requires evaluation of actual probable impacts. A use may be allowed in theory but still create significant adverse impacts in a specific location.

The County should require a formal land use consistency analysis before proceeding further.

10. Cultural and Historic Resources

The checklist does not appear to provide sufficient review of potential tribal, archaeological, or historic resources. A database search alone should not be considered adequate where grading, excavation, imported fill, and ground disturbance are proposed.

The County should require a professional cultural resources survey, formal tribal consultation, and an Inadvertent Discovery Plan before any ground disturbance occurs.

My Requested Actions

For the reasons outlined above, the current SEPA checklist does not adequately analyze the probable significant adverse impacts of the proposed Easton Travel Center. The project's scale, 24-hour operations, fuel storage, truck-serving function, projected traffic volume, and location within a small rural community create impacts that require further study before any threshold determination is made.

This proposal is not merely a local convenience use. Based on the applicant's own projected traffic data, the facility would generate approximately 8,560 daily vehicle trips and function as a high volume, 24 hour, interstate-oriented truck stop. That level of intensity is materially different from the rural scale and character of Easton.

The checklist does not adequately account for continuous truck traffic, diesel emissions, overnight idling, APU use, noise, lighting, traffic conflicts, fire risk, public safety demands, or impacts to nearby residential properties, forested land, recreational uses, wildlife, cultural resources, and Easton State Airport.

Given the number and significance of these unresolved issues, a Mitigated Determination of Non-Significance would be premature and inadequate. The County cannot responsibly determine that this proposal will not have probable significant adverse environmental impacts without requiring additional technical studies, independent review, enforceable mitigation measures, and a full evaluation of cumulative and long-term operational impacts.

I respectfully request that Kittitas County take the following actions:

1. **Issue a Determination of Significance pursuant to WAC 197-11-360 and require preparation of a full Environmental Impact Statement before any further project approval is considered.**
2. **Require the applicant to provide complete technical studies**, including but not limited to traffic, stormwater, groundwater, air quality, noise, lighting, wildlife, fire risk, emergency services, cultural resources, and visual impact analyses.
3. **Require independent third-party review** of the applicant's environmental, traffic, stormwater, groundwater, and public safety claims before relying on them for any threshold determination.
4. **Require a comprehensive traffic impact analysis** addressing daily truck volumes, Level of Service, interchange capacity, I-90 closures, winter weather, emergency diversions, peak recreation periods, frontage improvements, and impacts to Easton State Airport and wildfire response operations.
5. **Require a complete stormwater and groundwater protection plan**, including analysis of contaminated runoff, snowmelt, fuel spills, CARA impacts, infiltration risks, overflow scenarios, long-term monitoring, and enforceable maintenance obligations.
6. **Require a full operational emissions analysis**, including 24-hour diesel emissions from idling trucks, APU use, possible generator use, cumulative PM2.5 and NOx impacts, and mitigation such as electrified truck parking and enforceable anti-idling requirements.
7. **Require a biological assessment and wildlife mitigation plan**, including consultation with appropriate state and federal wildlife agencies and proposed measures to preserve, protect, and enhance affected habitat.
8. **Require a 24-hour operational noise study**, including nighttime conditions, truck layover periods, idling, APU noise, cumulative low-frequency noise, and impacts to nearby residents, wildlife, campgrounds, and rural quiet.
9. **Require a corrected land use and surrounding area analysis**, accurately identifying nearby residential properties, Silver Ridge Ranch Campground, forested DNR/WSU land, agricultural/resource lands, recreational uses, and the incompatibility risks associated with placing a large-scale truck-serving facility in this setting.
10. **Require visual, lighting, signage, and glare analysis**, including nighttime impacts and measures to preserve Easton's rural and natural character.
11. **Require analysis of recreation impacts**, including impacts to Lake Easton State Park, local campgrounds, cycling events, marathons, tourism, outdoor recreation routes, and peak event traffic.
12. **Require a professional archaeological and cultural resources review**, including tribal consultation, a cultural resources survey, and an Inadvertent Discovery Plan developed in coordination with affected tribes.
13. **Require a full public services and emergency response capacity analysis**, including coordination with Kittitas County Sheriff, fire districts, EMS providers, emergency management, wildfire response agencies, and hazardous materials responders.
14. **Require enforceable mitigation measures and accountability mechanisms**, including clear monitoring duties, maintenance responsibilities, inspection schedules,

emergency response protocols, funding commitments, and penalties or corrective measures if systems fail.

15. **Address the fundamental land use question before proceeding further**, including whether a high-volume interstate truck stop is consistent with LAMIRD-3 designation, the Growth Management Act, rural character protections, and the intended scale of development for Easton.

Until these issues are fully studied, disclosed, and mitigated, the County should not issue a Determination of Significance or allow the project to proceed through environmental review on the basis of the current checklist.

Easton is a small rural community with limited emergency service capacity, important environmental resources, nearby residences, recreation assets, and a distinct rural character. A project of this magnitude warrants the highest level of environmental review available under SEPA.

Thank you for your time and consideration.

Respectfully, though with serious concern,

Emily Cantu-Individually and as a member on behalf of Friends of Easton

Bradley Gasawski

From: Leto Castrilli <lady_letto@hotmail.com>
Sent: Thursday, April 30, 2026 12:44 AM
To: Bradley Gasawski; CDS User
Subject: SE-26-00001 – Easton Travel Center – Opposition and SEPA Comments

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Mr. Gasawski,

I would like to express my strong **opposition** for the proposed truck stop/travel center in Easton (SE-26-00001) and would like to make comment specifically on the recent SEPA application. The same proposal continues to be put forth, yet there is no measurable change in the proposal or mitigation for the affects it will undoubtedly have. I urge the County to review this very carefully as there are a number of concerns with the application.

Under ‘Environmental Elements’, point 1. C. the applicant stated that the property is predominantly kladnick ashy sandy loam. This soil type is highly permeable. Any and all runoff containing heavy metals, petroleum byproducts, oil, microplastics, and other pollutants will enter directly into the aquifer and quickly make their way into nearby wells, Easton Water District well water, Lake Easton, Silver Creek, and the Yakima River. In their soil report it was noted that the water table is 41ft between ground level. It should be noted that at the time of the study (November), Lake Easton and Kachess were both at their lowest, with both being partially drained seasonally. The water table April – October would be much higher. This fact should be taken into account. With this soil type, extensive mitigation would need to occur to prevent contamination to the water supply. It is further stated in their own hydrological study (Page 7, section 8.0 ‘Conceptual Site Model’) that any pollution would infiltrate the aquifer with 4-5 years. The parcel sits within a Critical Aquifer Recharge Area (CARA). It should also be noted that plowing of snow is a major vector for the transfer of pollutants. I have yet to see a plan on how to safely remove contaminated snow runoff in addition to standard stormwater.

In section 3 ‘Water’, point A. 1. the applicant lists distances from nearby waterways. In the submitted SEPA it states Lake Easton is 1,200ft away. This is incorrect. In actuality, the distance from the easternmost proposed runoff holding area and the shore of Lake Easton is only 825ft, sloping downhill, towards the lake.

In section 3 ‘Water’, point A. 6. the applicant states that there will be no discharge of waste to surface waters. Any and all waste in the form of liquid pollutants will very rapidly run towards nearby Lake Easton and enter into the Yakima River watershed. The travel center is close enough to surface water with a highly permeable soil type that it would be absurd to state that pollutants will not affect the nearby surface water. Their own hydrologic study states (Page 9, Section 9.5 E. Hydrologic Budget) *“The surficial water would drain into the unconfined aquifer, run along the till or confining layer identified, and reach likely to a local river and surface waters like Lake Easton primarily”*. Trash will also be an issue, one can look at any comparable travel center and note the sharp spike in free-floating trash. On the subject of physical waste such as trash, it is known that projects such as these attract increased drug use and discarded paraphernalia.

In section 3 'Water' point B. 1. The applicant states that the project will rely on the Easton Water District. The district is fed by nearby wells. Therefore, usage should still be reported on the SEPA and documented as it would be with any other well.

In section 3 'Water' C. point 1. and 2. There is again no mention of snowmelt runoff or how polluted plowed snow will be collected, stored, and treated specifically. It does not take an engineer to know that snow behaves significantly differently than stormwater and requires additional consideration. Applicant states that no waste materials could enter surface or ground waters. This is unequivocally false.

In section 7 'Environmental Health' point 4. Applicant states that no additional emergency services would be required. It is well documented that travel stops/truck stops significantly increase emergency service response for medical calls, law enforcement, and fire. Easton has a healthy volunteer department and is fully capable of adequately serving the community at present. But this proposal would certainly put additional strain on the department, while responding predominantly to calls generated by travelers outside of the department's tax base. It should also be noted that with Easton being unincorporated, law enforcement must come from Ellensburg, over 40 miles away. There are no local agencies fully equipped to handle a hazmat type emergency, which this proposal has a significant chance of creating. There are also severe traffic issues with EMS and fire access to this property at present, which would be exacerbated by traffic from a travel center. Not acknowledging these facts in the SEPA, nor offering any form of mitigation is nothing short of absurd and will become a liability whether for the owners of this travel center, the County, or both.

The area in which this travel center would sit is also in one of the highest wildfire risk areas in Washington as assessed as part of the wildland urban interface. Any fire started here would quickly spread through the town and put hundreds of lives and properties at risk. Automobiles run a high risk of fire ignition – look at how many fires start each year along I-90, almost always caused by an automobile or a careless driver. The more automobiles in an area, the higher the risk.

In section 7 'Environmental Health' point 5. Concerning fuel storage - What plans are in place to deal with faulty tanks or storage containers? Leaks stemming from projects such as this have accounted for millions of dollars in cleanup fees in Washington State alone (See the Restover Truckstop in Olympia for reference). What is the contingency plan for when this truck stop is out of business in 20 years and leaking tanks and containers are left to leak directly into the groundwater?

In section 7 'Environmental Health', section B. 'Noise' points 2. and 3. The applicant greatly understates the noise impact that such a project would have after completion. Trucks are loud, and often left to idle overnight, creating an ambient noise level of over 75dB in many situations. Mitigation for this noise is not currently planned. This is not acceptable as the property directly adjacent to the proposal property is a wedding venue, camping area, and horse ranch, with residential housing also nearby. All would be greatly impacted by this increased noise level.

In section 8 'Land and Shoreline Use' point A. the applicant fails to mention that their directly adjacent neighbor is in fact the aforementioned venue, Silver Ridge Ranch. The applicant can not claim that they are unaware of their direct neighbor and what impact their travel stop would have on their neighboring business. This proposal would nothing short of ruin the property value and business opportunity of this beloved Easton venue. Horses, weddings, family fun, and camping do not mix with a truck stop a stone's throw away.

In section 10. 'Aesthetics' point B. concerning views, I would imagine that the patrons of Silver Ridge Ranch would strongly disagree with the applicant's statement that: *"No views in the immediate vicinity will be altered or obstructed"*.

In section 12. 'Recreation' point B. The applicant states that *"No formal recreational activities occur on the site"*. This is untrue. There is a well-traveled recreational path along the front of the property that services

walking, biking, and motorized recreational traffic in both summer and winter. This corridor is vital to all recreationalists and should be left intact.

In section 14. 'Transportation' point C. the applicant states that no improvements will be made to existing roads. Traffic is a massive issue that is not being acknowledged by the applicant. I-90 over Snoqualmie pass closes over 30 times each winter. Each and every time the pass closes due to a snow event, Sparks Road from the exit 70 overpass becomes impassable due to parked and/or jackknifed trucks. As it turns out, semis and heavy snows don't mix well. Luring trucks closer to the pass with the idea of a safe harbor at a truckstop in Easton, in the middle of heavy snow is another source of liability for both the applicant and the County. The roads in Easton cannot handle the current traffic during these events, let alone increased truck traffic due to this proposal. The travel center cannot handle the number of trucks that need to be harbored. The only safe and logical solution is to continue closing I-90 at Ellensburg. Trucks need to be turned around at Easton before they get dangerously stuck in the snow, creating a hazard for themselves, those around them, and the residents of Easton that can not get EMS during these events due to road blockages. They do not need encouragement to push further into snow country.

Please note that Easton broke a 24hr snowfall record in 2022, with 27 inches falling in a 24/hr period, amounting to 65 total inches of snowfall on the ground. Some may simply not be aware but Easton continually averages significantly more snowfall than neighboring towns such as Cle Elum or Ellensburg, being under a rain-shadow which turns into somewhat of a snow-shadow in winter months. The weather in Easton should not be underestimated. Luring truckers further into foul weather and danger is not wise - and that is what this proposal would serve to do. There will be fatalities if this proposal is accepted.

Section 14. 'Transportation' point E. the applicant cites an outdated traffic study and does not take into consideration the impact of frequent pass closures, snow, or other common weather events. The area continues to get busier each year. Numbers are likely far higher than reported.

Additional comments:

- Snow removal is not mentioned in the SEPA at all. And though a small snow shed appears on the Site Plan, it is unclear how during a snow event a county driver would be able to access said shed. When the pass is closed I-90 is often impassable due to stopped vehicles, and the exit 70 overpass and Sparks Road is completely blocked by parked or jackknifed trucks during every major snow event.
- Polluted groundwater will not only immediately affect Easton's water supply through both residential wells and Easton Water District wells, but will quickly contaminate Lake Easton and the Yakima River. There are two fish hatcheries within a mile of the truck stop which rely on water from the Yakima. Copper and other heavy metals commonly found in truckstop runoff have been found to negatively impact fish navigation. Water from Lake Easton also flows from the lake through the KRD canal for irrigation of crops as far as Ellensburg. Anything that enters the ground in Easton has the potential to have a profound impact downstream, far beyond Easton itself.
- This proposal does not fit in with the preservation of rural character and takes away from the rural history of our town.

If we stick to common sense and facts, it becomes abundantly clear that this parcel due to its location is not only unsuitable for this use, but this use will exacerbate existing safety issues and liability for both the Majestic Group and Kittitas County. There is no amount of tax revenue that Kittitas County could generate from this proposal that would offset the environmental impacts that this proposal would cause. It would be a failing of

our county officials as stewards of our land if this proposal were to be allowed to move forward in its current state.

I request a Determination of Significance and full EIS, or denial of the application.

Thank you for your time. Please add these comments to the public record.

Lifetime Easton Resident

Franny Castrilli



Virus-free. www.avast.com

Bradley Gasawski

From: Gina Peckman <gina@peckmansearch.com>
Sent: Thursday, April 30, 2026 12:47 PM
To: Bradley Gasawski; Jill Merwin; Terrence Danysh; Jamie Carmody; Charlie Beckett
Subject: Re: Easton Travel Center - SEPA - 26-00001

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Bradley,
Please reflect our Attorneys should be CC'd on the email Jill forwarded with Peckman comments. My apologies for not including, I am out of town at the moment.
We also reserve the right to comment in the future.
All the best,
Gina

Gina Peckman, CEO
253-312-3475 | gina@peckmansearch.com PS Partners Get [Outlook for iOS](#)
Please excuse typos and brevity, sent from mobile!

From: Bradley Gasawski <bradley.gasawski@co.kittitas.wa.us>
Sent: Thursday, April 30, 2026 11:12 AM
To: Jill Merwin <jamerwin@gmail.com>
Cc: Gina Peckman <gina@peckmansearch.com>
Subject: RE: Easton Travel Center - SEPA - 26-00001

Hi Gina & Mike,

Thank you for taking the time to respond on this project. We'll include your comments with the file and take them under consideration during review of the project.

Best,
Bradley

[Bradley Gasawski | Planner I](#)

Kittitas County Community Development Services | 411 N. Ruby St; Suite 2 | Ellensburg, WA 98926
Office: 509.962.7539

Email: bradley.gasawski@co.kittitas.wa.us

If this is about a Public Records 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: Jill Merwin <jamerwin@gmail.com>
Sent: Thursday, April 30, 2026 9:10 AM
To: Bradley Gasawski <bradley.gasawski@co.kittitas.wa.us>; CDS User <cds@co.kittitas.wa.us>
Cc: Gina Peckman <gina@peckmansearch.com>
Subject: Easton Travel Center - SEPA - 26-00001

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Good morning Bradley,

I have attached comments on behalf of Regina and Michael Peckman regarding the proposed Easton Travel Center - SEPA 26-00001 - applied for by Majestic Group LLC (AJ Sandhu).

Please include Regina and Michael Peckman on all future notices and decisions related to this proposal.

Respectfully,

Jill Merwin, on behalf of Regina and Michael Peckman
Easton Residents and
Signing on behalf of Friends of Easton
Members of Friends of Easton
Gina@peckmansearch.com | peckman.michael@gmail.com

Bradley Gasawski

From: CDS User
Sent: Thursday, April 30, 2026 8:04 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton project

Good Morning Bradley,

Below is a comment for the Easton Truck Stop.

Thank you,

Jessie Rosenow
Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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.

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

From: harsh singh <harshsingh765@yahoo.com>
Sent: Wednesday, April 29, 2026 11:46 PM
To: CDS User <cds@co.kittitas.wa.us>
Subject: Easton project

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I think the Easton project while is a good idea to help with getting truckers a safe spot to park has multiple drawbacks. 1. The bridge infrastructure I doubt will take the beating of these trucks. Reason is due to the Moses lake Loves exit, it has been close for multiple months because it is damaged in multiple spots. It will cause issues for citizens who need to go to work there and or live there, thus being a nuisance.

2. Water usage,

Will the City of Easton be ready in case of fire and or other emergencies? I saw the plan and it looks good but this is another item to take into account.

3. Economy

It will bring in jobs but will any be from local citizens who are going to work there or will all of it be from out of state or out of Kittitas county citizens? I'm local here so I accept everyone regardless where they are from but will they be able to give back to the community?

4 chokehold

This is essentially the last stop when we get heavy snowfall, there are 117 spots which is awesome but will that be sufficient? We have over 10,000 trucks going over highway 90, 117 spots is almost nothing, it does not have an enough holding power, trucks will keep coming in with nowhere to go. This becoming more work to open the pass once it's clean and a bigger headache in the end.

Don't get me wrong it is a very good idea but I think if executed will not be a good idea and the citizens will pay for it. I request a denial in the application.

Sent from my iPhone

Bradley Gasawski

From: Jackson Purcell <jackson0121@gmail.com>
Sent: Thursday, April 30, 2026 8:29 AM
To: CDS User; Bradley Gasawski
Cc: Terrence Danysh; cbeckett@prklaw.com
Subject: SE-26-00001 SEPA comment
Attachments: A-5 Easton TIA Review memo Final_with attachments.pdf

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Kittitas County Community Development Services

411 N. Ruby Street, Suite 2 Ellensburg, WA 98926

Email: cds@co.kittitas.wa.us

Re: SEPA Checklist and Application SE-26-00001 – Easton Travel Center (Majestic Group LLC) – Strong Opposition and Request for Denial

Date: April 27, 2026

Dear Kittitas County Planning Staff:

I am writing as a concerned resident of Easton and on behalf of Friends of Easton to submit formal comments on the proposed Easton Travel Center truck stop at I-90 Exit 70 (Tax Parcel 778834). I strongly oppose issuance of a Determination of Non-Significance (DNS) or Mitigated DNS and request that the application be **denied** or, at minimum, that a full Environmental Impact Statement (EIS) be required.

The proposed project — a large-scale travel center with 9 truck/diesel fueling positions, 16 passenger vehicle fueling positions, 117 overnight truck parking stalls, a 3-bay tire shop, fast-food and casual restaurants, and a convenience market — would generate significant adverse environmental and transportation impacts that have not been adequately analyzed. Kittitas County's own studies demonstrate that this location is the wrong place for this intensity of development.

1. The Applicant's Traffic Impact Analysis Is Deficient and Underestimates Impacts

The SCJ Alliance Traffic Impact Analysis (2019, with 2023 addendum) severely underestimates trip generation. As detailed in the independent Transpo Group review (January 17, 2024): *Added as an attachment*

- Total PM peak-hour trips are underestimated by nearly **100%** (SCJ: 358 trips vs. Transpo: 662–710 trips even after pass-by adjustments).
- Truck trips alone are underestimated by a factor of almost **2**.
- The AM peak hour — higher than the PM — was not analyzed at all.
- Using realistic ITE Trip Generation (11th Edition) rates, the I-90 Eastbound Ramps/Lake Easton Road intersection drops to **LOS D (PM)** and **LOS F (AM)** well below Kittitas County's rural LOS C standard and WSDOT standards.

These failures mean the TIA cannot be relied upon. The project would cause or significantly contribute to failing operations at the very interchange serving the site.

2. The Project Fails Kittitas County's Mandatory Transportation Concurrency Requirements (KCC 12.10)

Kittitas County Code requires a concurrency evaluation for all development applications projected to generate more than 41 daily vehicle trips (KCC § 12.04.02.020 and Chapter 12.10). This evaluation must demonstrate that adequate transportation facilities will be available **concurrent with development** per the Growth Management Act.

The Easton Travel Center far exceeds the 41-trip threshold. The deficient SCJ TIA cannot support a valid concurrency determination. Using the more accurate Transpo analysis, the project causes the critical I-90 EB Ramps/Lake Easton Road intersection to fall below the adopted LOS C standard.

KCC 12.10.050 explicitly prohibits approval unless concurrency is met. Permits **cannot legally be issued** until a corrected evaluation with fully funded mitigation is approved.

3. The Project Directly Conflicts with Kittitas County's Own STEER I-90 Feasibility Study

The county-funded **I-90 Corridor – Easton to Cle Elum Feasibility Study (September 2024)** analyzes the exact segment beginning at Exit 70. It shows that recurring seasonal congestion originates at Lake Easton Road / Exit 70, with severe westbound slowdowns, massive diversion onto local roads, and major freight impacts. Adding a major truck stop at this precise location directly undermines the County's own corridor improvement goals.

4. Serious Risks to the Easton Wellhead Protection Area and Critical Aquifer Recharge Area

The project site lies within a **Critical Aquifer Recharge Area (CARA)** and is located in close proximity to the **Easton Wellhead Protection Area** that supplies drinking water to the Easton Water District. The proposal includes large underground fuel storage tanks (gasoline and diesel), a tire shop with potential oil and chemical storage, and a Large On-Site Sewer (LOSS) system. Any leak, spill, or failure in

containment could contaminate the aquifer that serves local residents and Lake Easton. These risks have not been adequately evaluated, especially given the project's location only 1,200 feet from Lake Easton and 1,400 feet from Silver Creek.

5. Significant Cumulative Environmental Impacts Under SEPA Have Not Been Addressed

The project would increase air emissions, 24/7 noise and light pollution, stormwater runoff, and heavy winter snow-zone operations. Combined with the threats to groundwater and the rural/recreational character near Lake Easton State Park, these impacts require a full EIS.

6. Incompatibility with Comprehensive Plan and Community Character

The scale and truck-intensive nature of the proposal is incompatible with the rural character, tourism economy, and quality of life the County seeks to protect in the Easton area near Lake Easton State Park.

Conclusion and Requested Action For the reasons above — particularly the failure to meet mandatory transportation concurrency requirements and the serious threat to the Easton Wellhead Protection Area — I respectfully request that Kittitas County:

1. Issue a **Determination of Significance** and require a full EIS.
2. Reject the deficient SCJ TIA and require a new, independent traffic study incorporating STEER I-90 data, current counts, and both AM/PM peaks.
3. **Deny the application** unless and until a valid concurrency evaluation demonstrates compliance and all significant impacts are fully mitigated.

Thank you for considering these comments. Please place them in the official record for SE-26-00001. I request notification of any hearings or decisions.

Sincerely,

Jackson Purcell

Individually and as a member and behalf of Friends of Easton

Jackson0121@gmail.com

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EXHIBIT A-5

MEMORANDUM

Date: January 17, 2024 **TG:** 1.23463.00, 1.23463.01

To: Terence Danysh, Peterson Russell Kelly Livengood PLLC
Audrey Clungeon, Bricklin & Newman, LLP

From: Mike Swenson, PE PTOE Transpo Group
Linda Cuadra, Transpo Group

Subject: Easton Truck Stop Transportation Traffic Impact Analysis Review

Transpo Group was retained by Peterson Russell Kelly Livengood PLLC and Bricklin & Newman, LLP to review the traffic analysis completed to date for the proposed truck stop located in Easton, WA along I-90, Eit 70 in Kittitas County. This memorandum summarizes comparisons of the transportation analysis performed to date for the proposed Easton Truck Stop with new analyses performed by Transpo Group. The transportation analysis of the proposed project was originally analyzed by SCJ Alliance in August 2019¹. The analysis was updated in April 2023.²

The proposed project would include:

- 14,500 square foot building with
 - A 3,332 sf fast food restaurant with drive through ;
 - a 1,648 sf fast casual restaurant; and,
 - a convenience market occupying the remaining 9,520 sf. Based on the available documentation this facility would also include showers.
- 9 truck/diesel fueling positions.
- 16 passenger vehicle fueling positions.
- A 3 bay truck tire shop with limited truck services.
- 117 multiple hour/overnight truck parking stalls.
- 3 RV parking stalls.
- Parking for 80 passenger vehicles (located adjacent to the convenience mart).

The project would have two driveways. The north driveway would result in a fourth leg of the intersection of Lake Easton Road/W Sparks Road. All vehicles and trucks must enter the site at this driveway. Vehicles can also leave the site via this intersection. A second exit-only driveway (South Driveway) is located south along W Sparks Road.

Transpo reviewed the assumptions and analyses performed in these earlier studies. This memorandum addresses issues related to the 2019 and 2023 analyses, presents new trip generation, traffic analysis, and traffic operations, and compares this information to the earlier studies.

¹ Traffic Impact Analysis, Love's Truck Stop, Easton, Washington, SCJ Alliance Consulting Services, August 2019.

² Easton Truck Stop, Traffic Impact Analysis Addendum, SCJ Alliance Consulting Services, April 24, 2023.

Key Findings

The results of Transpo's review and additional analysis identified the following concerns regarding the analysis prepare to date.

1. Trip Generation estimates for the project were underestimated
 - a. Total truck traffic was underestimated by a factor of almost 2.
 - b. The total passenger vehicle traffic was underestimated
2. The original and updated studies did not address AM peak hour conditions. Transpo's AM peak hour trip generation analysis shows higher AM peak hour traffic levels than found in the PM peak hour.
3. New traffic data were not collected in 2023. Transpo collected new data and found higher volumes than projected by SCJ Alliance.
4. Due to the underestimates in the trip generation, under projection of existing volumes, and the lack of analysis of AM peak hour operations, the earlier traffic analyses did not correctly analyze future traffic operations at the study area intersections.
5. The updated traffic analysis show the need for mitigation at the I-90 EB Ramps/Lake Easton Road intersection.

The following provides additional documentation supporting each of the items noted above.

Trip Generation Estimates for the Project Were Underestimated

PM Peak Hour Trip Generation by Vehicle Type and Land Use

Table 1 compares PM peak hour trip generation estimated by Transpo with the PM peak hour trip generation estimated by SCJ Alliance. Note that the trip generation used in the April 2023 study is the same as that used in the August 2019 study. The table shows trip generation broken down by land use type.

The table is broken on the left into three general categories. The first is "Truck Trips". These are trip generation calculations that are specific to commercial vehicles. The second is "Passenger Vehicle Trips". These are calculations that are specific to passenger vehicles, and these calculations do not include truck trips. The third category of "Truck + Passenger Trips" calculates both types of trips for two of the land uses. Both truck drivers and vehicle drivers would make use of those land uses.

ITE recognizes that some land uses have primary trips (trips headed only to this land use) and pass-by trips (trips headed elsewhere on an adjacent street that turn in to this land use on the way elsewhere) For this section, we will deal only with primary trips. Pass-by trips are discussed later.

The table rows are labeled A to F to facilitate the text discussion of those rows.

Truck Stop Land Use - Trucks. Row A shows the trip generation for the Truck Stop use of the site. Transpo referenced ITE's *Trip Generation, 11th Edition* for Truck Stop (Land Use 950). For that land use, truck trips are estimated per truck fueling position. The proposed project includes 9 truck fueling positions. Details in *Trip Generation* show that the trip generation rates are based on 7 PM peak hour studies. These studies were conducted in Colorado, Florida, Tennessee, and Virginia in the 2000s and 2010s. ITE notes that the trip generation rates are for trucks ONLY; other sources must be used to determine passenger vehicle trips. During the PM peak hour, the average rate is 15.42 truck trips per fueling position.

Table 1. PM Peak Hour Trip Generation Comparison – SCJ vs Transpo

Land Use	Transpo Group					SCJ Alliance (2019 & 2023 Studies)				
	Source ¹	Rate	In	Out	Total	Source ¹	Rate	In	Out	Total
Truck Trips										
A. Truck Stop (LU 950)	ITE 11th Ed.	15.42	74	65	139	Fontana CA Study	8.22	39	35	74
B. Tire Store (LU 848)	60% of ITE 11th Ed.	2.05	3	3	6	60% of ITE 10th Ed.	2.05	3	3	6
Total Truck Trips			77	68	145			42	38	80
Passenger Vehicle Trips										
C. Conv Store/Gas Station (LU 945)	ITE 11th Ed.	26.90	215	215	430	unknown	14.51	75	67	142
D. Tire Store (LU 848)	40% of ITE 11th Ed.	1.37	2	2	4	40% of ITE 10th Ed.	1.37	1	3	4
Total Passenger Car Trips			217	217	434			76	70	146
Truck+Passenger Trips										
E. Fast Casual Restaurant (LU 930)	ITE 11th Ed.	12.55	12	9	21	ITE 10th Ed.	14.13	13	10	23
F. Fast Food Rest w/ Drive-Through (LU 934)	ITE 11th Ed.	33.03	57	53	110	ITE 10th Ed.	32.67	57	52	109
Total Shared Use Trips			69	62	131			70	62	132
Total Trips					710	358				

Notes:

1. ITE 11th Ed. = ITE Trip Generation Manual (11th Edition, 2021). ITE 10th Ed. = ITE Trip Generation Manual (10th Edition, 2017).

SCJ Alliance used trip generation rates for truck stops from a study conducted for the City Fontana, California, in August 2003.^{3,4} The trip generation rates from that study indicate a trip generation rate of 8.22 trucks per fueling position. However, there are issues with the applicability of this study. Fontana is an urban setting with dense development. There are many fueling station opportunities along its major roadways, which include I-10, SR-210, I-15 and I-215. But the proposed Easton truck stop location is rural, with only distant opportunities for truck fueling or overnight stays (Cle Elum, Snoqualmie Summit). Further, the City of Fontana study was based on only 2 independent studies, as compared to 7 for ITE. The City of Fontana study data were collected prior to 2003, while the ITE studies were collected later. Finally, it is not completely clear how the traffic data were collected.⁵ Therefore, it would have been more appropriate and conservative to use ITE’s trip generation for LU 950.

The trip generation comparison table shows significantly more PM peak hour trips in Transpo’s analysis than in the previous studies. Transpo projected a total of 139 PM peak hour trips for just the Truck Stop Land use, compared to the 74 projected by SCJ Alliance.

³ *Truck Trip Generation Study*, City of Fontana, County of San Bernadino, State of California, August 2003. URL: [Fontana Truck Generation Study.pdf \(tampabayfreight.com\)](https://www.tampabayfreight.com/wp-content/uploads/2013/08/Fontana-Truck-Generation-Study.pdf).

⁴ ITE had little trip generation information related to truck uses at that time. That appears to have been the impetus for the August 2003 report.

⁵ That study includes trip generation for other truck-related land uses, such as warehouses, industrial uses, and truck sales facilities. The text of the study states, on page 5: “Manual traffic counts were taken for each site driveway, *except two truck stops.*” [emphasis added. There were only two truck stops studied]. However, the remainder of the text is unclear as to how the data for the truck stops were collected. One can infer that these were from ADT counts on the adjacent roadways, but there does not seem to be a definitive methodology.

Tire Store (Trucks) Land Use (Trucks). Row B shows trip generation related to just the Tire Store (Land Use 848). Both Transpo and SCJ Alliance used ITE *Trip Generation* rates for this land use.⁶ The number of associated trips is the same – 6 PM peak hour trips.

Convenience Store/Gas Station (Passenger Vehicles). Row C shows trip generation for the passenger vehicles related to this land use. Transpo estimated PM peak hour trips for the convenience Store/Gas Station Land use using ITE's *Trip Generation, 11th edition* rate for that land use, termed LU 945. ITE shows an average rate based on vehicle fueling positions (e.g. the number of vehicles that can fuel simultaneously). The ITE average trip generation rate is 26.90 per fueling position. Transpo's calculations show 430 PM peak hour trips for this land use.

The source of trip generation in the SCJ Alliance studies is unclear. Appendix B of the August 2019 study shows a summary trip generation table. This is shown below. The yellow highlighted areas show a trip generation rate for Truck Stop LU 950. However, the SCJ Alliance report text says they relied on the City of Fontana study for a trip generation rate. That rate was 8.22 per pump. The provenance of the 22.73 rate is unknown. It does not appear anywhere in the City of Fontana study.

SCJ Alliance's trip generation table (2019 study) shows a calculation of 216 total trips in that row. The following row shows the trip generation using the 8.22 per pump rate, or 74 trips (green highlight). The next row shows, in green, 142 trips; this is equivalent to 216 – 74.

The blue highlighted areas indicate that, for Love's Travel Stop passenger cars, ITE *Trip Generation* LU 950 (Truck Stop) was used. However, that manual clearly states that LU 950 trip generation rate apply *only* to trucks, and specifically not to passenger vehicles. There is no Trip Rate given in that row, but volumes are shown.

Note that the green highlighted cells show those data used to reach a total trip generation of 358 trips in the SCJ Alliance work. That is for the entire project, not just the truck stop.



Easton Love's Travel Stop

Trip Generation

PM Peak Hour Trip Generation										
Site Plan Description	LUC	ITE Description	Variable	Value	Trip Rate	Distribution		Total Trips		
						In	Out	In	Out	Total
Fueling/Convenience Market - Total	950	Truck Stop	1,000-sf gfa	9,500	22.73	53%	47%	114	102	216
Love's Travel Stop - Trucks	950	Truck Stop	Pumps	9,000	8.22	53%	47%	39	35	74
Love's Travel Stop - Passenger Cars	950	Truck Stop	1,000-sf gfa			53%	47%	75	67	142
Three Bay Tire Shop - Total	848	Tire Store	Service Bay	3.0	3.42	42%	58%	4	6	10
Three Bay Tire Shop - Trucks	848	Tire Store	Service Bay		60%	42%	58%	3	3	6
Three Bay Tire Shop - Passenger Cars	848	Tire Store	Service Bay		40%	42%	58%	1	3	4
Counter Service Restaurant	930	Fast Casual Restaurant	1,000-sf gfa	1,648	14.13	55%	45%	13	10	23
Fast Food Restaurant with Drive-Through Window	934	Fast Food Restaurant with Drive	1,000-sf gfa	3,332	32.67	52%	48%	57	52	109
Truck Stop Total						52.5%	47.5%	188	170	358

In any event, SCJ Alliance's PM peak hour trips for passenger vehicles for convenience store/gas station land use are shown as 142 trips. This is significantly less than Transpo's calculation of 430 trips.

Tire Store Land Use (Passenger Vehicles). Row D shows trip generation related to passenger vehicles using the Tire Store (Land Use 848). Both Transpo and SCJ Alliance used ITE *Trip Generation* for this land use.⁷ The number of associated trips is the same, at 4 PM peak hour trips.

⁶ Although SCJ Alliance used the 10th edition and Transpo, the 11th edition.

⁷ Although SCJ Alliance used the 10th edition and Transpo, the 11th edition.



Fast Casual Restaurant (LU 930) (Trucks and Passenger Vehicles). Row E shows trip generation for this land use. The trip generation rate of 12.55/thousand square feet was applied to a 1,648 square foot facility. Transpo estimates 21 PM peak hour trips for this use.

The SCJ Alliance studies used a different trip generation rate of 14.13/thousand square feet. This was the rate in ITE's *Trip Generation, 10th edition*, which is the version used in SCJ Alliance's work. While this version was not available at the time of the 2019 study, it was available at the time of the April 2023 study and should have been used. Applied to the 1,648 square foot restaurant results in 23 PM peak hour trips for Fast Casual Restaurant.

The Transpo and SCJ Alliance trip generation results are very close.

Fast Food Restaurant with Drive-Through (LU 934) (Trucks and Passenger Vehicles). This land use is shown in Row F. Transpo applied a PM peak hour rate of 33.03/thousand square feet. With 3,332 square feet, this results in a projected trip generation of 110 trips.

The SCJ Alliance studies used a different trip generation rate of 32.67/1,000 square feet. This was the rate in ITE's *Trip Generation, 10th edition*, which is the version used in SCJ Alliance's work. Applied to the 3,332 square foot restaurant results in 109 PM peak hour trips for Fast Casual Restaurant.

The Transpo and SCJ Alliance trip generation for Fast Food Restaurant with Drive-Through are essentially the same.

Summary. Transpo projects a total of 710 total trips for the proposed land uses, compared to 358 projected by the SCJ Alliance studies. The subsequent SCJ Alliance traffic operations analyses relied on significantly under-forecast traffic levels.

AM Peak Hour Conditions

The earlier studies did not consider or evaluate the AM peak hour conditions. The trip generation analysis performed by Transpo showed that the AM peak hour trip generation is higher than the PM peak hour, with 790 AM peak hour trips. This time period should have also been analyzed. The AM peak hour trip generation is shown in Table 2.

Table 2. AM Peak Hour Trip Generation – Transpo

Land Use	Source ¹	Transpo Group			Total
		Rate	In	Out	
Truck Trips					
A. Truck Stop (LU 950)	ITE 11th Ed.	13.97	62	64	126
B. Tire Store (LU 848)	60% of ITE 11th Ed.	1.26	3	1	4
Total Truck Trips			65	65	130
Passenger Vehicle Trips					
C. Conv Store/Gas Station (LU 945)	ITE 11th Ed.	31.60	253	253	506
D. Tire Store (LU 848)	40% of ITE 11th Ed.	0.84	2	1	3
Total Passenger Car Trips			255	254	509
Truck + Passenger Trips					
E. Fast Casual Restaurant (LU 930)	ITE 11th Ed.	1.43	1	1	2
F. Fast Food Rest w/ Drive-Through (LU 934)	ITE 11th Ed.	33.03	76	73	149
Total Shared Use Trips			77	74	151
Total Trips					790

Notes:

1. ITE 11th Ed. = ITE Trip Generation Manual (11th Edition, 2021).

Pass-by and Diverted Linked Trips

PM Peak Pass-by trips. For passenger vehicles, it is reasonable that a percentage of trips to the site would be considered “pass-by” trips. Pass-by trips are a component of trip generation which reflect traffic already on streets in the vicinity of the project site. Those drivers would then visit the project while “passing by” the site on the way to a final destination. There are some residents and visitors to the study area that begin or end their vehicles trips along W Sparks Road, Lake Easton Road, etc. If those drivers are headed elsewhere but make a stop in at the truck stop facility, those would be pass-by trips. For instance, a vehicle originally turning left from West Sparks Road to Lake Easton Road might instead turn right into the project site to get gas, buy food, etc. That means a “trip” would be moved from the original left turn to become a right turn into the site. That same vehicle would then be shown leaving the driveway as a through trip onto Lake Easton Road. The driver enters the site, leaves the site, then continues on the original, intended route.

The area has limited housing, schools, and other businesses, so the amount of potential pass-by trips would be lower than in more densely populated areas. SCJ Alliance used 8% in their study for some uses and Transpo also used this percentage for several of the land uses.

Table 3 shows the original trip generation numbers from Table 1 and then the number of pass-by trips for each land use. SCJ Alliance did not use pass-by for the Tire Store land use; Transpo used the 25% recommended by ITE for this land use. However, the numbers are very small and likely not important to the analysis outcome (-4 trips for Transpo, 0 for SCJ Alliance)

The pass-by reduction for the Fast Casual Restaurant (LU 930) and Fast Food Restaurant with Drive-Through (LU 934) are essentially the same for both the Transpo and SCJ Alliance projections. Transpo’s pass-by numbers for the Convenience Store/Gas Station are higher than that for SCJ Alliance (-34 trips and -11, respectively). The pass-by rates are a percentage of the total trips. Since Transpo forecast higher PM peak hour trips for this land use, the number of pass-by trips is also greater.

Table 3. PM Peak Hour Trip Generation with Pass-by Trips Deducted

Land Use	Transpo Group			SCJ Alliance		
	Peak Trips	Less Pass-By	Total Trips	Peak Trips	Less Pass-By	Total Trips
Truck Trips						
A. Truck Stop (LU 950)	139	n/a	139	74	n/a	74
B. Tire Store (LU 848)	6	-2	4	6	n/a	6
Total Truck Trips			143			80
Passenger Vehicle Trips						
C. Convenience Store/Gas Station (GSF 5.5-10k) (LU 945)	430	-34	396	142	-11	131
D. Tire Store (LU 848)	4	-2	2	4	n/a	4
Total Passenger Car Trips			398			135
Trucks + Passenger Trips						
E. Fast Casual Restaurant (LU 930)	21	-2	19	23	-2	21
F. Fast Food Restaurant with Drive-Through (LU 934)	110	-8	102	109	-9	100
Total Shared Use Trips			121			121
Total Trips			662			336

AM Peak Pass-by Trips. Table 4 shows the original trip generation numbers for the AM peak from Table 2 and then the number of pass-by trips for each land use. SCJ Alliance did not project AM peak hour traffic, so there is no comparison of pass-by trips here.

Table 4. AM Peak Hour Trip Generation with Pass-by Trips Deducted

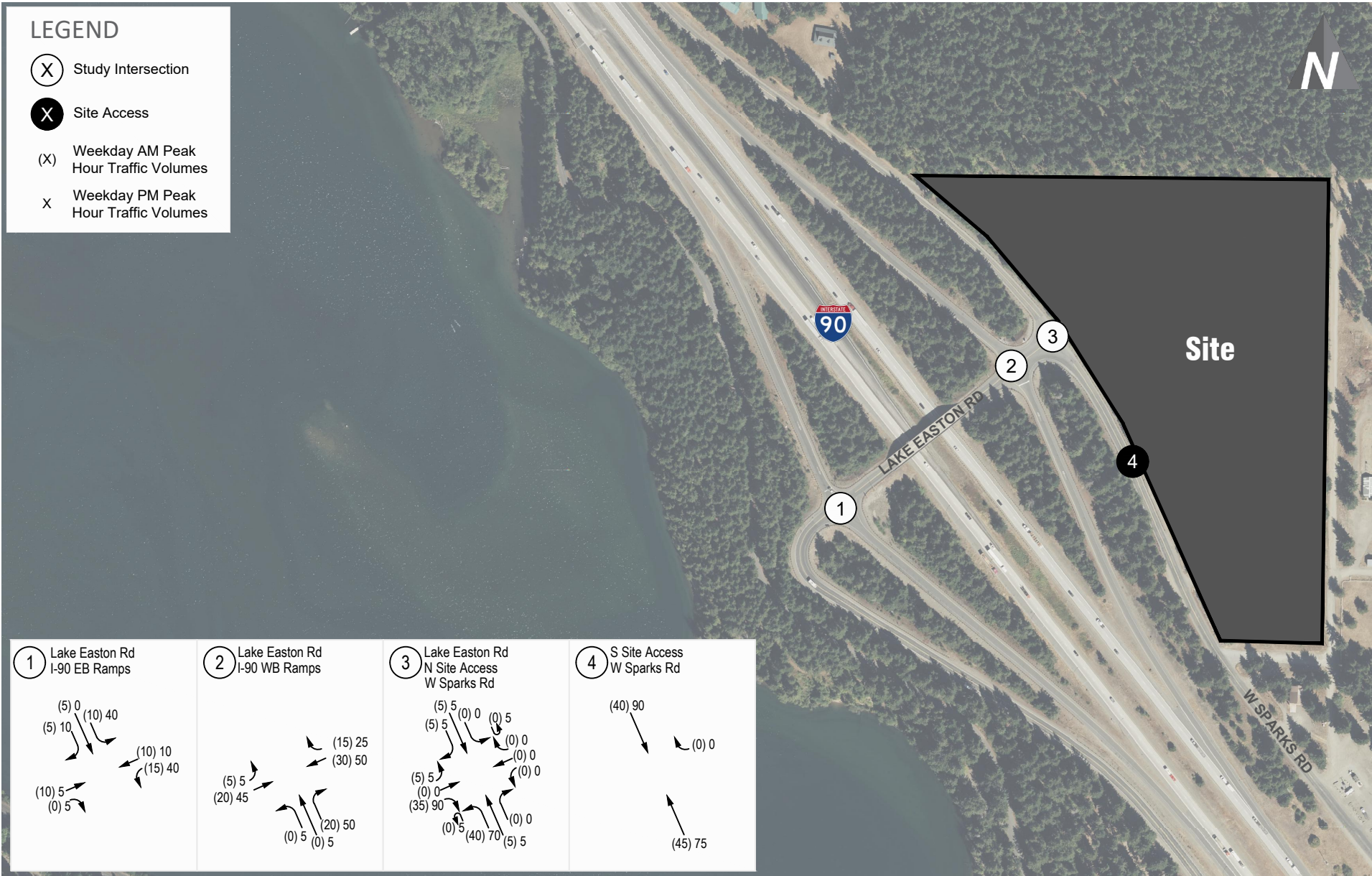
Land Use	Transpo Group		
	Peak Trips	Less Pass-By	Total Trips
Truck Trips			
A. Truck Stop (LU 950)	126	n/a	126
B. Tire Store (LU 848)	4	n/a	4
Total Truck Trips			130
Passenger Vehicle Trips			
C. Convenience Store/Gas Station (GSF 5.5-10k) (LU 945)	506	-40	466
D. Tire Store (LU 848)	3	n/a	3
Total Passenger Car Trips			469
Trucks + Passenger Trips			
E. Fast Casual Restaurant (LU 930)	2	0	2
F. Fast Food Restaurant with Drive-Through (LU 934)	149	-12	137
Total Shared Use Trips			139
Total Trips			738

New Traffic Counts and Future With-Project Traffic Volumes

Existing Traffic Volumes. SCJ Alliance collected turning movement count data at the study intersections in 2019. For the 2023 study, those volumes were increased by applying a 2% annual traffic growth. The original SCJ Alliance data were collected in March 2019.

Transpo collected new data in October 2023. These data showed greater volumes at all study intersections compared to those in the SCJ Alliance studies. Transpo's existing condition traffic volumes range from 21% to 45% higher than the volumes used for the future-without project volumes shown in Figure 2 the SCJ Alliance April 2023 study (that study did not show existing volumes, nor were the level of service worksheets provided). This is reasonable, given that traffic on I-90 in the study area is higher in the summer and fall than in the spring.⁸ Figure 1 shows the AM and PM peak hour volumes from data collected by Transpo.

⁸ Washington State Department of Transportation Traffic Count Data Base System.



Existing AM and PM Peak Hour Traffic Volumes

Easton TIA Review

FIGURE

1



Future With-Project Volumes. Both Transpo and SCJ Alliance added two years' worth of background traffic growth to the existing volumes to forecast future without-project volumes (2025, the project opening year). Then, the trips associated with the proposed project were added to determine total with-project turning movement volumes. Table 5 summarizes total intersection volumes projected by SCJ Alliance and Transpo. The difference in traffic volumes reflect the updated counts as well as the increases in site trip generation forecasts. As shown in Table 5, as a result of updates to these two areas, the Transpo forecasts are 62% to 91% higher overall in with-project conditions.

Figure 2 illustrates the AM and PM peak hour volumes for with-project conditions as projected by Transpo.

Table 5. PM Peak Hour Total Intersection Entering Volumes Comparison, With-Project Conditions

Intersection	SCJ Alliance Entering Volumes ¹	Transpo Entering Volumes	Difference Transpo and SCJ
Lake Easton Rd/I-90 EB Ramps	271	440	+62%
Lake Easton Rd/I-90 WB Ramps	444	849	+91%
Lake Easton Rd/W Sparks Rd	474	882	+86%

2. From SCJ Alliance Study April 2023, Figure 3



Future (2025) With-Project AM and PM Peak Hour Traffic Volumes

FIGURE

Traffic Operations – Level of Service

For the intersections of I-90 Eastbound Ramps/Lake East Road and I-90 Westbound Ramps/Lake Easton Road, analyses are based on the *Highway Capacity Manual* (HCM) 7th Edition, Transportation Research Board methodology using Synchro software version 12. Table 4 shows the SCJ Alliance (2023 study) with-project operational conditions compared to the Transpo with-project operational conditions.⁹ Detailed traffic operations worksheets are included in Appendix A.

The site driveway intersection (Lake Easton Road/W Sparks Road) is currently a T intersection, with stop sign controls on the two legs of W Sparks Road. The project will create a fourth leg of this intersection, the project North Driveway. That leg will also be stop-sign controlled. Traffic travelling northeast on Lake Easton Road will not have a stop sign. Based on the proposed configuration, standard analysis methodology discussed above cannot be applied at this intersection. For this intersection, SimTraffic was used to estimate the delay for each approach to the intersection.

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). The study intersections all have stop-sign controls. For these intersections, LOS and delay are reported for the worst movement. Traffic operations and average vehicle delay can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays.

The intersection of W Sparks Road/South Driveway is not shown in the table. Although not shown in the table, the technical analysis shows it would operate at LOS A in both SCJ Alliance and Transpo analyses. Exiting-only traffic is allowed from the site at the South Driveway.

Table 4. Future With-Project LOS - Comparison

Intersection	SCJ Alliance			Transpo		V/C or WM
	LOS ¹	Delay ²	WM ⁴	LOS	Delay	
<u>Weekday PM Peak Hour</u>						
I-90 EB Ramps/Lake Easton Rd	B	11.9	SEB ⁵	D	34.1	SEB
I-90 WB Ramps/Lake Easton Rd	B	10.0	NWB ⁶	B	12.6	NWB
Lake Easton Road/W Sparks Rd/North Driveway	A	7.9	SEB ⁷	B	13.8	SEB
<u>Weekday AM Peak Hour</u>						
I-90 EB Ramps/Lake Easton Rd	n/a	n/a	n/a	F	175.8	SEB
I-90 WB Ramps/Lake Easton Rd	n/a	n/a	n/a	B	12.4	NWB
Lake Easton Road/W Sparks Rd/North Driveway	n/a	n/a	n/a	B	10.6	NWB

1. Level of service, based on 2010 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections.
5. SEB indicates vehicles turning from the I-90 EB off-ramp to Lake Easton Road (or travelling straight through).
6. NEB indicates vehicles turning from the I-90 WB off-ramp to Lake Easton Road (or travelling straight through).
7. SEB here indicates vehicles travelling southeast on W Sparks Road.

⁹ There would be a small increase in traffic in 2025 without the project. The differences are very small, so a separate analysis is not included in this table. Those small increases in background traffic are included in the with-project analyses.

Mitigation

Transpo's analysis shows that the intersection of I-90 EB Ramps/Lake Easton Road would operate at LOS D in the PM peak hour and LOS F during the AM peak hour. Both Kittitas County and the Washington State Department of Transportation (WSDOT) use LOS C as their standards in this area. Therefore, this intersection would operate below acceptable levels and would require mitigation.

Conclusion and Recommendations

Based on the results of the analysis we have identified the following issues with the work completed to date:

1. Trip Generation estimates for the project were underestimated
 - a. Total truck traffic was underestimated by a factor of almost 2.
 - b. The total passenger vehicle traffic was underestimated
 - c. New traffic data were not collected in 2023. Transpo collected new data and found higher volumes than projected by SCJ Alliance.
2. The original and updated studies did not address AM peak hour conditions. Transpo's AM peak hour trip generation analysis shows higher AM peak hour traffic levels than found in the PM peak hour.
3. New traffic data were not collected in 2023. Transpo collected new data and found higher volumes than projected by SCJ Alliance.
4. Due to the underestimates in the trip generation, under projection of existing volumes, and the lack of analysis of AM peak hour operations, the earlier traffic analyses did not correctly analyze future traffic operations at the study area intersections.
5. The updated traffic analysis shows the need for mitigation at the I-90 EB Ramps/Lake Easton Road intersection.

SCJ Alliance underestimate existing volumes, and underestimated the traffic associated with the proposed project. This led to errors in the level of service calculations. Those studies also did not analyze the AM peak hour, which has higher project volumes than the PM peak hour. The intersection of I-90 EB Ramps/Lake Easton Road would operate at LOS F in the AM peak hour and LOS D in the PM peak hour. Both Kittitas County and WSDOT require LOS C or better in this area. The intersection will require mitigation.

Mitigating that intersection with higher level traffic controls, such as a roundabout or signal, may affect operations at the other study intersections. Both roundabouts and signals tend to "meter" traffic. Gaps between vehicles may decrease travelling northeast toward the project site. This may affect the level of service at the other two intersections on Lake Easton Road.

Transpo recommends the following:

1. Collection of new data, during the summer, which has the highest volumes in the study area. The data should consider Friday or Sunday conditions as these have the highest overall volumes in the area based on WSDOT data.
2. Updating the trip generation for the project using ITE *Trip Generation 11th edition* trip generation rates, not the 10th edition, as that was the current version at the time of the amended traffic study was prepared.
3. Utilizing ITE *Trip Generation 11th edition* trip generation rates for Truck Stop (LU 950) for that land use.
4. Reanalyzing traffic operations based on the above steps.
5. Providing mitigation as necessary so all intersections operate at acceptable levels of service.



Attachment A Level of Service Worksheets



Intersection												
Int Delay, s/veh	88.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	194	5	5	0	0	0	0	10	0	198	10	0
Future Vol, veh/h	194	5	5	0	0	0	0	10	0	198	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	-5	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	26	26	26	0	0	0	0	0	0	24	24	24
Mvmt Flow	308	8	8	0	0	0	0	16	0	314	16	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	660	660	16	-	0	0	16	0	0
Stage 1	644	644	-	-	-	-	-	-	-
Stage 2	16	16	-	-	-	-	-	-	-
Critical Hdwy	7.66	7.76	6.96	-	-	-	4.34	-	-
Critical Hdwy Stg 1	6.66	6.76	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	6.76	-	-	-	-	-	-	-
Follow-up Hdwy	3.734	4.234	3.534	-	-	-	2.416	-	-
Pot Cap-1 Maneuver	327	295	996	0	-	-	1470	-	0
Stage 1	401	362	-	0	-	-	-	-	0
Stage 2	944	833	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	~ 256	0	996	-	-	-	1470	-	-
Mov Cap-2 Maneuver	~ 256	0	-	-	-	-	-	-	-
Stage 1	401	0	-	-	-	-	-	-	-
Stage 2	740	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/75.82		0	7.72
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	1457	-
HCM Lane V/C Ratio	-	-	1.24	0.214	-
HCM Control Delay (s/veh)	-	-	175.8	8.1	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	15.6	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	207	5	204	0	0	213	199
Future Vol, veh/h	0	0	0	0	0	207	5	204	0	0	213	199
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-5	-	-	5	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	25	25	25	24	24	24	24	24	24
Mvmt Flow	0	0	0	0	0	241	6	237	0	0	248	231

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	497	728	237	479	0	-	-
Stage 1	249	249	-	-	-	-	-
Stage 2	248	479	-	-	-	-	-
Critical Hdwy	7.65	7.75	6.95	4.34	-	-	-
Critical Hdwy Stg 1	6.65	6.75	-	-	-	-	-
Critical Hdwy Stg 2	6.65	6.75	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	2.416	-	-	-
Pot Cap-1 Maneuver	430	264	724	978	-	0	0
Stage 1	692	616	-	-	-	0	0
Stage 2	693	454	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	427	0	724	978	-	-	-
Mov Cap-2 Maneuver	427	0	-	-	-	-	-
Stage 1	688	0	-	-	-	-	-
Stage 2	693	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.43	0.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	43	-	724	-
HCM Lane V/C Ratio	0.006	-	0.332	-
HCM Control Delay (s/veh)	8.7	0	12.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	1.5	-

HCM 7th TWSC
4: W Sparks Rd & S Site Driveway

Easton Truck Stop TIA Review
Future (2025) With-Project Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	40	45	0	0	33
Future Vol, veh/h	0	40	45	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	45	45	100	100
Mvmt Flow	0	63	71	0	0	52
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	135	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	0	-	-	0	673	774
Stage 1	0	-	-	0	753	-
Stage 2	0	-	-	0	760	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	673	774
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	760	-
Approach	EB	WB	SB			
HCM Control Delay, s/v	0	0	9.99			
HCM LOS						A
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	774			
HCM Lane V/C Ratio	-	-	0.068			
HCM Control Delay (s/veh)	-	-	10			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.2			

1: Lake Easton Rd & I-90 EB Off Ramp/I-90 EB On Ramp Performance by movement

Movement	EBL	EBT	EBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.3	0.3	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	12.7	19.3	7.3	0.5	3.1	1.4	7.3
Vehicles Entered	189	6	6	11	197	31	440
Vehicles Exited	188	6	6	11	197	31	439
Hourly Exit Rate	188	6	6	11	197	31	439
Input Volume	194	5	5	10	198	36	447
% of Volume	97	120	120	110	100	87	98

2: Lake Easton Rd & I-90 WB On Ramp/I-90 WB Off Ramp Performance by movement

Movement	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.2	0.2	0.2
Total Del/Veh (s)	7.6	4.9	2.2	1.2	0.9	2.9
Vehicles Entered	209	4	220	280	199	912
Vehicles Exited	208	4	220	280	198	910
Hourly Exit Rate	208	4	220	280	198	910
Input Volume	207	5	224	287	199	922
% of Volume	100	76	98	98	100	99

3: Lake Easton Rd/N Site Driveway & W Sparks Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.3	0.1
Total Del/Veh (s)	6.4	6.3	10.6	2.3	6.9	0.4	1.0	0.3	8.7	5.6	4.5	3.7
Vehicles Entered	7	2	54	22	19	4	372	37	6	351	2	876
Vehicles Exited	8	2	54	22	19	4	372	37	6	350	2	876
Hourly Exit Rate	8	2	54	22	19	4	372	37	6	350	2	876
Input Volume	8	2	56	22	18	5	375	35	5	354	1	882
% of Volume	97	100	96	100	107	76	99	105	114	99	200	99

4: W Sparks Rd & S Site Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.1
Total Del/Veh (s)	0.2	0.2	2.6	0.8
Vehicles Entered	50	44	33	127
Vehicles Exited	50	44	33	127
Hourly Exit Rate	50	44	33	127
Input Volume	48	45	33	126
% of Volume	104	98	99	101

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	9.5
Vehicles Entered	1017
Vehicles Exited	1011
Hourly Exit Rate	1011
Input Volume	3246
% of Volume	31

Intersection: 1: Lake Easton Rd & I-90 EB Off Ramp/I-90 EB On Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	217	58
Average Queue (ft)	68	4
95th Queue (ft)	152	28
Link Distance (ft)	1298	557
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Lake Easton Rd & I-90 WB On Ramp/I-90 WB Off Ramp

Movement	WB	NB	SB
Directions Served	LTR	LT	TR
Maximum Queue (ft)	165	89	9
Average Queue (ft)	62	10	0
95th Queue (ft)	113	49	6
Link Distance (ft)	1490	557	74
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lake Easton Rd/N Site Driveway & W Sparks Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	113	61	146
Average Queue (ft)	7	51	6	74
95th Queue (ft)	26	92	34	118
Link Distance (ft)	1366	444	74	495
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: W Sparks Rd & S Site Driveway

Movement	SB
Directions Served	LR
Maximum Queue (ft)	104
Average Queue (ft)	38
95th Queue (ft)	88
Link Distance (ft)	244
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection												
Int Delay, s/veh	20.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	209	0	10	0	0	0	0	5	5	201	10	0
Future Vol, veh/h	209	0	10	0	0	0	0	5	5	201	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	-5	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	29	29	29	0	0	0	13	13	13	24	24	24
Mvmt Flow	246	0	12	0	0	0	0	6	6	236	12	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	491	496	12	-	0	0	12	0	0
Stage 1	485	485	-	-	-	-	-	-	-
Stage 2	6	12	-	-	-	-	-	-	-
Critical Hdwy	7.69	7.79	6.99	-	-	-	4.34	-	-
Critical Hdwy Stg 1	6.69	6.79	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.69	6.79	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4.261	3.561	-	-	-	2.416	-	-
Pot Cap-1 Maneuver	429	382	994	0	-	-	1475	-	0
Stage 1	496	445	-	0	-	-	-	-	0
Stage 2	950	832	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	360	0	994	-	-	-	1475	-	-
Mov Cap-2 Maneuver	360	0	-	-	-	-	-	-	-
Stage 1	496	0	-	-	-	-	-	-	-
Stage 2	796	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	34.14	0	7.53
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	371	1465	-
HCM Lane V/C Ratio	-	-	0.695	0.16	-
HCM Control Delay (s/veh)	-	-	34.1	7.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5	0.6	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	5	221	5	214	0	0	211	188
Future Vol, veh/h	0	0	0	5	5	221	5	214	0	0	211	188
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-5	-	-	5	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	25	25	25	25	25	25	25	25	25
Mvmt Flow	0	0	0	5	5	238	5	230	0	0	227	202

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	468	670	230	429	0	-	0
Stage 1	241	241	-	-	-	-	-
Stage 2	227	429	-	-	-	-	-
Critical Hdwy	7.65	7.75	6.95	4.35	-	-	-
Critical Hdwy Stg 1	6.65	6.75	-	-	-	-	-
Critical Hdwy Stg 2	6.65	6.75	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	2.425	-	-	-
Pot Cap-1 Maneuver	451	291	732	1018	-	0	0
Stage 1	700	623	-	-	-	0	0
Stage 2	713	485	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	448	0	732	1018	-	-	-
Mov Cap-2 Maneuver	448	0	-	-	-	-	-
Stage 1	696	0	-	-	-	-	-
Stage 2	713	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.59	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	41	-	721	-
HCM Lane V/C Ratio	0.005	-	0.344	-
HCM Control Delay (s/veh)	8.6	0	12.6	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	1.5	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	95	80	0	0	34
Future Vol, veh/h	0	95	80	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	31	31	100	100
Mvmt Flow	0	112	94	0	0	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	206 94
Stage 1	-	-	-	-	94 -
Stage 2	-	-	-	-	112 -
Critical Hdwy	-	-	-	-	7.4 7.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	-	-	-	-	4.4 4.2
Pot Cap-1 Maneuver	0	-	-	0	606 750
Stage 1	0	-	-	0	733 -
Stage 2	0	-	-	0	718 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	606 750
Mov Cap-2 Maneuver	-	-	-	-	606 -
Stage 1	-	-	-	-	733 -
Stage 2	-	-	-	-	718 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.07
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	750
HCM Lane V/C Ratio	-	-	0.053
HCM Control Delay (s/veh)	-	-	10.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

1: Lake Easton Rd & I-90 EB Off Ramp/I-90 EB On Ramp Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.3	0.3	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	10.4	6.8	0.4	0.1	3.0	1.9	6.4
Vehicles Entered	212	12	4	6	200	21	455
Vehicles Exited	213	12	4	6	200	21	456
Hourly Exit Rate	213	12	4	6	200	21	456
Input Volume	209	10	5	5	201	20	450
% of Volume	102	123	76	114	100	108	101

2: Lake Easton Rd & I-90 WB On Ramp/I-90 WB Off Ramp Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.1	0.3	0.0	0.0	0.1	0.2	0.2
Total Del/Veh (s)	10.8	17.7	9.6	4.5	2.6	1.2	0.9	3.6
Vehicles Entered	4	3	216	4	224	294	188	933
Vehicles Exited	4	4	216	4	224	294	188	934
Hourly Exit Rate	4	4	216	4	224	294	188	934
Input Volume	5	5	221	5	222	288	188	934
% of Volume	80	80	98	80	101	102	100	100

3: Lake Easton Rd/N Site Driveway & W Sparks Rd Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	4.1	7.0	13.8	4.1	10.4	11.4	2.2	6.6	0.7	1.2	0.4	10.9
Vehicles Entered	4	6	1	4	4	94	23	16	4	337	95	4
Vehicles Exited	4	6	1	4	4	94	23	16	4	337	95	4
Hourly Exit Rate	4	6	1	4	4	94	23	16	4	337	95	4
Input Volume	5	6	1	3	5	93	26	17	5	340	95	4
% of Volume	80	100	100	133	80	101	90	93	80	99	100	100

3: Lake Easton Rd/N Site Driveway & W Sparks Rd Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.2	0.1
Total Del/Veh (s)	6.1	5.6	4.2
Vehicles Entered	314	2	908
Vehicles Exited	313	2	907
Hourly Exit Rate	313	2	907
Input Volume	308	1	909
% of Volume	102	200	100

4: W Sparks Rd & S Site Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Del/Veh (s)	0.2	0.2	2.8	0.6
Vehicles Entered	117	78	33	228
Vehicles Exited	118	78	33	229
Hourly Exit Rate	118	78	33	229
Input Volume	118	80	34	232
% of Volume	100	98	97	99

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.2
Vehicles Entered	1033
Vehicles Exited	1036
Hourly Exit Rate	1036
Input Volume	3420
% of Volume	30

Intersection: 1: Lake Easton Rd & I-90 EB Off Ramp/I-90 EB On Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	149	61
Average Queue (ft)	65	7
95th Queue (ft)	115	34
Link Distance (ft)	1298	557
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Lake Easton Rd & I-90 WB On Ramp/I-90 WB Off Ramp

Movement	WB	NB	SB
Directions Served	LTR	LT	TR
Maximum Queue (ft)	188	102	39
Average Queue (ft)	72	12	2
95th Queue (ft)	136	57	19
Link Distance (ft)	1490	557	74
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lake Easton Rd/N Site Driveway & W Sparks Rd

Movement	EB	WB	NB	SB
Directions Served	ULTR	ULTR	LTR	LTR
Maximum Queue (ft)	34	128	49	144
Average Queue (ft)	9	59	6	71
95th Queue (ft)	27	103	31	116
Link Distance (ft)	1366	444	74	495
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: W Sparks Rd & S Site Driveway

Movement	SB
Directions Served	LR
Maximum Queue (ft)	96
Average Queue (ft)	39
95th Queue (ft)	90
Link Distance (ft)	244
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Bradley Gasawski

From: Jen Phillips <phillipsj@easton.wednet.edu>
Sent: Thursday, April 30, 2026 10:48 AM
To: CDS User; Bradley Gasawski
Subject: Easton Truck Travel Plaza is a complete mismatch to the needs of Easton (pop 640ish)

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Greetings,

I am an 11-yr School Board Director at Easton School. The proposed Truck Travel Plaza raises issue-after-issue, and must be rejected.

* Where are all the water rights coming from? Families here buying lots and homes, have no guarantee of water rights in Easton, when purchasing land. We are going to waste all of these local residential and agricultural water resources on a for profit fossil fuel endeavour?

* 50% of people coming over Snoqualmie Pass, are driving electric cars, where is the necessary infrastructure for vehicles and green transportation?

* North Bend, a city of almost 10,000 people and rapidly growing, with major infrastructure to support overnight truck camping, has closed the Ken's Truck Stop Exit 27, in North Bend, due to how negatively it impacts the community, including trucks illegally parking in the dozens, on:

- on and off ramps of I90 - extremely dangerous to all travelers using the ramps
- in town parking on / blocking roads
- parking on the freeway, close to the travel center

* How are we going to guarantee that this new Travel Center isn't going to charge highway robbery rates for fuel, like both the Easton Shell Station (regularly a \$1.50 higher per gallon) at Turtle Town, and Lee's Summit Chevron (regularly a \$1.00 higher per gallon) at Snoqualmie Pass. I already choose not to use either of those locations, for fueling. We drive to cheaper fuel stations while shopping in North Bend, Issaquah, Cle Elum, Ellensburg.

*Protecting the environment and health of the residents and water of this location could not be more essential. Pollution will spread to Lake Easton, which is used by our Easton School Students for Outdoor Recreation, as much as possible.

*Yakima River is already a plastic pollution nightmare, starting at Snoqualmie Pass.

*Light pollution is unacceptable, especially for a facility of this size, due to migratory birds, bats, and insect traffic and migrations.

*This is the headwaters of the entire Yakima Basin Aquifer, which is extremely leaky, especially in this area of Lake Kachess. Locals in the Easton community have reported flooding of properties for years now. Let's not introduce anymore toxic pollution from tires and burning petrochemicals, into the mix. There are way more less invasive locations, to have this center, than in a small rural community.

*Speaking of invasive, how much drug use will be underway at this facility? Most of the ones I have visited over the years, have to have locked bathrooms and blacklights, due to misuse of bathrooms for drug use by travelers. Will this introduce fentanyl?

*Interstate 90, itself, is falling apart in this section, and unfit for this purpose. Both Easton bridges are crumbling apart from the already heavy construction traffic, age, and neglect. The same issues extend to the overpasses at Cabin Creek and Stampede Pass, to the West, and West Nelson Siding and Golf Course Rd, to the East.

*This stretch of I90, is already a bog down to traffic flow, due to being only two lanes. It regularly backs, from volume, and during crashes on ice and snow, preventing emergency vehicles from moving between Easton, and anywhere else.

*I90 backs up routinely, blocks off residents on both sides of the freeway, creating headaches and uncertainty for school students and staff. We regularly have to come up with back-up transportation plans, due to Easton not having any back-up routes to get around freeway closures.

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.

This large industrial-scale truck stop is inappropriate for this sensitive rural/recreational gateway location.

Thank you for standing up for our community, safety and environment.
Best Regards,

Jen Phillips
Easton School Board Director, since 2015.
Easton School Parent of High Schoolers, since 2014
Snoqualmie Pass Resident, since 2000

Bradley Gasawski

From: Jen Phillips <phillipsj@easton.wednet.edu>
Sent: Thursday, April 30, 2026 2:20 PM
To: Bradley Gasawski; CDS User
Subject: Easton Truck Travel Plaza Public Comment
Attachments: LAMIRD NON-COMPLIANCE SE 26 00001 Easton Travel Center(2) - Google Docs.pdf; SEPA Comments SE 26 00001 Easton Travel Center(1).pdf

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Friends of Easton helped to prepare these important legal implications, to the need to cancel plans for Truck Travel Center in Easton.

Thank you,
Jen Phillips

April 30, 2026

To: Kittitas County Community Development Services

RE: LAMIRD NON-COMPLIANCE #SE-26-00001 Easton Travel Center

I respectfully request the County require a full SEPA review consistent with the provisions of the Growth Management Act (“GMA”), Chapter 36.70A RCW, the Washington Administrative Code provisions governing Limited Areas of More Intensive Rural Development (“LAMIRD”), and the Kittitas County Comprehensive Plan and Development Code, as specifically outlined in KCC Chapter 17.15.

Growth Management Act and LAMIRD- Under RCW 36.70A.070(5)(d) and WAC 365-196-425, the following provisions apply to the LAMIRD site identified in this proposal:

- Recognize existing areas of intensive rural development;
- Allow only infill, redevelopment, or limited expansion;
- Must remain consistent with existing character, scale, and intensity;
- Must not promote rural sprawl or urban-level development.

Kittitas County Code and Comprehensive Plan- Kittitas County adopted and implements these LAMIRD requirements through:

- Kittitas County Comprehensive Plan (Rural Element / LAMIRD policies);
- Kittitas County Code (KCC) Title 17 (Zoning);
- KCC Title 15A (SEPA).

These provisions require that development within the identified Easton LAMIRD must:

- Be consistent with existing development patterns;
- Avoid expansion of commercial intensity;
- Protect rural character and infrastructure limitations.

The Proposal Violates LAMIRD Requirements by Exceeding Existing Scale and Intensity- The proposed truck stop/ travel center is a regional-scale, high-intensity commercial use characterized by:

- 24-hour operations;
- Continuous heavy truck traffic;
- Large fueling infrastructure;
- Extensive truck parking, servicing, idling, and overnighting.

LAMIRD regulations require that development be consistent with the *existing pattern, scale, and intensity of development*. WAC 365-196-425(2)(d).

The current nature of the Easton designated LAMIRD consists primarily of a few small-scale local businesses and residential uses which serve the immediate small, rural community.

The proposed project is qualitatively and quantitatively different and therefore inconsistent with applicable law.

The Proposal Is Not Permissible Infill but Constitutes Expansion and Sprawl- Under WAC 365-196-425(2), the LAMIRD designation permits only:

- Infill development;
- Redevelopment of existing sites;
- Limited expansion that does not alter overall character.

The proposed truck stop/ travel center:

- Develops previously undeveloped land;
- Introduces a new level of commercial intensity;
- Expands the functional footprint of the existing LAMIRD in Easton.

This constitutes unlawful *expansion of rural commercial development* because the GMA *prohibits rural development that leads to sprawl*. RCW 36.70A.020(2).

The Proposal Serves Regional Demand and Therefore Constitutes Rural Sprawl-

The project is designed to serve interstate trucking traffic along I-90 rather than the local rural population. As such, it:

- Functions as a regional commercial hub;
- Attracts non-local demand;
- Intensifies development beyond rural-serving levels.

Per WAC 365-196-425(3), LAMIRD provisions allow only *small-scale commercial uses serving the rural area*. By serving regional demand, the proposal violates this requirement and constitutes prohibited rural sprawl.

The Proposal Requires Urban-Level Services- LAMIRD development must not require urban governmental services per WAC 365-196-425(4). The proposed truck stop/ travel center in fact exceeds rural service levels and further demonstrates noncompliance with GMA and County code by likely requiring the following mitigation measures:

- High-capacity water systems;

- Significant stormwater infrastructure;
- Transportation system upgrades.

I respectfully request that the project be independently reviewed as to compliance with LAMIRD requirements as outlined in state law and county code, in addition to the completion of a full Environmental Impact Statement (EIS) pursuant to SEPA.

Respectfully submitted,

Jen Phillips,
330 Rampart Dr, Snoqualmie Pass, WA
jenpknox@gmail.com / P425.864.2839

Parent of Students and School Board Director, of Easton School

April 30, 2026

To: Kittitas County Community Development Services

Re: SEPA Comments – Proposed #SE-26-00001 Easton Travel Center

I am writing to submit comments under the State Environmental Policy Act (SEPA) regarding the proposed truck stop/ travel center development in Easton, Washington. I request that these comments be fully considered in the County's threshold determination and that the record remains open until all relevant environmental information has been adequately disclosed and analyzed.

Based on the information currently available, there are significant concerns that the proposal may result in probable adverse environmental impacts that have not been sufficiently evaluated. For the reasons outlined below, I respectfully request that the County issue a Determination of Significance (DS) and require preparation of a full Environmental Impact Statement (EIS).

In reviewing the SEPA Checklist filed with CDS on 4-1-2026, there are numerous responses which are either not descriptive enough in the project proposal to assess the actual impact, and/or the responses submitted lack sufficient detail to address the following concerns:

1. Transportation and Public Safety Impacts: The proposal is likely to generate substantial heavy commercial vehicle traffic on local roads and at nearby Interstate 90 interchanges. This raises concerns regarding:

- Increased collision risk at rural intersections;
- Degradation of level of service (LOS);
- Impacts on emergency response times and evacuation routes:
 - Specifically, the impact to the Easton Volunteer Fire Department (Kittitas County Fire District #3) and the Kittitas County Sheriff's Office based in Ellensburg, 38 miles away (there is currently no precinct office serving Upper County);
- Pedestrian and local traffic safety;
- Increased opportunities for criminal activity to include theft, robbery, sex and human trafficking created by the nature of transitory stops, services, and overnighting at a travel center.

A detailed traffic impact analysis should be required, including peak-hour truck volumes, turning movements, and safety mitigation measures given the actual volume of vehicle and commercial traffic anticipated for this particular project (and the County should not rely on a traffic report created for a prior similar project- which was rejected at this same site).

Public safety concerns, including Fire/ EMS/ HAZMAT response capabilities as well as crime prevention/response should be analyzed in detail by working with the impacted service agencies to determine the reasonable impacts and levels of service which would be required by the proposed project, to include the number of anticipated stops for services, persons present by hour of day, plus overnights at the travel center.

2. Groundwater and Drinking Water Protection: The project's use of underground storage tanks and high-volume fuel dispensing presents a significant risk to groundwater resources. Many residents in the area rely on private wells from groundwater in underground aquifers, as does the Easton Water District (proposed as the water utility for the site).

The SEPA checklist does not appear to include adequate hydrogeologic analysis or spill risk assessment, nor does it clearly define the actual anticipated volume of fuel, diesel, and other hazardous materials which will be present and/or stored at the site.

A comprehensive groundwater study should be required, including:

- Aquifer vulnerability assessment;
- Spill containment and response measures;
- Long-term monitoring plans.

3. Surface Water, Stormwater, and Wetland Impacts: The project site is clearly within a sensitive watershed associated with the Yakima River Basin. Impervious surfaces and truck-related pollutants (oil, grease, heavy metals) may degrade water quality.

The submitted SEPA Checklist and inadequate project description fails to specify the volume of impervious surfaces (such as the large parking aprons necessary for commercial vehicles both in fueling as well as overnighting) anticipated at the site, other than it will not exceed 33%.

The EIS Checklist also does not address water-oil recovery systems which should be present for spills and to contain the regular discharge of fuel and oil as a result of frequent commercial vehicle traffic and the overnight parking of large trucks.

Additional surface water, stormwater, and wetland analysis are needed regarding:

- Stormwater runoff treatment and discharge, to include water-oil separators;
- The capture and recovery of heavy metals and other contaminants;

- Potential impacts to wetlands and critical areas, specifically runoff from the site (including the roadways leading to and from) flowing into ditches, streams, and waterways which drain to the lake and/or Yakima River Basin;
- Strict compliance with state and federal water quality standards to protect groundwater, potable water sources (local wells), and the environment.

4. Air Quality and Public Health: Truck stops are a known source of diesel emissions, including particulate matter (PM_{2.5}) and nitrogen oxides (NO_x). Idling trucks operating 24 hours a day may adversely affect nearby residents and visitors.

The County should require:

- Air quality modeling relevant to the anticipated volume of commercial vehicle traffic and overnighting;
- Evaluation of health impacts to residents;
- Mitigation measures such as anti-idling policies, filtering of emissions, and/or the implementation of other modern air quality technologies.

5. Noise, Lighting, and Rural Character: The proposed 24-hour operation will introduce continuous noise from engines, braking systems, and refrigeration units, as well as high-intensity lighting at all hours of the day and night. These impacts are inconsistent with the rural character of the Easton area as identified under the county's Limited Areas of More Intense Rural Development (LAMIRD) designation as outlined in KCC 17.15.070.

A detailed analysis should include:

- Noise level modeling (day/night);
- Ongoing light spill and glare impacts while the site is operating;
- Mitigation measures to preserve community character;
- How the proposed development meets the requirements and intent of the conditions and restrictions as outlined in the LAMIRD code for Kittitas County.

6. Wildlife and Habitat Impacts: The Easton area provides important habitat and movement corridors for wildlife. Increased traffic, lighting, and development intensity may result in habitat fragmentation and increased wildlife-vehicle collisions.

Further review should evaluate impacts on local species and habitat connectivity, including those associated with the nearby lake and river basin.

7. Cumulative Impacts/ Adequacy of the SEPA Checklist: The SEPA review must evaluate cumulative impacts, including the combined effects of this project with existing Interstate-90 traffic, regional growth, and other current community characteristics (which tend to be small businesses serving the rural area consisting primarily of homes, school, vacation cabins, and local outdoor recreational opportunities). The current documentation appears insufficient in this regard.

The environmental checklist appears to rely on generalized assumptions and lacks site-specific analysis in several critical areas. A more robust and data-driven evaluation is necessary to meet SEPA requirements as required by law.

Given the scope and potential impacts of this project, a Determination of Non-Significance (DNS) or mitigated DNS would be premature and unsupported by the current record. The potential for significant adverse environmental impacts clearly warrants preparation of a full Environmental Impact Statement (EIS).

Thank you for your consideration of these comments. Please include me in all future notices and decisions related to this proposal.

Sincerely,

Jen Phillips

330 Rampart Dr, Snoqualmie Pass, WA, 98068

jenpknox@gmail.com / 425.864.2839

Parent of students at Easton (since 2014), and Easton School Board Director since 2015

Bradley Gasawski

From: Jill Merwin <jamerwin@gmail.com>
Sent: Thursday, April 30, 2026 2:22 PM
To: Bradley Gasawski
Cc: Terrence Danysh; Charlie Beckett; carmody@mftlaw.com; Gina Peckman
Subject: Fwd: Easton Travel Center - SEPA 26-00001
Attachments: SEPA COMMENTS 26-00001.pdf

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Hello Bradley,

Earlier today, I submitted comments regarding the proposed Easton Travel Center - SEPA 26-000001. Please reflect our Attorneys should be CC'd on the email. My apologies for not including this earlier.

We also reserve the right to comment in the future.

Jill Merwin

Sent from my iPhone

Begin forwarded message:

From: Jill Merwin <JAMERWIN@gmail.com>
Date: April 30, 2026 at 9:02:22 AM PDT
To: bradley.gasawski@co.kittitas.wa.us, cds@co.kittitas.wa.us
Subject: Easton Travel Center - SEPA 26-00001

Good morning Bradley,

We have attached our comments regarding the proposed Easton Travel Center - SEPA 26-00001 - applied for by Majestic Group LLC (AJ Sandhu).

Please include us on all future notices and decisions related to this proposal.

Respectfully,

Jill and Miles Merwin

Easton Residents
Signing on behalf of Friends of Easton
Members of Friends of Easton
jamerwin@gmail.com | miles.merwin@gmail.com
541-602-2652 | 541-740-8579

SEPA COMMENTS

SE-26-00001 (Easton Travel Center) | Majestic Group LLC | Tax Parcel
No. 778834 | Easton, Washington

Cover Letter

To: Bradley Gasawski, SEPA Responsible Official

Re: SEPA Environmental Checklist Comments — SE-26-00001 (Easton Travel Center),
Majestic Group LLC, Tax Parcel No. 778834 (Exit 70/I-90, Easton, WA)

From: Jill and Miles Merwin, Easton residents

Date: April 28, 2026

We submit these comments to request that the County **not** issue a DNS or mitigated DNS on the current record. As detailed in the attached comments, the applicant's checklist contains significant omissions and unsupported assumptions that **preclude meaningful SEPA review** and do not satisfy WAC 197-11-960's requirement for full, accurate, good-faith disclosure.

Summary of Key Issues

- **Proposal description / LAMIRD limits:** The proposal description is incomplete and inconsistent with the site plan, including failure to disclose the size and use of all structures and to demonstrate compliance with Type 3 LAMIRD size limitations.
- **Air quality / diesel idling:** The checklist fails to evaluate foreseeable overnight truck-idling emissions and fails to address compliance with Washington's commercial-vehicle anti-idling limits; it also lacks enforceable mitigation.
- **Water supply and stormwater:** The checklist provides no evidence of adequate water supply or emergency capacity and fails to analyze contaminated runoff from prolonged snowmelt and winter conditions.
- **Environmental health & safety / emergency response:** The checklist downplays spill/fire risks and does not provide documentation demonstrating adequate emergency response capability for fuel storage/handling and related hazards.
- **Noise:** The checklist fails to analyze foreseeable operational noise (including overnight idling and service activities) and does not provide studies or enforceable mitigation tied to applicable thresholds.
- **Land-use compatibility:** The checklist omits adjacent rural businesses (including Silver Ridge Ranch) and fails to address incompatibility with rural character and surrounding uses.
- **Transportation / public services:** The checklist fails to adequately analyze constrained emergency access on Sparks Road, particularly during I-90 closures, and does not document adequate police/fire/medical capacity during emergency conditions.

Accordingly, we request that the County either (1) issue a **Determination of Significance** and require preparation of a full **Environmental Impact Statement**, or (2) require the applicant to submit

a revised checklist supported by the specific studies, analyses, and written documentation identified in the attached comments before any threshold determination is made.

Detailed Comments on Environmental Checklist

Environmental Checklist: SE-26-00001 (Easton Travel Center)

Applicant: Majestic Group LLC (AJ Sandhu)

Location: Tax Parcel No. 778834, adjacent to Exit 70, I-90, Easton, WA

SEPA requires full, accurate, good-faith disclosure of all probable adverse environmental impacts before the County issues a threshold determination (WAC 197-11-330; WAC 197-11-960). As submitted and amended, the checklist does not meet that disclosure standard.

Section A. Description of Proposal (Page 2, Item 11)

The description of proposed structures is incomplete and inconsistent with the site plan. The site plan shows a **10,000-square-foot building** and also depicts a **shed or accessory structure**; however, the checklist fails to disclose the accessory structure's size, enclosure type, or intended use.

WAC 197-11-960 requires applicants to describe all components of a proposal in sufficient detail to allow meaningful environmental review. In addition, **Type 3 LAMIRD development must remain small-scale and consistent with rural character under RCW 36.70A.070 and WAC 365-196-425.**

The County should require:

- **Written documentation (narrative and site plan) identifying every building and structure (including the accessory structure), with size (sq. ft.), footprint, height, and use**
- **Written documentation (with calculations) demonstrating that total building square footage complies with the County's Type 3 LAMIRD size limitations**
- **If the calculations demonstrate exceedance of applicable LAMIRD size limits, revised plans reducing building footprints to achieve compliance**

Section 2. Air Quality (Page 3, Items a & c)

The checklist improperly limits its air-quality discussion to vehicle ingress and egress and fails to evaluate emissions from **overnight truck idling**, a foreseeable operating condition at a truck stop/travel center.

Diesel idling emits **PM2.5, nitrogen oxides (NOx), and benzene**, which are linked to **increased cancer risk, asthma, cardiovascular disease, and lung damage**. Residences, an equine campground and wedding venue, and other sensitive receptors are located nearby.

In 2025, Washington adopted enhanced anti-idling requirements that generally limit diesel commercial vehicles over 10,000 lbs to five consecutive minutes of idling, including auxiliary power units (SB 6304; Ecology Clean Vehicles Program). The checklist fails to address how the proposal would comply with these requirements.

SEPA requires disclosure and evaluation of operational emissions and mitigation measures (WAC 197-11-444; WAC 197-11-960).

The County should require:

- **An air-quality modeling report, prepared by a qualified professional, that evaluates emissions from overnight truck idling under peak-use and winter inversion conditions and discloses all assumptions and inputs**
- **A health-impact evaluation that addresses PM2.5, NOx, and benzene exposure under peak-use and winter inversion conditions, including identification of nearby sensitive receptors**
- **Written documentation establishing enforceable mitigation measures, including posted no-idling zones, an operational compliance plan, and compliance with Washington's five-minute idling limit**

Section 3. Water Resources (Page 4–5)

Groundwater / Water Supply

The checklist claims that the project will connect to the Easton Water District, but it provides no evidence of available supply, pressure, or emergency capacity.

SEPA requires disclosure and evaluation of water availability and service adequacy, including for emergency conditions (WAC 197-11-960).

The County should require:

- **Written documentation from the Easton Water District (service letter) demonstrating sufficient supply, capacity, and pressure for full commercial build-out, fire flow, and emergency response**

Stormwater and Snowmelt Runoff

The checklist fails to analyze contaminated runoff from **snow and ice melt typical of Easton's climate**, including petroleum products and heavy metals. Under SEPA and applicable County stormwater standards, stormwater impacts must analyze and account for **seasonal hydrology and contaminant transport**.

The County should require:

- **A site-specific stormwater engineering report, prepared by a qualified engineer, that evaluates prolonged snowmelt conditions, pollutant loading (including petroleum contaminants and heavy metals), treatment BMP performance in winter conditions, and downstream receiving-water impacts**

Section 7. Environmental Health & Safety (Pages 6–7)

The checklist claims that “**no special emergency services are anticipated,**” despite fuel storage and handling, other hazardous materials, and the site’s proximity to forestland.

WAC 197-11-960 requires disclosure of risks from spills, fire, hazardous materials, and emergency response capacity. The Easton Fire Department is volunteer-based with limited daytime staffing, which limits response capability.

The County should require:

- **A spill prevention and hazardous materials management plan (SPCC-level), appropriate to the proposed fuel storage and handling**
- **A written inventory identifying all hazardous and toxic substances stored, handled, or generated onsite, including maximum quantities and storage locations**
- **A fire risk and emergency response assessment, prepared in coordination with the Easton Fire Department, including wildfire risk considerations and applicable DNR wildfire requirements**
- **Written documentation demonstrating adequate police, fire, and medical response resources to serve the proposal**

Section 7b. Noise (Page 7)

The checklist fails to analyze **overnight idling noise, noise from increased traffic to and from the site, or noise from tire and repair activities,** which are common operational noise sources at truck stops/travel centers.

SEPA requires disclosure and evaluation of operational noise impacts where prolonged exposure is foreseeable.

The County should require:

- **A post-construction noise study that measures overnight operations (including idling), traffic, and service/repair activities at nearby residences and other sensitive receptors**
- **If the study identifies exceedances of applicable noise thresholds, written documentation establishing enforceable mitigation (e.g., sound walls, vegetative buffers, operational restrictions, and posted no-idling zones) sufficient to achieve compliance**

Section 8. Land Use Compatibility (Page 7)

The checklist omits **Silver Ridge Ranch**—an equine campground, wedding venue, and long-established rural business adjacent to the site—and fails to address land-use incompatibility.

Type 3 LAMIRDs must preserve rural character, avoid urban-scale impacts, and remain visually and functionally compatible with surrounding rural uses (RCW 36.70A; WAC 365-196-425).

The County should require:

- **A land-use compatibility analysis that evaluates impacts to adjacent and nearby rural businesses and residences (including noise, lighting, hours of operation, traffic, and buffering) and identifies specific mitigation measures**
- **Written documentation establishing redesign and/or enforceable mitigation sufficient to preserve rural character and maintain visual and functional compatibility with surrounding rural uses**

Transportation & Public Services (Pages 10–11)

Emergency access along Sparks Road—including during I-90 closures—is constrained, and the checklist fails to adequately analyze these conditions.

SEPA requires evaluation of transportation impacts and emergency service capacity, including emergency response (WAC 197-11-960).

The County should require:

- **An emergency access and ingress/egress analysis, prepared by a qualified professional, that evaluates alternative ingress/egress routes and conditions during I-90 closures**
- **A traffic impact study, prepared by a qualified professional, that evaluates peak operations during snow events and freeway closures and identifies mitigation needed to maintain safe operations**
- **Written documentation demonstrating adequate police, fire, and medical service capacity to serve the proposal during normal operations and emergency conditions**

Conclusion

For the reasons stated above and given the project’s potential for significant adverse environmental impacts, the County lacks an adequate record—and the checklist does not provide a basis—to issue a Determination of Non-Significance or mitigated DNS. The County should issue a Determination of Significance and require preparation of a full Environmental Impact Statement under RCW 43.21C and WAC 197-11.

Appendix A — Applicable Washington Requirements

Primary Authorities

1. RCW 43.21C — State Environmental Policy Act
2. WAC 197-11-330 — Threshold determinations
3. WAC 197-11-444 — Mitigation
4. WAC 197-11-960 — Environmental checklist requirements
5. RCW 36.70A.070 — Rural element & LAMIRDs
6. WAC 365-196-425 — Rural character
7. Washington SB 6304 (2025) — Commercial vehicle idling limits
8. Ecology Clean Vehicles Program — Diesel emissions / NOx / PM2.

Thank you for your consideration of these comments. Please include us on all future notices and decisions related to this proposal.

Respectfully submitted, on behalf of Friends of Easton,

Jill Merwin *Miles P. Merwin*

Jill and Miles Merwin

Easton, Washington Residents

Members of Friends of Easton

Email: jamerwin@gmail.com | miles.merwin@gmail.com

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 30, 2026

To: Kittitas County Community Development Services

411 N. Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@CO.KITTITAS.WA.US

Email: bradley.gasawski@co.kittitas.wa.us

RE: Public Comments Opposing SE-26-00001, Easton Travel Center SEPA Environmental Checklist

I am writing to formally submit my opposition to the proposed truck stop in Easton. While there are many valid concerns regarding the environmental impact, water, sewer, traffic, infrastructure, and snow removal, I would like to specifically comment on the implications for public safety.

I am a retired first responder in Washington State with over 36 years of experience. Based on my background, I have significant concerns regarding the following:

Emergency Response Times for Law Enforcement

Because this is a rural area with Law Enforcement being provided by a Sheriff Department, response times can be very long. At a recent meeting a Sergeant with the Kittitas County Sheriff Department stated that staffing levels can be anywhere between seven Deputies to two Deputies. Currently he stated that they had five Deputies out on injuries and there were two Deputies covering the entire County. Speaking from

experience, if you get a significant event taking place such as a serious vehicle collision, a Domestic Disturbance, Bar Fight, or a major wildfire threatening homes, two Deputies will not be available for calls of less priority. It is common during the summer months that we have wildfires in the County. At a meeting approximately one year ago, the Washington State Patrol had attended and stated that it isn't uncommon to only have two Troopers covering the entire County. If you have a Trooper out on a DUI arrest it can take a while to process the offender. If the other Trooper is out on a collision, you can't rely on them to help out. With the amount of commercial traffic traveling through this County and the number of collisions involving commercial vehicles they can be tied up for extended periods of time. Truck stops are known to bring more crime such as drugs, sex trafficking, human trafficking. The City of Ellensburg recently experienced an attempted Luring / Kidnapping by a commercial truck driver. If you go to any established truck stop, you will see more of the minor violations such as the litter that is dumped in the parking lot and the human feces and containers of urine that is left in the parking lot.

Emergency Response Times for Medical and Fire

Easton is served by a volunteer Fire Department that provides medical and fire response. Easton has a very good group of volunteers that serve the Fire Department. However, with the number of collisions they respond to with the I-90 corridor, medical calls, and the fires that we have during the summer months they are busy. I am also aware that some of the fire department volunteers live on the opposite side of the interstate from the fire department. The truck stop traffic will increase their response time to get to the fire department and pick up their emergency vehicles. Having a truck stop in Easton is only going to increase the call level and make it harder for them to respond to calls.

Emergency Response Times

I-90 gets shut down on a regular basis because of collisions or fires during the summer months. I have personally sat on I-90 unable to move. I was on W/B I-90, and a semi crashed just West of the top of the Easton grade blocking all W/B traffic. Traffic was at a standstill. I could see my exit (Exit 70), but I couldn't get to it because of traffic being at a standstill. I sat on the interstate from 1:00 AM until 4:00 AM when the roadway was cleared and traffic started moving. Besides the traffic being at a standstill on the travel portion of the roadway, the shoulders were also blocked with stopped traffic. I could see the overpass at Exit 70 and there were commercial vehicles lined up across the overpass and on the off ramp. This collision occurred when there weren't any weather issues. I have also seen when there has been a significant amount of snow the overpass at Exit 70 becomes one lane because they can't plow the snow over the edge because of the interstate below. Emergency responders must navigate all of this when responding to calls. This just makes their response times much longer.

I also want to add there is snowmobile traffic during the winter months and UTV / ATV traffic on the road in front of the proposed truck stop the rest of the year. This type of traffic isn't going to mix well with a large volume of commercial traffic.

Given my experience in public safety, I believe these issues pose a serious risk to the well-being of our community. I urge you to take these factors into heavy consideration when reviewing the proposal. I also ask that you listen to the residents of Easton. I have not heard one person or read of anyone living in Easton that wants this truck stop. The only ones that want this truck stop are the developers. I also ask that the elected Officials who represent this area listen to the residents of Easton. You were elected to represent them, and they are telling you they do not want a truck stop in Easton. I am asking the county to issue a Determination of Significance (DS) requiring preparation of a full Environmental Impact statement (EIS) due to the number and severity of the unresolved environmental questions.

Thank you for your time and for considering my testimony.



Jim Kissinger
731 Silver Creek Road
Easton, WA. 98925
Individually and as members on behalf of Friends of Easton

Mailing address:
P.O. Box 145
Woodinville, WA. 98072
Phone: 206-999-8977

Bradley Gasawski

From: Stacy Van Vleck <stacyvv@hotmail.com>
Sent: Thursday, April 30, 2026 8:07 AM
To: Bradley Gasawski; CDS User
Subject: SE 26 00001 Easton Travel Center 2026

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 [SEPA Comments SE 26 00001 Easton Travel Center 2026.docx](#)  [LAMIRD NON-COMPLIANCE SE 26 00001 Easton Travel Center 2026.docx](#)

"Re: SE-26-00001 –

Dear Mr Gasawski,

We are submitting this letter in regard to SE-26-0000 Easton Travel Center. We wish to make a public comment and let our position be known in the matter. We strongly oppose this project. The deficient traffic analysis fails against concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Attached you will find our attached Lamird non-compliance SE 26 000001 and SEPA comments opposing the Easton Travel Center

Sincerely,
Kevin and Stacy Van Vleck

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 28, 2026

To: Kittitas County Community Development Services

411 N. Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@CO.KITTITAS.WA.US

RE: Public Comments Opposing SE-26-00001, Easton Travel Center SEPA Environmental Checklist

Dear Kittitas County Community Development Services and SEPA Responsible Official:

We are writing to submit formal public comments on the SEPA Environmental Checklist filed for the Easton Travel Center (SE-26-00001), submitted by Majestic Group LLC on February 9, 2026, and received by the County on February 18, 2026. After careful review of the checklist, we have identified unanswered questions. We also raise broader concerns about the appropriateness of this type of development within the Easton LAMIRD-3 designation.

- Easton is a small community and has insufficient infrastructure to support a 24 hour fueling station, commercial parking, restaurant and tire shop. Easton operations with a small volunteer fire department which does not have the capacity to support all the traffic this business will generate or the potential hazards due to vehicle accidents, spills and fires. Easton emergency services are not always able to reach the area purposed for development as our emergency services are located on the other side of the railroad and when the train stops on the tracks it prevents all traffic from crossing. The I90 corridor from Easton to North Bend is a significant, high risk wildfire area due to steep topography, high winds that can exceed 50 mph, fuel density, and frequent traffic related ignitions. Many of our neighborhoods have limited or only one way out of their neighborhoods in the event of an emergency. Putting a commercial fueling station in the middle of a residential area increases fire potential in an already high risk area, increases congestion and potentially impacts emergency evacuations.
- Truck stops/fueling stations are frequently identified by law enforcement as locations associated with prostitution, sex trafficking, illegal drug transactions and other criminal activities. Heavily trafficked areas like interstates typically see higher incidents of this activity. Easton does not have a police department and the surrounding area does not have the law enforcement to combat these issues. Ellensburg is the closest sheriff's department with response times typically taking 45 minutes to 2 hours.
- The town of Easton simply does not have sufficient water supply for such a large scale business and does not have a water treatment facility.
- The placement of a 24 fueling station, restaurant, convenience store and tire shop would completely devastate Easton's small local businesses. The only business that would survive would be the Tow

company leaving an entire community with no way to support themselves. This in turn would affect the population of Easton and the Easton school system, which provides education for grades K-12.

- Easton is an area that people come to so they can enjoy recreational activities and enjoy nature. A 24 hour commercial fueling station, restaurant, convenience store and tire shop will create a tremendous amount of light pollution, noise pollution, contamination and traffic. All of which create unbearable living conditions for all those that reside in Easton. It will also make Easton an undesirable area to recreate and thus bring harm to all the local business that provide recreational facilities such as Silver Ridge Ranch, Lake Easton RV Resort and Lake Easton State Park.
- Lastly, a 24 hour commercial refueling station/truck stop will generate massive amounts of garbage, far more than we are already dealing with. For example my husband walks Sparks road, every week, all the way to exit 70 interchange, including the West bound on-ramp. Every week he picks up an entire garbage bag of trash left behind by the truckers using the on and off ramps. The number one item picked up is alcoholic aluminum cans, plastic water bottles, food wrappers and cups, truck parts, truck tires, bottles full of urine and grocery store bags with human feces in them. Due to the high volume, 24/7 operation, a truck stop with a convenience store and restaurant will generate high volumes of commercial, kitchen, delivery and driver related trash creating significant litter in our green spaces.

Thank you for your consideration of these comments.

Respectfully,

Mitch and Kristine Griffith

Individually and on behalf of Friends of Easton

Bradley Gasawski

From: Patti Hebert <pattigrandmama777@gmail.com>
Sent: Thursday, April 30, 2026 1:13 PM
To: Bradley Gasawski
Cc: CDS User; Laura Osiadacz
Subject: URGENT: Public Comment - SE-26-00001 (Easton Travel Center) - Patsy J Hebert -
Attachments: coment on se-26-00001.pdf

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To: Kittitas County Community Development Services

Attn: Bradley Gasawski, Planner
411 N. Ruby St., Suite 2
Ellensburg, WA 98926

Re: Opposition to SE-26-00001 – Easton Travel Center

To Whom It May Concern,

I am writing to formally oppose the Easton Travel Center (SE-26-00001).

This project is a dangerous mismatch for the Easton community and ignores the basic physical realities of our mountain environment.

The Winter Reality and Safety Hazards

The application presents a dangerous illusion of "service" that ignores the harsh Cascades winter.

Impractical Maneuverability: Proposing a high-volume hub for commercial and private vehicles in a mountainous zone that faces severe icing and heavy snowfall is irresponsible. These machines cannot safely maneuver in the conditions common to Easton, and an influx of drivers unfamiliar with mountain passes creates a recipe for pile-ups and blocked access for emergency services.

The Snow Removal Myth: The site plan does not account for the massive volume of snow typical for this elevation. There is nowhere to relocate the plowed snow without encroaching on neighbors or creating massive, polluting meltwater runoff piles that will sit for months. Managing snow for 5.3 acres of pavement in this small area is physically impossible without causing off-site damage.

Pollution and Public Safety

Air and Light Pollution: Easton's clean mountain air and dark skies are its most valuable assets. The constant idling of diesel trucks and the glare of industrial-scale 24-hour lighting will permanently degrade the quality of life for every nearby resident and disrupt local wildlife patterns.

Increased Crime: It is a well-documented fact that large-scale truck stops act as magnets for criminal activity, including human trafficking, drug distribution, and theft. Bringing this "transit hub" environment to a quiet residential community places an undue burden on our limited local law enforcement.

Rural Character is Not Negotiable

This project is an industrial development masquerading as a "local area" service. A 5.3-acre concrete desert in the middle of a forest is the literal antithesis of "rural character." It provides no benefit to the residents of Easton and instead subjects us to the noise, filth, and danger of a highway interchange gone wrong.

Kittitas County must protect its residents and the environment from this ill-conceived project. I request that the SEPA determination be denied.

SE-26-00001 Easton Travel Center cites violations of rural character, aquifer protection, and habitat conservation regulations, demanding a full EIS. Specifically, the project violates RCW 36.70A.030 regarding rural character, KCC 17A.05 concerning critical aquifer recharge areas, and KCC 17A.07 regarding fish and wildlife habitat, while failing to address cumulative impacts required by WAC 197-11-060.

Please, deny the current SEPA application for the Easton Travel Center. This project is a textbook example of "urban sprawl" masquerading as rural development. It is fundamentally incompatible with the Growth Management Act (GMA) and poses a catastrophic threat to Easton's environmental integrity and the health of its residents.

1. Violation of Rural Character (RCW 36.70A.030 & KCC 17.08.465)

Under the GMA, "rural character" requires that the natural landscape predominate over the built environment. This proposal—a 5.3-acre concrete wasteland—does the exact opposite. It creates an industrial-scale "urban island" that violates the spirit of a Type 3 LAMIRD. By exceeding the standard retail footprint of 4,000 SF (KCC 17.11.050), this project effectively urbanizes a forest gateway.

2. Critical Aquifer and "Discharge" Negligence (KCC 17A.05 & RCW 36.70A.172)

The plan to "discharge into the ground" is an environmental disaster.

Contamination: The porous Kladnick ashy Sandy loam soils will allow petroleum-laced runoff from a high-volume truck stop to enter the drinking water aquifer directly.

Legal Duty: The County must use Best Available Science (BAS) to protect Critical Aquifer Recharge Areas (CARA). Failing to require an EIS for a project that dumps industrial pollutants into our water table is a dereliction of that duty.

3. Biological Fragmentation & Invasive Species (KCC 17A.04 & RCW 36.70A.060)

The creation of 5.3 acres of asphalt will permanently fragment wildlife corridors for species like the Northern Rubber Boa. Furthermore, high-intensity truck traffic will serve as a primary vector for noxious weeds, threatening the surrounding "green" forest.

4. Public Safety, Pollution, and Snow Realities (WAC 197-11-060)

The application ignores the physical realities of a mountain environment.

Snow Disposal: The plan does not account for the massive snow volumes of Easton. There is nowhere to safely relocate snow from 5.3 acres of pavement without creating downstream pollution.

Light & Air Pollution: 24-hour industrial lighting and diesel idling will destroy the quiet, dark-sky nature of this rural zone.

Crime & Traffic: Large-scale truck stops are proven magnets for criminal activity, which places an unsustainable burden on local law enforcement.

Conclusion

This project is too large, too dirty, and too dangerous for Easton. I formally request that the County issue a Determination of Significance and require a full, independent Environmental Impact Statement (EIS).

Sincerely,

Patsy J. Hebert

P.O. Box 490

Easton, Wa. 98925

5092601035

To: Kittitas County Community Development Services

Attn: Bradley Gasawski, Planner
411 N. Ruby St., Suite 2
Ellensburg, WA 98926

Re: Opposition to SE-26-00001 – Easton Travel Center

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Sincerely,

Patsy J. Hebert

P.O. Box 490

Easton, Wa. 98925

5092601035

Bradley Gasawski

From: Rande Rhodes <maasterblaaster2@aol.com>
Sent: Thursday, April 30, 2026 4:21 PM
To: Bradley Gasawski
Subject: Easton Travel center

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The only people that want the truck stop is "THE COUNTY". the county wants the revenue from the truck stop but they won't lift a finger to maintain it so the little town of Easton WA. will have to contend with all the truck traffic, drugs, Prostitutes, homeless people and trash. at exit 70, on both sides of the road you will find all sorts of human waste and trash, the County is aware of all this but can't find the time to police up their own areas of responsibility so how in the hell do you expect the county to help Easton? the county could care less what the residents have to say, the county will do everything and anything to generate funds and by allowing the truck stop they will and at the same time have absolutely NO responsibility for it. who will enforce the law? do you know how long it takes them to get here? this is a Democrat state run by them so the right thing to do won't be done. People are not at the top of the list.

if those in charge could remove their head from that warm fuzzy area and realize that a truck stop is not the answer, a REST AREA is what's needed. think about it. when the hywy is closed, it closes at exit 70, you now have all the cars and trucks stuck on the hywy, they have nowhere to go. has anybody from the county or state been up here when I-90 closes? the state will have to maintain the rest area, and they do a very good job of it and this way the state will be responsible for the rest stop. have the state use eminent domain, pay for the 16 acres at exit 70 and build a rest stop

the real reason for the truck stop is FIRST IN LINE. because of the time restraints placed on big rigs as to when they can enter the congested areas of the "downtown" area they want to be first in line because. there are two (2) truck stops 45 miles away in Ellensburg. do you read the police reports and see what crimes are committed there and oh yea, aren't they just lovely to look at? this is all about politics and politics never does what's right for the people.

I've heard this whole deal has been going on for a long time. how much money and time do the residents have to spend before the county stops pushing this on us. rumor also has it that every time the county wants a plan from the Easton residents, the residents submit one, but the county won't approve it, so there you go. you want something from us, we give it to you, but you don't like it so you don't approve it, and so the battle continues and it will continue until the residents of Easton run out of money or the county backs off and that won't happen.

bottom line is this. the county could care less about Easton residents and what they have to say, if they did this would not be on going. the county knows there's a lot of revenue to be made here and they won't stop until they get it.

I don't trust the county or the lip service they give. we all live here in Easton because of what's it's not, not for what it might become.

Thank You for your time

Rande R. Rhodes

Bradley Gasawski

From: Shawn Hebert <hebertshawn35@gmail.com>
Sent: Thursday, April 30, 2026 12:53 PM
To: Bradley Gasawski
Cc: CDS User; Laura Osiadacz
Subject: URGENT: Public Comment - SE-26-00001 (Easton Travel Center) - Shawn T Hebert

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URGENT: Public Comment - SE-26-00001 (Easton Travel Center) - Shawn T Hebert

To: Kittitas County Community Development Services
Attn: Bradley Gasawski, Planner
411 N. Ruby St., Suite 2
Ellensburg, WA 98926

Re: Formal Opposition and Demand for Determination of Significance – SE-26-00001 (Easton Travel Center)

To Whom It May Concern,

Please accept this formal rebuttal to the Easton Travel Center (SE-26-00001). As a party of record, I am submitting this to highlight the project's direct conflicts with the Washington State Growth Management Act (GMA) and Kittitas County Code (KCC). This application exhibits "probable significant adverse environmental impacts" that cannot be mitigated through standard SEPA checklists, necessitating a full Environmental Impact Statement (EIS) under WAC 197-11-360.

1. Illegal Urbanization of Rural Lands (RCW 36.70A.110 & RCW 36.70A.030)

The proposal for 5.3 acres of impervious surface constitutes an "urban growth" footprint outside of a designated Urban Growth Area (UGA). Under RCW 36.70A.110, urban-scale development is prohibited in rural zones. A Type 3 LAMIRD is strictly limited to "small-scale" businesses. At 10,000 SF and 5+ acres of asphalt, this project is an industrial transit hub, not a rural-scale service. It violates the requirement that rural development must be "consistent with the protection of the character of the rural area" (RCW 36.70A.070(5)).

2. Violation of LAMIRD Specific Use Standards (KCC 17.11.050.5)

Kittitas County Code strictly limits the intensity of Type 3 LAMIRDs. KCC 17.11.050.5 mandates that retail sales and services be limited to 4,000 square feet. This 10,000 SF application, paired with high-intensity commercial fueling, is a flagrant attempt to bypass zoning density protections.

3. Failure to Protect Critical Aquifer Recharge Areas (KCC 17A.05 & RCW 36.70A.172)

The applicant's intent to "discharge into the ground" violates the Best Available Science (BAS) mandate of RCW 36.70A.172.

The site sits on porous Kladnick soils, making it a high-risk Critical Aquifer Recharge Area (CARA).

WAC 197-11-444 requires an analysis of impacts on groundwater. Discharging untreated stormwater containing petroleum, heavy metals, and de-icing chemicals from a 5.3-acre truck stop into a primary drinking water source is a catastrophic risk that the current SEPA checklist fails to address.

The proposal seeks to create approximately 5.3 acres of impervious surface (representing roughly 1/3 of the 16.51-acre site).

Heat Sink Effect: This vast expanse of asphalt and concrete creates a localized heat sink, significantly altering the thermal environment of this forested rural area. Such a major industrial footprint is a direct violation of RCW 36.70A.030, which mandates that the built environment be subordinate to the natural landscape.

Scale Incompatibility: A Type 3 LAMIRD is intended for small-scale development. Converting 1/3 of this large parcel into a high-intensity transit hub permanently destroys the visual and aesthetic "rural character" the County is legally obligated to protect.

4. Omission of Sensitive Species & Habitat Impacts (KCC 17A.04 & WAC 197-11-444)

I have witnessed among other wildlife the presence of the Northern Rubber Boa (*Charina bottae*), a species of local importance and ecological sensitivity, necessitates a Biological Site Assessment. The 5.3 acres of pavement will result in total habitat destruction and soil compaction, violating the County's duty to protect "Fish and Wildlife Conservation Areas" under KCC 17A.04.

Light Pollution and Dark Sky Degradation (KCC 17.11.050 & WAC 197-11-444)

The operation of a 24-hour travel center introduces severe light pollution into a currently dark-sky environment.

Environmental Impact: Excessive glare and "sky glow" disrupt the circadian rhythms of both local residents and sensitive wildlife, such as the Northern Rubber Boa.

Legal Conflict: WAC 197-11-444 requires an evaluation of impacts to the "built environment," which includes aesthetics and light. This industrial glare is a nuisance that devalues Easton as a recreational and residential gateway.

5. Non-Conformity with Snow and Stormwater Management (KCC 12.06)

Under KCC 12.06, stormwater management must not impact adjacent properties. In a mountain environment with 100+ inches of annual snowfall, the displacement of snow and subsequent meltwater from 5.3 acres of asphalt is a physical impossibility within the proposed parcel boundaries. This will lead to illegal off-site flooding and pollutant transport.

Vulnerability of the Yakima River Watershed and Local Aquifer in merely 4 hours of 1 per hour scenario:

The application fails to account for the catastrophic shift in hydraulic behavior that 5.3 acres of asphalt will cause. A direct comparison between the existing natural forest and the proposed "Travel Center" reveals a massive, unmitigable increase in runoff volume and pollutant transport:

Natural Undisturbed Forest (Current State): In its current state, the 5.3-acre area of native vegetation and Kladnick ashy sandy loam acts as a natural sponge. During a high-intensity storm (1"/hour), the forest floor's "duff" layer and root systems provide nearly 90% infiltration. The resulting runoff is negligible, filtered of impurities, and slowly recharges the aquifer.

Proposed 5.3-Acre Paved "Heat Sink": Once paved, this same area becomes 100% impervious. In a 4-hour "mountain storm" event (1" rain/hour), this site will generate approximately 575,690 gallons of liquid runoff.

The "Flushing" Effect: Unlike the forest, this asphalt will not filter water. Instead, it will "flush" a concentrated slurry of petroleum hydrocarbons, heavy metals, and toxic tire-wear chemicals (including 6PPD-quinone) directly into the ground-discharge system.

Snow Displacement Realities: A 4-hour heavy snow event (1' snow/hour) will create over 920,000 cubic feet of snow. In a natural forest, this snow melts slowly and stays on-site. On a 5.3-acre paved lot, this volume requires mechanical relocation. There is physically insufficient "open space" on the 16.51-acre parcel to store this volume of contaminated snow without violating KCC 12.06, which prohibits impacting adjacent properties with managed runoff.

Legal Conclusion: The shift from 90% infiltration to 0% infiltration over 5.3 acres constitutes a "probable significant adverse environmental impact" under WAC 197-11-444. The County cannot legally issue a Determination of Non-Significance (DNS) for a project that replaces a natural watershed sponge with a half-million-gallon industrial runoff engine.

Having witnessed double or even quadruple those amounts for eight hour periods, the concern grows exponentially.

Due to the massive scale, groundwater risks, and direct violations of GMA "Rural Character" mandates, Kittitas County must issue a Determination of Significance (DS). The public cannot trust a "Mitigated Determination of Non-Significance" when the proposed "mitigation" (ground discharge) is itself the primary threat to the aquifer.

Thank you for your assistance and services.

Sincerely,
Shawn T. Hebert
PO BOX 490
241 Rally way
Easton Wash. 98925
509.656.6090

PUBLIC COMMENT ON SEPA ENVIRONMENTAL CHECKLIST

SE-26-00001: Easton Travel Center

Kittitas County Community Development Services

Applicant: Majestic Group LLC (AJ Sandhu)

Tax Parcel No. 778834 — Adjacent to Exit 70, I-90, Easton, WA

April 29, 2026

To: Kittitas County Community Development Services

411 N. Ruby St., Suite 2

Ellensburg, WA 98926

Email: CDS@CO.KITTITAS.WA.US

Email: bradley.gasawski@co.kittitas.wa.us

RE: Public Comments Opposing SE-26-00001, Easton Travel Center SEPA Environmental Checklist

Dear Kittitas County Community Development Services and SEPA Responsible Official,

We are writing to submit formal public comments on the SEPA Environmental Checklist for the proposed Easton Travel Center (SE-26-00001), submitted by Majestic Group LLC. These comments are provided pursuant to the **State Environmental Policy Act (SEPA) (Chapter 43.21C RCW)** and its implementing regulations under **WAC 197-11**. After review of the submitted checklist, it appears that several key environmental elements have not been adequately analyzed, supported, or disclosed as required under SEPA.

1. Project Characterization and Terminology

The proposal characterizes the development as a “travel center.” However, based on its scale, projected traffic volumes, and inclusion of diesel fueling and truck accommodations, the project aligns with what is traditionally understood as a large-scale truck stop.

Under **WAC 197-11-060(4)(a)**, agencies are required to evaluate the **probable significant adverse environmental impacts** of a proposal based on its actual characteristics and impacts—not its branding or terminology. Mischaracterization of project type may lead to incomplete or misleading environmental review.

With approximately 8,560 projected daily trips, the facility functions as a regional freight-serving operation rather than a local-serving use.

The County should require:

- A function-based project description reflecting actual operational characteristics
 - Evaluation of impacts based on use intensity and infrastructure, consistent with WAC 197-11 requirements
-

2. Traffic Volume and Transportation Impacts

The checklist identifies approximately 8,560 daily vehicle trips associated with the project. For a rural community of approximately 647 residents, this represents a substantial and disproportionate increase in traffic volume. Despite this projected traffic intensity, the applicant states that no improvements to existing roads or streets are proposed. The traffic study mentioned only address traffic during weekdays and fails to account for weekends. This is a highly inadequate response for a truck-serving facility expected to generate thousands of daily vehicle trips.

Under **WAC 197-11-444(2)(c)**, SEPA requires analysis of transportation impacts, including congestion, safety, system capacity, and the adequacy of existing transportation infrastructure. Additionally, **RCW 43.21C.030(2)(c)** requires agencies to consider environmental impacts alongside economic development. The applicant’s failure to propose meaningful roadway improvements, while simultaneously identifying significant new traffic generation, leaves a major gap in the County’s review.

The current materials do not appear to adequately address:

- Seasonal peak travel conditions
- Impacts during I-90 closures, winter weather, or emergency diversions
- Interchange capacity under sustained truck volumes
- Safety impacts to local roads, residents, cyclists, pedestrians, and recreational users
- The specific frontage improvements proposed to reduce or control transportation impacts
- The project’s direct proximity to Easton State Airport and its public safety significance

The applicant also appears to minimize the project's proximity to Easton State Airport. This airport is not merely an adjacent transportation feature; it has served an important emergency response function. During summer 2025, Easton State Airport served as an emergency helipad and staging point to support firefighting operations during active regional wildfires. Its location and infrastructure made it valuable for aerial firefighting crews, refueling, maintenance, personnel gathering, coordination, and rapid deployment into remote fire zones. Increased truck traffic, congestion, lighting, emissions, and general site activity near this airport could interfere with its emergency response value and should be specifically analyzed.

These omissions limit the County's ability to evaluate whether the project's transportation impacts rise to a level of significance. A project of this scale cannot simply rely on existing rural roads and frontage conditions without demonstrating that those systems can safely and adequately support the proposed use.

The County should require:

- A comprehensive traffic impact analysis consistent with SEPA requirements
 - Evaluation of Level of Service standards, traffic safety, and roadway capacity
 - A detailed description of all proposed frontage improvements and transportation mitigation measures
 - Analysis of impacts during peak recreation periods, winter weather events, I-90 closures, and emergency response conditions
 - Coordination with WSDOT regarding interstate and interchange impacts
 - Coordination with relevant aviation and emergency management agencies regarding impacts to Easton State Airport and wildfire response operations
-

3. Environmental and Groundwater Concerns

The checklist asserts that stormwater will be maintained onsite and that no waste materials will be discharged. However, SEPA requires that environmental impacts be supported by **substantive evidence** (WAC 197-11-330).

Facilities involving fuel dispensing, high truck traffic, and large impervious surfaces routinely generate petroleum residues, heavy metals, and other contaminants. The presence of a **Critical Aquifer Recharge Area (CARA)** heightens the importance of groundwater protection.

Under **RCW 36.70A.060(2)** of the **Growth Management Act (GMA)**, local governments are required to protect critical areas, including aquifer recharge areas. Additionally, **WAC 197-11-444(2)(b)** requires evaluation of impacts to water quality and groundwater resources.

The checklist does not appear to provide:

- Detailed stormwater system design or capacity calculations

- Analysis of extreme weather events (e.g., rain-on-snow, flooding)
- Contaminated runoff or snowmelt management strategies
- Long-term monitoring or maintenance plans

The County should require:

- Detailed stormwater engineering analysis and capacity modeling
 - Groundwater protection measures consistent with CARA requirements
 - Contaminant mitigation strategies for fueling and truck operations
 - Long-term monitoring and enforcement mechanisms
-

4. Public Safety and Community Impacts

The checklist characterizes impacts to public services as nominal. However, under **WAC 197-11-448**, SEPA requires evaluation of impacts to public services and utilities, including police, fire, and emergency response. The applicant states that no special emergency services requirements are anticipated.

A facility operating 24 hours per day with high truck volumes introduces increased risks of:

- Traffic accidents
- Catastrophic fires
- Fuel spills
- Medical emergencies
- Increased demand for law enforcement and emergency services

The applicant response fails to describe or evaluate whether existing services can accommodate this increased demand. It minimizes any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur because of this proposal.

We are Registered Tow Truck Operators licensed through the Washington State Department of Licensing, with more than 40 years of experience in heavy-duty towing, recovery, and transportation. As owner-operators in this industry, we are intimately familiar with the daily realities of commercial truck traffic — the good, the bad, and the ugly. Over the years, we have responded to countless catastrophic truck fires, major collisions, fuel spills, and hazardous incidents along the I-90 corridor.

Based on that experience, we are deeply concerned that Easton does not currently have the emergency service capacity necessary to absorb the risks created by a high-volume truck stop. This concern is heightened by the fact that Easton is a rural, heavily forested community with limited nearby fire, police, EMS, and hazardous-materials response resources. A large-scale

truck stop in this location, combined with limited emergency response capacity and surrounding forested land, creates a foreseeable and unacceptable public safety risk.

In our professional opinion, this combination is not merely concerning — it is a recipe for disaster if not fully studied, mitigated, and addressed before any approval is considered.

The County should require:

- An assessment of emergency service capacity and response times
 - Coordination with local fire, police, and medical providers
 - Identification of mitigation measures or impact fees
-

5. Land Use Consistency and LAMIRD-3 Designation

This proposal raises a fundamental land use issue regarding consistency with LAMIRD Type 3 designation.

Under **RCW 36.70A.070(5)(d)(iii)**, LAMIRD Type 3 areas are intended to support **small-scale businesses and cottage industries** serving rural communities. The Growth Management Act further requires that rural development remain consistent with the rural character of the area.

A high-volume, interstate-oriented fueling facility designed to serve regional freight traffic does not appear consistent with this statutory intent. Rather, it represents a level of intensity typically associated with urban or regional commercial uses.

This question of land use compatibility is foundational and should be resolved prior to or in conjunction with environmental review.

The County should require:

- A formal determination of consistency with LAMIRD-3 requirements
- Analysis of whether the project aligns with GMA rural character standards
- Clarification of zoning interpretation and applicability

6. Air Quality and Emissions Impacts

The SEPA Environmental Checklist addresses emissions primarily in the context of construction activities, but does not provide a substantive analysis of long-term operational air quality impacts associated with the proposed facility. This omission is significant given the nature and scale of the project.

Under **WAC 197-11-444(2)(b)**, SEPA requires evaluation of impacts to air quality, including emissions resulting from ongoing operations. Additionally, **RCW 43.21C.030(2)(b)** requires that environmental impacts be considered comprehensively, not limited to temporary or short-term phases of a project.

A facility of this type—serving approximately 8,560 daily truck trips—will generate continuous emissions from diesel engines operating throughout the day and night. These emissions are not limited to vehicles in motion, but include prolonged idling associated with overnight truck parking, as well as the use of Auxiliary Power Units (APUs) for heating, cooling, and electrical power.

The applicant fails to list a plan for a generator to power this establishment in the event of a power outage in the community, which are frequent. An establishment of this size and nature would potentially need at least one, five hundred kilowatt diesel generator which would also contribute to the emissions concern.

Diesel emissions are a well-documented source of particulate matter (PM_{2.5}), nitrogen oxides (NO_x), and other pollutants that contribute to degraded air quality and adverse health outcomes. The 24-hour nature of this operation means that emissions will be continuous, with no meaningful off-cycle periods for air quality recovery.

The checklist does not appear to address:

- Emissions from overnight truck idling or APU usage
- Cumulative air quality impacts from continuous 24-hour operations
- Potential impacts to nearby residents, sensitive populations, or regional air quality
- Mitigation measures such as anti-idling policies, electrified truck parking, or emission reduction technologies

The absence of operational emissions analysis limits the County's ability to evaluate whether the project may result in probable significant adverse environmental impacts, as defined under **WAC 197-11-330**.

The County should require:

- A comprehensive air quality impact analysis addressing both mobile and stationary emission sources
- Evaluation of emissions associated with truck idling, overnight parking, and on board APU usage
- Identification of mitigation measures, including idling restrictions, electrification infrastructure, or other emission reduction strategies
- Assessment of cumulative air quality impacts in conjunction with regional traffic patterns

7. Wildlife and Habitat Impacts

The SEPA Environmental Checklist acknowledges that wildlife species are known to be present on or near the project site. However, the applicant does not propose any measures to preserve, protect, or enhance wildlife habitat, nor does it provide a substantive analysis of how the project will impact these species.

Under **WAC 197-11-444(2)(b)**, SEPA requires evaluation of impacts to plants and animals, including habitat disruption, migration patterns, and long-term ecological effects. Additionally, **RCW 43.21C.030(2)(b)** requires that environmental impacts be fully disclosed and considered in decision-making.

The proposed project will involve substantial land clearing, increased impervious surface, continuous 24-hour operations, high-intensity lighting, and sustained noise from heavy truck traffic. These factors are well-documented to disrupt wildlife behavior, including feeding, breeding, and migration patterns. The site's proximity to known wildlife corridors and its location within the Pacific Flyway further heighten the need for thorough analysis.

Despite acknowledging the presence of species, the checklist states that no measures are proposed to preserve or enhance wildlife. This is inconsistent with SEPA's requirement to evaluate and mitigate environmental impacts where feasible.

The checklist does not appear to address:

- Habitat loss due to vegetation clearing and site development
- Impacts of 24-hour lighting on nocturnal species and migratory birds
- Noise and vibration impacts from continuous truck operations
- Disruption of wildlife movement corridors
- Potential impacts to federally or state-listed species

The absence of a biological assessment or mitigation strategy limits the County's ability to determine whether the project may result in probable significant adverse impacts to wildlife and habitat, as defined under **WAC 197-11-330**.

The County should require:

- A comprehensive biological assessment or habitat impact study
- Consultation with the Washington Department of Fish and Wildlife and U.S. Fish & Wildlife Service
- Identification of mitigation measures, including habitat preservation, lighting controls, and buffer zones
- Evaluation of impacts to migratory species and wildlife corridors
- A plan for minimizing long-term ecological disturbance

8. Noise and Environmental Health Impacts

The SEPA Environmental Checklist addresses noise impacts primarily in the context of short-term vehicle movements entering and exiting the site. However, it does not provide a substantive analysis of long-term operational noise associated with the proposed facility.

Under **WAC 197-11-444(2)(b)**, SEPA requires evaluation of environmental health impacts, including noise generated by ongoing operations. Additionally, **WAC 197-11-330** requires that probable significant adverse impacts be fully disclosed and evaluated.

The proposed project will include potentially a hundred truck parking stalls, which will support overnight use by long-haul drivers. This operational model inherently involves extended idling periods during driver layovers, as well as the use of diesel engines and Auxiliary Power Units (APUs) for heating, cooling, and electrical power. These sources generate continuous low-frequency noise that differs significantly from short-duration traffic noise and is known to travel farther and persist over time.

The checklist does not appear to address:

- Continuous 24-hour noise from idling trucks and APU operation
- Cumulative noise impacts from multiple trucks operating simultaneously
- Impacts to nearby residents, particularly during nighttime hours
- Long-term exposure to low-frequency diesel engine noise

Given the rural setting and relatively low existing ambient noise levels, the introduction of continuous industrial-scale noise represents a substantial change to the environmental baseline and may have implications for both human health and wildlife.

The County should require:

- A comprehensive noise impact analysis addressing 24-hour operational conditions
- Evaluation of nighttime noise levels and compliance with applicable standards
- Identification of mitigation measures, such as designated no-idling policies, barriers, or operational restrictions
- Assessment of cumulative noise impacts from truck parking and facility operations

9. Land and Shoreline Use

The SEPA Environmental Checklist does not appear to accurately describe the surrounding land uses. The area is not simply flat, vacant, or isolated. There is residential property just 900 feet northwest of the site, 120 acres of forested DNR property owned by AG WSU to the west, and Silver Ridge Ranch Campground directly to the east sharing the property line.

Under **WAC 197-11-444(2)(d)**, SEPA requires evaluation of land and shoreline use impacts, including compatibility with surrounding uses and potential conflicts with existing land use patterns. The checklist's failure to accurately identify nearby residential, agricultural, forested, and recreational uses limits the County's ability to evaluate the true impacts of this proposal.

When asked to identify proposed measures to reduce or control land use impacts, the applicant states that none are proposed. This is inadequate given the project's proximity to residential homes, forested land, agricultural/resource land, and an adjacent campground.

The County should require:

- A corrected description of surrounding land uses
- Evaluation of compatibility with adjacent residential, forested, agricultural, and recreational properties
- Proposed mitigation measures to protect surrounding agricultural and forested land
- Buffers, screening, lighting controls, and operational limits to reduce impacts on neighboring properties

10. Aesthetics and Rural Character

The SEPA Environmental Checklist minimizes the project's visual impacts and appears to deny the reality that a development of this size would significantly alter the views and rural character of the surrounding area in this Type 3 LAMIRD. The tallest proposed structure is approximately 26 feet, and the overall scale of the buildings, paved areas, truck parking, signage, and lighting would be highly visible in an otherwise natural and rural setting.

Under **WAC 197-11-444(2)(b) and (d)**, SEPA requires consideration of environmental impacts related to aesthetics, light, glare, and compatibility with surrounding land uses. A commercial truck-serving facility of this magnitude in an unincorporated rural community does not preserve the existing natural character of Easton.

The applicant's assertion that the completed project would not interfere with views is not credible without a visual impact analysis. Lighting, signage, and large-scale commercial development would create glare and visual intrusion in a peaceful rural environment.

The County should require:

- A visual impact analysis from surrounding residential, campground, and public viewpoints
- A lighting and glare study, including nighttime conditions
- Restrictions on signage height, brightness, and illumination
- Landscape screening, buffers, and design standards to preserve rural character

11. Recreation Impacts

The SEPA Environmental Checklist fails to adequately address impacts to recreation. Easton and Lake Easton State Park are known for year-round outdoor recreation, including hiking, camping, fishing, boating, snow activities, cycling, and organized endurance events. Easton also hosts marathon and cycling events throughout the year that bring athletes, visitors, and tourism activity to the area.

Under **WAC 197-11-444(2)(d)**, SEPA requires evaluation of impacts to public services, recreation, and land use compatibility. A high-volume truck-serving facility at this location could interfere with the rural recreation experience through increased traffic, noise, lighting, air emissions, and visual impacts.

The applicant has not proposed any measures to reduce impacts to existing recreational opportunities, tourism, or community events. This is inadequate given the project's proximity to Lake Easton State Park, nearby campgrounds, and established outdoor recreation routes.

The County should require:

- Evaluation of impacts to Lake Easton State Park, local campgrounds, and outdoor recreation users
- Traffic analysis during marathon, cycling, and peak recreation weekends
- Mitigation measures to protect recreational access, safety, and visitor experience
- Coordination with local event organizers, parks agencies, and recreation stakeholders

12. Historic and Cultural Preservation

The SEPA Environmental Checklist does not provide a thorough review of potential Indian, historic, or cultural use of the site. Instead, the applicant appears to rely primarily on a basic WISAARD database query, without completing a professional archaeological survey or documenting meaningful tribal consultation.

Under **WAC 197-11-444(2)(b)**, SEPA requires review of historic and cultural preservation impacts. A database search alone is not sufficient to rule out cultural resources, especially where ground disturbance, grading, excavation, and imported fill are proposed.

The applicant's treatment of this issue is inadequate given the known cultural significance of the region and the potential for undiscovered archaeological or tribal resources.

The County should require:

- A professional archaeological and cultural resources survey before any ground disturbance
- Formal consultation with affected tribes
- An Inadvertent Discovery Plan developed in coordination with tribal representatives
- Clear conditions requiring work stoppage and notification procedures if cultural materials are discovered

13. Public Services, Emergency Response, and Public Safety

The SEPA Environmental Checklist gravely minimizes the project's impacts to fire protection, police services, emergency medical response, and overall public safety. A 24-hour truck-serving facility with approximately 8,560 daily vehicle trips, fuel storage, truck parking, and continuous

interstate access would create a substantial increase in emergency service demand for a community that already lacks a local police force and fully staffed fire station.

Easton relies heavily on regional emergency response and volunteer firefighters. Community members have already raised concerns about long response times, and the Kittitas County Sheriff's Office covers a large rural service area. Kittitas County's own emergency planning materials recognize that transportation routes present a major hazardous materials concern because of the volume and variety of hazardous materials transported over them.

The applicant does not adequately analyze the foreseeable risks associated with increased truck traffic, fuel storage, vehicle fires, hazardous material incidents, medical emergencies, crime, or emergency response delays. These risks are especially significant given the project's proximity to forested land and an area already vulnerable to wildfire.

Truck-related fires can require extended response and monitoring, particularly where hazardous materials or lithium-ion battery cargo are involved. Federal fire safety guidance recognizes that lithium-ion battery fires can reignite even after being extinguished, requiring continued monitoring and post-fire precautions. A truck fire at or near this site could burn for hours, reignite, threaten nearby forested land, residential homes and businesses and require resources Easton does not currently have immediately available.

Public safety concerns also extend beyond fire response. Federal transportation agencies and anti-trafficking organizations recognize the transportation sector, including freight corridors and truck stops/travel centers, as an important area for human trafficking awareness and intervention. While most truck drivers are hardworking, responsible people, a high-volume 24 hour truck stop creates foreseeable opportunities for crime, drug activity, assault, prostitution and human trafficking related activity. In a community without immediate law enforcement capacity, perpetrators could leave the area via I-90 long before police support arrives.

The checklist does not appear to address:

- Fire protection capacity for truck fires, fuel fires, hazardous material incidents, or wildfire spread
- Emergency medical response capacity for increased crashes, medical calls, and public safety incidents
- Law enforcement capacity for a 24-hour facility serving transient interstate traffic
- Human trafficking, drug activity, assault, theft, or other foreseeable crime risks associated with truck stop operations
- Response times from available deputies, fire services, and EMS providers
- Mitigation measures, staffing commitments, emergency service funding, or on-site safety requirements

The County should require:

- A full emergency services impact analysis addressing fire, EMS, law enforcement, and hazardous materials response

- Written coordination with Kittitas County Sheriff, local fire districts, EMS providers, emergency management, and wildfire response agencies
 - A fire and hazardous materials response plan specific to truck fires, fuel storage, EV/lithium battery cargo, and wildfire risk
 - Mitigation funding or impact fees to support increased emergency service demand
 - A public safety and security plan addressing lighting, surveillance, trafficking awareness, law enforcement coordination, and emergency response protocols
 - Clear enforceable conditions before any approval is considered
-

Conclusion and Requested Actions

Based on the deficiencies identified above, the proposed Easton Travel Center presents numerous unresolved environmental, transportation, land use, public safety, and community impact concerns that have not been adequately analyzed, supported, or mitigated in the SEPA Environmental Checklist. The applicant's responses repeatedly rely on conclusory statements, minimize foreseeable impacts, and fail to propose meaningful measures to reduce or control harm to the surrounding rural community, natural environment, transportation network, recreational resources, and emergency service systems.

This proposal is not merely a local convenience use. Based on the applicant's own projected traffic data, the facility would generate approximately 8,560 daily vehicle trips and function as a high-volume, 24-hour, interstate-oriented truck stop. That level of intensity is fundamentally different from the rural scale and character of Easton. The checklist does not adequately account for continuous truck traffic, diesel emissions, overnight idling, APU use, noise, lighting, traffic conflicts, fire risk, public safety demands, or impacts to nearby residential properties, forested land, recreational uses, wildlife, cultural resources, and Easton State Airport.

Given the number and significance of these unresolved issues, a Mitigated Determination of Non-Significance would be premature and inadequate. The County cannot responsibly determine that this proposal will not have probable significant adverse environmental impacts without requiring additional technical studies, independent review, enforceable mitigation measures, and a full evaluation of cumulative and long-term operational impacts.

We respectfully request that Kittitas County take the following actions:

1. **Issue a Determination of Significance (DS)** pursuant to WAC 197-11-360 and require preparation of a full **Environmental Impact Statement (EIS)** before any further project approval is considered.
2. **Require the applicant to provide complete technical studies**, including but not limited to traffic, stormwater, groundwater, air quality, noise, lighting, wildlife, fire risk, emergency services, cultural resources, and visual impact analyses.

3. **Require independent third-party review** of the applicant's environmental, traffic, stormwater, groundwater, and public safety claims before relying on them for any threshold determination.
4. **Require a comprehensive traffic impact analysis** addressing daily truck volumes, Level of Service, interchange capacity, I-90 closures, winter weather, emergency diversions, peak recreation periods, frontage improvements, and impacts to Easton State Airport and wildfire response operations.
5. **Require a complete stormwater and groundwater protection plan**, including analysis of contaminated runoff, snowmelt, fuel spills, CARA impacts, infiltration risks, overflow scenarios, long-term monitoring, and enforceable maintenance obligations.
6. **Require a full operational emissions analysis**, including 24-hour diesel emissions from idling trucks, APU use, possible generator use, cumulative PM2.5 and NOx impacts, and mitigation such as electrified truck parking and enforceable anti-idling requirements.
7. **Require a biological assessment and wildlife mitigation plan**, including consultation with appropriate state and federal wildlife agencies and proposed measures to preserve, protect, and enhance affected habitat.
8. **Require a 24-hour operational noise study**, including nighttime conditions, truck layover periods, idling, APU noise, cumulative low-frequency noise, and impacts to nearby residents, wildlife, campgrounds, and rural quiet.
9. **Require a corrected land use and surrounding area analysis**, accurately identifying nearby residential properties, Silver Ridge Ranch Campground, forested DNR/WSU land, agricultural/resource lands, recreational uses, and the incompatibility risks associated with placing a large-scale truck-serving facility in this setting.
10. **Require visual, lighting, signage, and glare analysis**, including nighttime impacts and measures to preserve Easton's rural and natural character.
11. **Require analysis of recreation impacts**, including impacts to Lake Easton State Park, local campgrounds, cycling events, marathons, tourism, outdoor recreation routes, and peak event traffic.
12. **Require a professional archaeological and cultural resources review**, including tribal consultation, a cultural resources survey, and an Inadvertent Discovery Plan developed in coordination with affected tribes.
13. **Require a full public services and emergency response capacity analysis**, including coordination with Kittitas County Sheriff, fire districts, EMS providers, emergency management, wildfire response agencies, and hazardous materials responders.
14. **Require enforceable mitigation measures and accountability mechanisms**, including clear monitoring duties, maintenance responsibilities, inspection schedules, emergency response protocols, funding commitments, and penalties or corrective measures if systems fail.
15. **Address the fundamental land use question before proceeding further**, including whether a high-volume interstate truck stop is consistent with LAMIRD-3 designation, the Growth Management Act, rural character protections, and the intended scale of development for Easton.

Until these issues are fully studied, disclosed, and mitigated, the County should not issue a Determination of Non-Significance or allow the project to proceed through environmental review on the basis of the current checklist. The scale, location, and foreseeable impacts of this proposal warrant the highest level of scrutiny available under SEPA.

Thank you for your consideration of these comments. We reserve the right to submit additional comments.

Respectfully submitted,

Shelly McMaster

Shelly and Mark McMaster

Individually and as members on behalf of Friends of Easton

Qtowing@comcast.net

Silver Ridge Ranch

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April 26, 2026

Bradley Gasawski, Permit Coordinator

Kittitas County Community Development Services
411 N. Ruby St., Suite 2
Ellensburg, WA 98926
bradley.gasawski@co.kittitas.wa.us

RE: Written Objection — SE-26-00001, Easton Travel Center, Parcel #778834 Majestic Group LLC / Matt Stalder — Conditional Use / SEPA Review

Dear Mr. Gasawski and Members of the Kittitas County Community Development Services,

The undersigned are the owners and operators of Silver Ridge Ranch, located at 182 Silver Ridge Ranch Road, Easton, Washington 98925 (Palmero Partners LLC & Daisy SRR LLC, Parcels 798834, 788834, 954042, 954043, 954045, 954044, 954331, 954333, 954332).

We submit this formal written objection to the above-referenced application for the proposed Easton Travel Center by Majestic Group LLC (File No. SE-26-00001). We respectfully request that the Kittitas County Community Development Services deny the conditional use permit, require a full Environmental Impact Statement under SEPA, and at minimum impose substantial protective conditions prior to any further approvals.

Silver Ridge Ranch has operated continuously as a campground, equestrian facility, lodging, and event venue since approximately 1976 — predating the current applicant's proposed use by decades. We purchased and expanded the ranch in 2021, completed a major 7,000-square-foot lodge renovation in 2022, and constructed a new Red Barn Event Center in 2023. Our 2026 booking calendar represents our highest revenue year to date, with 18 confirmed events including weddings, family reunions, church retreats, and corporate gatherings — representing 100% year-over-year growth. The proposed Travel Center threatens to cause irreparable, documented harm to this established business and the natural environment that sustains it.

Supporting maps and photographs are attached hereto as Exhibits A, B, and C.

I. INCOMPATIBLE LAND USE AND ADVERSE IMPACT ON ADJACENT PROPERTY

Kittitas County's conditional use permit standards require a finding that the proposed use will not adversely affect adjacent properties or the general welfare of the community. The Easton Travel Center cannot meet this standard. Silver Ridge Ranch's primary uses — outdoor wedding ceremonies, equestrian activities, overnight camping, and nature-based lodging — are fundamentally incompatible with a 24-hour travel center serving commercial semi-trucks and passenger vehicles.

Specific incompatibilities include:

- **Noise:** Commercial truck stops generate continuous noise from diesel engine idling, refrigerated trailer units ("reefer" units) that operate 24 hours per day, fuel delivery trucks, and high-traffic ingress/egress. Overnight camping guests, equestrian riders, lodge guests, church retreats, and outdoor wedding ceremonies require a quiet natural environment that cannot coexist with this level of industrial noise.
- **Light Pollution:** Travel center canopy lighting operates continuously at intensities that would eliminate the dark-sky conditions essential to our glamping, stargazing, and overnight lodging offerings, and would materially degrade outdoor wedding photography and ceremony ambiance.
- **Air Quality:** Diesel particulate matter and fuel vapors from a high-volume fueling facility would directly impact the health and comfort of overnight camping guests, lodging guests, equestrian participants, and wedding attendees on our adjacent property.
- **Equestrian Safety:** Our property operates as an active horse ranch with corrals, riding areas, containing 3 pastures and 36 horse corrals, and equestrian camping throughout the property (documented on our certified site plan, DTR Design and Consultation Services LLC, Sheet SP-2 and SP-3, dated 3/8/2024). There are three horse pastures, and 36 active horse corrals. Horses are acutely reactive to diesel noise, truck air brakes, and heavy vehicle traffic. The proximity of large commercial vehicles sharing our access corridor creates serious animal welfare and rider safety concerns.
- **Wildlife Displacement:** Our property serves as active habitat for elk, deer, and other wildlife, which constitute an integral part of our guest experience and marketing. The noise, light, fuel odors, and 24-hour activity of a travel center will permanently displace this wildlife. **See attached photo** of Elk adjacent to proposed Truck Center, on Silver Ridge Property .

II. SHARED ACCESS ROAD — SAFETY AND OPERATIONAL CONFLICT

The proposed Travel Center accesses the site via West Sparks Road / East Sparks Road, the same road corridor that provides the sole access to Silver Ridge Ranch Road and our property. This shared entrance creates an unacceptable safety conflict. On any given weekend, Silver Ridge Ranch hosts wedding parties, horse trailers, RV campers, families with children, church retreats, corporate events, family reunions, and pedestrian guests all traveling the same access road that would simultaneously serve commercial semi-trucks, fuel tankers, and high-volume travel center traffic.

The applicant's own site plan (Kittitas Co CDS, received 02/18/2026) shows the truck circulation loop and fueling canopy oriented toward the shared road boundary. We request that the County conduct a full traffic impact analysis addressing sight distances, weight limits, turning radii for semi-trucks, and the combined traffic load of both properties on this rural road corridor before any approval.

III. SEPA ENVIRONMENTAL CONCERNS — SILVER CREEK AND 100-YEAR FLOODPLAIN

Our certified site plan (DTR Design and Consultation Services LLC, Sheets SP-4 and SP-5) documents that Silver Creek and its 100-year floodplain traverse our southern property. The applicant's site plan acknowledges stormwater collection requirements, yet the proposed development involves large impervious surfaces, multiple fueling positions, and significant quantities of petroleum products in close proximity to this watershed.

We request that the County require the following under SEPA review:

- A full spill prevention, control, and countermeasure (SPCC) plan demonstrating that fuel releases, whether from routine operations or equipment failure, cannot reach Silver Creek or its tributaries during rain or snowmelt events.
- Hydrogeological analysis of groundwater flow between the proposed fueling facility and Silver Creek, including surface drainage patterns during the rain and snow seasons.
- Documentation that proposed stormwater collection systems meet or exceed Washington State Department of Ecology standards for petroleum-contaminated stormwater from fueling facilities.
- Evaluation of cumulative impacts to the 100-year floodplain on our property and downstream riparian areas.

We assert that these environmental concerns, taken together, should require preparation of a full Environmental Impact Statement rather than a Mitigated DNS, consistent with WAC 197-11-330 and WAC 197-11-340. The probable significant adverse environmental impacts to a named creek, a mapped 100-year floodplain, and adjacent operating businesses have not been adequately evaluated in the SEPA checklist as submitted.

IV. CONFLICT WITH KITTITAS COUNTY COMPREHENSIVE PLAN AND LAMIRD DESIGNATION

The Notice of Application states the subject parcel carries a LAMIRD (Limited Areas of More Intensive Rural Development) land use designation. The Kittitas County Comprehensive Plan provides that LAMIRD designations are intended to accommodate commercial uses that are compatible with and supportive of rural character and a cottage industry. A large-scale truck stop and travel center serving interstate commercial traffic is not a rural-supportive use — it is an intensive commercial use that would alter the rural character of the Easton area and set a precedent inconsistent with the purposes of the LAMIRD designation.

By contrast, Silver Ridge Ranch represents exactly the type of rural tourism and nature-based recreation enterprise the Comprehensive Plan seeks to protect and encourage. We have operated on this property since approximately 1976, invested substantially in its improvement, and demonstrated measurable economic growth in rural tourism. The proposed Travel Center would undermine this existing, Comprehensive Plan-consistent use in favor of a highway-commercial use that belongs in an urban or industrial zone.

V. DOCUMENTED ECONOMIC HARM TO AN ESTABLISHED PRIOR USE

Silver Ridge Ranch has operated as a campground and lodging facility since approximately 1976, predating the applicant's proposed use by approximately 50 years. The prior existing use doctrine recognizes that long-established businesses have a legitimate expectation of protection from incompatible new development.

The concrete economic harm to our business includes:

- **2026 Event Calendar:** We have 18 confirmed bookings for 2026, representing our highest revenue year and 100% year-over-year growth. Weddings specifically are booked based on the pastoral, natural character of this property. Approval of an adjacent truck stop would trigger cancellations, refund obligations, and reputational harm that cannot be reversed.
- **Capital Investment at Risk:** We invested \$1,200,000 in a complete renovation of our 7,000-square-foot lodge in 2022 and constructed a new Red Barn Event Center in 2023 specifically to develop our wedding and event business. These investments were made in reasonable reliance on the rural and natural character of this location.
- **Guest Experience Destruction:** Our marketing, booking platform listings, and guest reviews are built entirely on the quiet, natural, mountain setting of Silver Ridge Ranch. A truck stop visible, audible, and odor-detectable from our adjacent property would make our advertised guest experience impossible to deliver.
- **County-Approved Expansion (2025):** In 2025, Kittitas County approved a conditional use permit for Silver Ridge Ranch's own expansion, including 4 additional guest cabins, expanded parking, and a permanent amphitheater. This county approval confirms that Silver Ridge Ranch is a recognized, conforming, and county-sanctioned use in this location — one the County itself determined was appropriate for continued investment and growth. The proposed Easton Travel Center would directly impede this approved expansion and render the associated capital investment financially unviable. Guests booking cabins, attending amphitheater events, or utilizing expanded parking would be subjected to the noise, light, diesel fumes, and truck traffic of an adjacent 24-hour travel center — conditions fundamentally incompatible with the rural hospitality experience the County approved Silver Ridge Ranch to provide. Approving an adjacent truck stop that undermines a use the County itself sanctioned just one year prior would be internally inconsistent and would expose the County to scrutiny for contradicting its own recent land use decisions.

VI. REQUESTED ACTIONS

Based on the foregoing, we respectfully request that Kittitas County:

- DENY the conditional use permit application SE-26-00001 on the grounds of incompatible land use, adverse impact to adjacent established businesses, and inconsistency with the Kittitas County Comprehensive Plan.
- In the alternative, require a full Environmental Impact Statement under SEPA before any threshold determination is issued, given the probable significant adverse environmental impacts to Silver Creek, the 100-year floodplain, and adjacent operating businesses.
- Require a full Traffic Impact Analysis addressing safety conflicts on the shared West Sparks Road / Silver Ridge Ranch Road access corridor.
- Schedule a public hearing and provide timely notice to Silver Ridge Ranch as an adjacent property owner with standing to participate.

We are prepared to provide additional documentation, economic data, and expert testimony in support of this objection. We respectfully request confirmation that this written comment has been received and will be made part of the official record for File SE-26-00001.

Respectfully submitted,

Kraig and Ann Marie McLeod

In Conjunction with of Friends of Easton

Palmero Partners LLC & Daisy SRR LLC (Silver Ridge Ranch)

182 Silver Ridge Ranch Road, Easton, WA 98925

831-601-6940, kraigmcleod@msn.com, anmariemcleod@msn.com

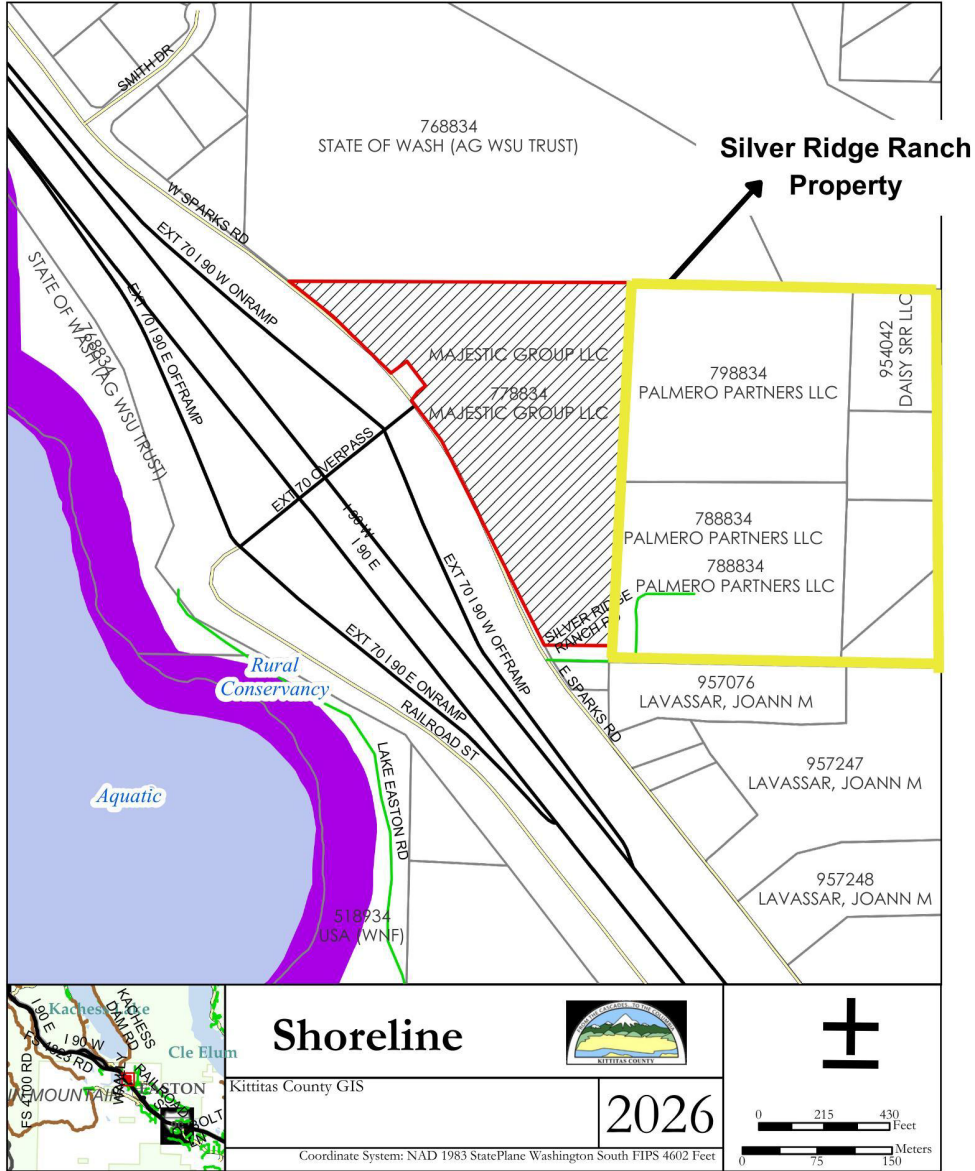
CC: Kittitas County Commissioners | Kittitas County Prosecuting Attorney's Office | [Your Land Use Attorney]

Attachments: Silver Ridge Ranch Site Plan (DTR Design, SP-1 through SP-5, dated 3/8/2024); Silver Ridge Ranch Campground Map (2026); 2026 Event Booking Documentation

Exhibit A: Site Location Maps

SE-26-00001 Easton Travel Center — Kittitas County GIS Shoreline Map

SE-26-00001 Easton Travel Center



Silver Ridge Ranch Property — Campground Map Showing Proximity to Proposed Truck Stop



*Horse corrals are the small squares located throughout the campground map. See 1, 2, 3, 6, & 7 circled for reference / example.

Exhibit B: Silver Ridge Ranch — Property Photos

Equestrian activity at Silver Ridge Ranch



Elk on Silver Ridge Ranch property adjacent to proposed truck stop location



Exhibit C: Proximity of Proposed Truck Stop to Silver Ridge Ranch

View from Silver Ridge Ranch entrance — proposed truck stop location visible directly adjacent



Guests riding horses on Silver Ridge Ranch property with proposed truck stop location indicated



Bradley Gasawski

From: CDS User
Sent: Thursday, April 30, 2026 8:03 AM
To: Bradley Gasawski
Cc: Turner Englehart
Subject: FW: Easton Travel Center

Good Morning Bradley,

Here is a comment for SE-26-00001.

Thank you 😊

Jessie Rosenow

Certified Permit Technician
Kittitas County Community Development
411 N Ruby Street, Suite 2
Ellensburg, WA 98926
(P)509-962-7506
jessie.rosenow@co.kittitas.wa.us

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: Teresa Castrilli <castrcons@gmail.com>
Sent: Wednesday, April 29, 2026 11:39 PM
To: CDS User <cds@co.kittitas.wa.us>
Cc: jackson0121@gmail.com
Subject: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

"Re: SE-26-00001 – Easton Travel Center I strongly oppose this project. The deficient traffic analysis fails concurrency standards and conflicts with the STEER I-90 Study. It poses serious risks to groundwater in a CARA, adds dangerous traffic in heavy snow zones, strains emergency services, and damages the rural character of Easton. I request a Determination of Significance and full EIS, or denial of the application."

Emergency Management Planning: As we continue to work on our emergency management planning as stated in our proposed Easton Subarea plan, the following concerns must be addressed:

Proposed Easton Travel Center location is in a hazardous mitigation area. Even though Kachess Dam continues repair work I understand the dam is still at risk of failure. The proposed Easton Travel Center is directly in the most highly impacted area of this high risk major floodway from dam failure.

Having large semi trucks and large quantities of toxic substances such as fuels in this area substantially increase the risk of injury and damage to the community in an area that we are supposed to be mitigating community risk.

Proposed Easton Travel Center is also located in the middle of a high risk wildfire area. Again, in a high risk mitigation area that we should be reducing density and definitely not increasing large quantities of fuel storage. Again, we should be reducing our high risk of wildfire through mitigation rather than increasing our vulnerability.

Intersection of exit 70 I-90 and Sparks Rd. where proposed Easton Travel Center is to be located does not support this type of large truck traffic. Traffic jugs up our already congested area due to seasonal severe mountain weather or shutdowns on I90. Large amounts of traffic offloading clogging our emergency access routes to where our emergency vehicles cannot get on the freeway I90. Transportation of patients in emergency care is delayed.

The entrance to this Easton Travel Center is directly off the intersection that creates a traffic cluster and our community could not escape adequately in a major wildfire, flood or any other type of community evacuation event. This would be detrimental to our residents and cannot be allowed. This type of facility access is not a feasible option.

Recreation: The proposed Easton Travel Center is directly in the middle of our highly used recreation area. We have residents/pedestrians that walk by foot from the residential areas of West Sparks across the proposed entrance to this travel center to the store and shell station. There must be a plan for continuing to allow pedestrian/foot traffic across the entrance to this facility.

There is also groomed snowmobile access that utilizes the entire Sparks Rd. to access groomed snowmobile trails and allow connectivity to residential areas by snowmobile. There needs to be a recreational study on impacts to our recreation in the area and the necessity for pedestrian traffic to continue to travel across access/entrance roads to the proposed travel center. We must not ignore the

fact that these types of requirements must be included in planning. Snowmobiles travel on our county roads during the snow season here in Easton.

Proposed travel center will cause more displaced recreation as nearby recreation will relocate in abundance out and away from a noisy, smelly, toxic and overly crowded vehicular area that does not mix with any type of recreation. A travel center would destroy our mountain recreational area that we currently have and want to continue to grow in providing quality recreational experiences that will disappear. Washington State Parks, Forest Service, WDFW, DNR etc. must provide comments on impacts.

This would continue to put additional pressure on our close nearby public lands that we are supposed to be protecting by preserving rural character. Protecting rural character in a small town located in the Cascades mountains with a very small residential population and high recreation area as Easton must be protected through preservation planning.

Easton is the wrong place as we also have a high concentration of animal migration over a very nearby recently constructed I90 animal crossing. There are additional 11 or 12 small and large animal crossings in Easton under bridges. WDFW must provide comments on any impacts to the nearby water crossings and large animal crossing. Toxic fuel runoffs etc. that run out of a proposed truck stop could be detrimental to Easton's high wildlife animal population.

The proposed Easton Travel Center is highly out of rural character and raises a big red flag to stop and determine another type of a more recreational facility to locate on the premises. A facility that fits within the definition of rural character and creates more of a harmony within the Easton area is what we need. Best practice planning in this situation is crucial and for the future of Easton and our nearby public lands we need "Rural Character" enforced.

The decisions our planning department makes today will impact our future forever here in Easton. There are many infrastructure, safety and humanity concerns that do not make a travel center feasible. We are supposed to be planning for a better future for Easton and a travel center does the opposite of deteriorating and degrading our environment. This should be stopped and not allowed to happen. A travel center needs to go in another area that it is zoned properly for.

Thank You,

Teresa Castrilli
Easton Resident
509-656-0392

Bradley Gasawski

From: Teresa Castrilli <castrcons@gmail.com>
Sent: Saturday, May 2, 2026 12:50 PM
To: Bradley Gasawski
Subject: Re: Easton Travel Center

CAUTION: This email originated from outside the Kittitas County network. Do not click links, open attachments, fulfill requests, or follow guidance unless you recognize the sender and have verified the content is safe.

Hi Bradley,

Regarding the comment I made on the Easton Travel Center where I stated that we ride snowmobiles on our roads in the Winter.

For you that do not live or are not familiar with Easton. We ride snowmobiles and side by sides etc. during the Winter just for some of us to be able to egress from our properties. At times when we have large amounts of snow the residents that live here are dependent on using snowmobiles or a tracked side by side etc. just to be able to get out and go to the store etc. This is not only for recreation but, a necessity for our livelihood to be able to commute off our private properties and on County roads for amenities, etc.

Thank You,
Teresa Castrilli
Easton resident
509-656-0392

On Thu, Apr 30, 2026 at 10:32 AM Bradley Gasawski <bradley.gasawski@co.kittitas.wa.us> wrote:

Hi Teresa,

Thank you for taking the time to respond on this project. We'll include your comments with the file and take them under consideration during review of the project.

Best,

Bradley

Bradley Gasawski | Planner I

Kittitas County Community Development Services | 411 N. Ruby St; Suite 2 | Ellensburg, WA 98926

Office: 509.962.7539

Email: bradley.gasawski@co.kittitas.wa.us

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Sent: Wednesday, April 29, 2026 11:39 PM
To: CDS User <[cgs@co.kittitas.wa.us](mailto:cds@co.kittitas.wa.us)>
Cc: jackson0121@gmail.com
Subject: Easton Travel Center

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