

From: [Jen Phillips](#)
To: [Rachael Stevie \(CD\)](#)
Subject: Reasonable Use Exception RU-22-00002 East Peak
Date: Friday, April 22, 2022 4:25:41 PM

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Rachael Stevie,

Thank you for collecting comments on the East Peak proposals, here at Hyak. I am a long time resident of Hyak Estates, having lived at 330 Rampart Dr for almost 20 yrs.

Here is a list of concerns around the variance. Please do not approve this zoning variance for East Peak.

- A closed door conversation with the county in 2018, without opportunity for public participation and comment.
- Lack of specific planning around the ultimate buffer zone.
- Developer failed to identify existing wetland at time of purchase.
- Developer originally identified and discussed with the Hyak community a completely different wetland location for the construction of these condos and homes. This initial site is also not acceptable for building exceptions around wetland variances, due to the inherent and important role that specific wetland plays in draining off the mountain. It also serves as one of the most important locations for beginner nordic skiers, in the northwest, as well as important access for the Outdoors For All Foundation - which has been enriching the lives of children and adults with disabilities through snowsports, for decades.
- Yet another blow to the rapidly dwindling wetlands, at Snoqualmie Pass, the headwaters of the Yakima River basin. How much of an impact will this have on existing amphibians at Hyak? Habitat loss has been massive in the past five years of development in the Hyak area.
- Counter-intuitive approach to the wildlife corridor that exists at Hyak, where Gold Creek joins Lake Keechelus, connecting the Northern section of the Cascades with that of the South.. Many animals in our community are regularly seen existing/living/crossing/hunting/foraging/nesting/birthing/breeding/raising young in these Hyak habitats, as all of Hyak exists as part of the wildlife corridor.
- Recent discoveries that tires and tire decomposition cause major disruption to fish larvae, and have killed salmon, some of the most pivotal species in our regions. Interstate 90 between Snoqualmie Pass (MP 47) through and western North Bend (MP 27? - Bendigo Blvd exit), has had multiple installations of roadway median and shoulder buffers installed to prevent tire particulate from entering streams and the South Fork of the Snoqualmie River (EPA funded). How are these recent findings being integrated into existing Kittitas County building considerations, operations at State Parks, National Forest and Rec areas? How will private businesses with massive parking lots be actioned to prevent particulate run-off, which directly impacts the headwaters of the Snoqualmie and Yakima River Basins, with potential to send even more particulate matter into Lake Keechelus/Yakima River, thus killing more fish and

other organisms? How is Kittitas County planning to direct existing and future construction, in ways that protect our biological rights to have clean water for all humans, fish, and other organisms impacted by plastic pollution and other decompositional material from parking lots, homes, condos, and private businesses at Snoqualmie Pass?

- Impact to Archaeological Sites; as noted, this is a highly culturally significant location (Already noted by DAHP)

- Impact to Historical sites - this region should be flourishing to protect and adore historical assets and sites - native, trade, railroad, tunnel, ski area operations so unique that they exist(ed) no where else in the world (ie Milwaukee Ski Bowl / trams). Instead, Rampant development is happening, disrupting and forever changing historically relevant treasures, including access to these incredible historic sites and features. You cannot get these back post development.

- The entire Snoqualmie Pass area is a major recreation site for Washingtonians from both side of the Cascades, and global visitors. The influx of visitors, particularly in the winter can be overwhelming, and frightening, when suddenly tens of thousands of visitors descend each day of busy weekends and holidays, into these tiny communities. Visitors lose their minds and civilities, blocking and parking in driveways, yelling at residents, trespassing on private property, leaving a ton of garbage. The most important social impact is preventing emergency vehicles access to the extent of the existing commercial, state, federal and residential areas. The continued lack of safety around emergency services has forced many longtime local residents to sell and move to areas where they can ensure that they can access emergency services, and exit their neighborhoods without fearing they will die or lose their home when 911 is called and no one can access them due to the daily visitors blocking the road. I do not see additional development avoiding contributions to the problem, without major considerations to the harm it does to this existing small community. How is the County accounting for these hazards, in the permitting process?

- Invasive Species are very prevalent at and around ski area parking lots, state park parking lots and trails, and in disturbed construction areas. How will this development ensure they are contributing to thriving, native plant populations?

- Hyak face already had a massive landslide upslope of this location, that caused tremendous damage to the ski area lifts and lodge, as well as several houses, with one completely lifted off it's foundation.

Sincerely,

Jen Phillips

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