

Public comment Parke Creek Landing LLC PUD PD-24-00002 application

We are opposed to the proposed land use action on the aforementioned application. We believe this projects SEPA application is not filled out appropriately for the proposed use. If the project includes the on-site ORV area more care needs to be taken in the SEPA application to address this area. Is this a housing project or an ORV area? While we love all things motorsports and will travel at great lengths to find amazing facilities we do not believe this is the place for it. If indeed the ORV areas is only for the 37 Homes and their guest please specify how many guests. We do not believe it will be housing with ORV, but an ORV park that started with a few homes. If an ORV park is the main goal please state so in which case the County can make rules according to the use of this type of facility.

Incompatibility

The motorsports area is really not given enough attention in this application for a residential neighborhood and the housing application lacks information for the homes and their locations on the proposed map. There is no locations set forth for the proposed domestic water system and water holding facility nor the waste water treatment areas. People will be travel via county road from this ORV park to other recreational areas close by, and our county roads will have more vehicles not supposed to travel on them. Our area is fairly quiet currently, we already have a problem of side-by-sides traveling on a 50MPH road imagine it 10X if the motorsport complex is approved.

SEPA

1- Ground water- the SEPA states first phase will be a Class B. Exhibit 4 states they will have a Class B system and lists for fire and dust control (etc) have a 12,000 gallon water tank and a 20,000 gallon water bladder as well as KRD if needed in a hurry.

Kittitas County states

Protection of ground and surface water will help protect rural character. Development that is less dense and involves larger lots will protect water quality and quantity. By seeking to protect water quality and quantity by generally, in the rural areas, favoring development that is less dense and features larger lot sizes, the rural character will be maintained because rural character is typified by large lots and less dense development.

This is a dense development with need of 4 maybe 5 Class B systems as presented. Exhibit 4 states the use of KRD water for dust control. KRD water can not be used for dust control it is for crops. In addition to a pond being put in a stream

2- Bathroom and sanitary facilities

The track will need bathrooms. Portables are not adequate for a known use of a permanent facility, maybe as an addition when the potential proposed “events” that are proposed. ADA bathrooms for “events” needed as well The wastewater is a LOSS system as stated but is it 1 for every 9 homes like the Class B well system. This is a huge lot with lots of streams and ditches to be crossed to get from one side to the other and the systems will need to be mounded as this is a rock bar.

3- Traffic

The application shows only the 37 homesite traffic if the motosports track is part of the plan, traffic from this proposed use needs to be included. The bridge on Parke Creek over the KRD ditch is not as wide as the road including the shoulders. Both Parke and Christensen Rd. do not even have centerline or fog line markings as they are narrow. As mentioned, side-by-sides are already problematic and there is not patrolling for this as we all know there is not enough law enforcement to go around. I don't want a 35 MPH road to allow use of these units, let's limit the amount of them on the County roads.

4 Misleading SEPA application

This application seems to be a phased start of a housing project and mentions the deficit of housing in Washington state and Kittitas county but we do not feel cramming 37 homes in a small area conducive to rural living. The setbacks from the KRD are mentioned but the line drawings do not reflect this. ORV park operating 7 days a week 356 days a year from 7am-10pm with riding beginning at 8am will create significant noise if not limited to full time residents only and 2 guests. The guest number needs to have a number not just guests. We chose to live in a rural area for the peace and quiet. Homes are needed, if an ORV park is created put it in an area where restrictions can be enforced.

5- Light pollution

It is crazy this was even mentioned and while I appreciate the fact that dark sky compliance was mentioned and would work for the RV storage and the houses Lighting an ORV track is not something that will be dark sky compliant. It is literally the opposite for track safety. Not to mention lighting needed for "events" there is a need for commercial lot lighting in a residential neighborhood. I realized portable lighting could be used and it is not dark sky compliant.

6- Safety

Motor sports are dangerous and it is mentioned that all age levels and skills will be at this proposed track. In the SEPA it states EMS will be 10 miles away. During an emergency at our home it took Fire engines over 30 minutes in bad weather to get to our home which is a mile from the project site. Imagine this happening in an area permitted for a high risk sport. It is inevitable emergency services will be needed. Unless there is additional manned facility closer it is a serious risk of injury or death due to slow emergency services due to distance.

7- Pollution

While we struggle to see if this is a residential project or a commercial motosports track the pollution from a track to the mentioned KRD canal and to the ground water that all of our wells in the area feed from is a real possibility due to spills from fueling of large events and as there is no designated fuelling areas nor any hard surfaces for parking areas there is no option of having oil water separators systems installed.

If this is a motocross track or motorsport park please just say so, so the county can make adequate determination of rules and regulations. We strongly oppose this project in a rural farm neighborhood. It is not compatible with the current zoning.

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12.04.06.040 Bridge and Major Drainage Structure Design Standards

Bridge and major drainage structure clear width shall match the full width of the traveled lanes and shoulders of approach roads