



CITY OF ROSLYN

National Historic District and Preserve America Community

July 27, 2021

Mayor McGowan
Cle Elum City Council members
119 W 1st St
Cle Elum, WA 98922

Dear Mayor McGowan and City Council members:

We are writing to convey our deep concerns regarding the proposed 47 Degree North Major Amendment. We understand that environmental review for this proposal is complete and that it will be coming before you in the near future for a final land use decision.

As we understand it, the proposed major amendment would replace the residential home development originally approved for the site with a large manufactured home community (707 manufactured units) and an RV Resort (627 sites). The environmental reports estimate that if approved as proposed, 1,490 to 1,650 people and 940 to 1,880 RV visitors per day would be added to the upper valley population when the project is full, potentially doubling the population of Cle Elum/South Cle Elum/Roslyn. By itself the project would more than double the size of the City of Cle Elum.

We are specifically concerned with the following issues:

- Traffic congestion on upper county roads and highways, specifically congestion on Roslyn, county and state roads. Based on the environmental reports for the project, all major intersections and associated roads in upper county (SR 903, I-90, Bullfrog Rd) will reach failing levels of service if this project is approved without requiring significant new road expansions.

The environmental reports imply that the developer is not actually proposing to expand any road or intersection to mitigate for the increased traffic from the development. But rather, the developer is apparently proposing to pay a small estimated pro-rata fee to the City of Cle Elum (apparently). Who will fund the remaining costs and complete the actual road projects, which will be extensive? Neither the county, nor the state has any project on its CIP list(s) to address these issues. Will the city take the lead to make sure these projects are funded and timely constructed?

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201 S 1st St., P.O. Box 451, Roslyn, WA 98941

PH 509-649-3105, FAX 509-649-3174

clerk@ci.roslyn.wa.us

This is not solely a quality of life issue for Roslyn and upper county residents (although that is important), it is potentially a life safety issue for emergency services response time or if evacuation of the upper county is necessary. Absent more developer funded mitigation it is highly unlikely that projects to relieve the projected road congestion will be built until years after the development is completed, if they are built at all.

- Level of Service for upper county public services. The environmental reports detail that very significant expansions in staff, equipment and facilities will be needed to maintain adequate public service levels in the upper county if this project is approved:
 - Cle Elum-Roslyn School District: 12 new teachers, 4 to 5 new buses, additional classrooms required
 - City of Cle Elum Police Department and service to Roslyn: 6 new officers, new equipment, new station or significant expansion required
 - Hospital Dist. No. 2 (Ellensburg and Cle Elum), Medic 1: 2 new physicians, 5 APC's, 9 RN's, 6 EMT's, 7 paramedics, new equipment and facilities required
 - Kittcom: 1 new dispatcher
 - Kittitas County Solid Waste: Transfer Station expansion

Based on the environmental reports for the project, the developer is not proposing direct financial funding or participation in capital improvements, equipment acquisition, staffing costs to offset the additional costs facing upper county service providers. The reports imply that the project will create an increased tax base to fund needed service improvements but the fiscal analysis in the environmental reports shows that increases in tax base will be far less than what is needed to cover costs of service.

Unless the project is required to provide funding to make up shortfalls, it will be left to upper county service providers to absorb the costs, likely by unacceptably low service standards, or for tax payers to approve new taxes, or a combination of both. Without strong mitigation upper county service providers and Roslyn and upper county taxpayers will be left to subsidize 47 Degrees North. This will have a direct effect on the City of Roslyn as it will make it more difficult to raise taxes for our future needs.

We request that the City:

- Require the developer to fully fund and construct all needed road improvements or have enforceable legal agreements with the County/WSDOT that guarantee improvements will be made concurrent with development.
- Require the developer to make up all Public Service provider funding shortfalls and have enforceable legal agreements with Public Service providers that guarantee needed service expansions will be made concurrent with development.

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- Require the project make up any other funding shortfalls so that there are no financial impacts to Roslyn and upper county residents.
- If adequate financial mitigation cannot be imposed on the development because of legal constraints, or because the developer's business plan cannot accept the full costs of the development, we request that you deny the major amendment and revert back to the existing approval on the site. It should not be the responsibility of upper county residents to subsidize the project, which is primarily, if not entirely, a private business venture.

Unless the 47 Degree North project is properly mitigated it will have far reaching negative impacts, potentially catastrophic, across the upper county affecting service levels, service providers, quality of life and tax base for decades. The City of Cle Elum's decisions in this regard will have wide ranging effects and impacts on the entire upper county. The upper county's fate is literally in the City's hands.

We look forward to discussing this matter further with you and working with you to develop the correct mitigations for this project.

Sincerely,



Brent Hals
Mayor