

Kittitas County Community Development Services  
Attn: Rachael Stevie  
411 N Ruby Street, Suite 2  
Ellensburg, WA 98926

To whom it may concern,

I'm writing this letter in response to the application for Thorp Landing (SE-22-00015) and the environmental impacts this proposal will have on the current land, adjacent lands, and the community.

In the SEPA checklist submitted, under section three (water), subsection (surface water) the applicant indicated that there are no bodies of water or year-round running water nearby the worksite and roadway project. This is incorrect. On the adjacent property owners parcel (735836), less than 200 feet away from the proposed roadway is a year-round running waterway that is fed by a natural spring. In the summer months this waterway is supplemented to meet irrigation needs with senior water right irrigation water. This waterway drains into the Yakima River. Another hazard to the many springs and drainages that would be present from having a paved roadway is the storm water runoff. The runoff from the pavement has the potential to leach into the groundwater and or surface water and contaminate springs, drainages, irrigation water, and surface waterways. It is especially concerning where the roadway will be near surface waterways.

In addition, under section three (water), subsection (water runoff) the proposed project has the potential to affect historical natural springs and wooden drains that have been in place to ensure water is properly managed and drained into waterways to prevent subbing, seepage, and other adverse effects. In addition, water rights are associated with these springs and these drains ensure those water right holders receive their entitlement to water. Any damage to these springs or drains has the potential to affect water rights. See attached map of locations of springs and their associated parcel and water right holders.

Many of these natural springs originate in or around the proposed roadway project. The Department of Ecology has these springs labeled and entered in a database. These springs have water rights associated with adjacent parcels. Based on the Thorp Landing Parcel Map submitted to CDS, the proposed roadway crosses an established easement in the center of parcel (443233) to deliver spring water to the following parcel (573233). There is an additional easement in the more northern part of parcel 443233 that delivers irrigation water to parcels 573233 and 735836. Excavating and altering the ground near and around this easement could damage underground drain tile and disrupt water service to the parcel in which holds the water right. Damage and diversion of existing water infrastructure that alters and or restricts the flow of water to their water right owner violates RCW 90.03.410 crimes against water code.

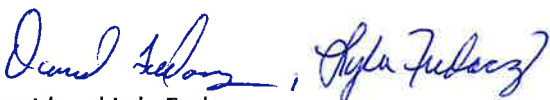
Under section 8 of land use, it is indicated that the proposed community will alter only 24 percent of the existing land in current agriculture use, or 18 of the 75 acres. In the Thorp Landing Parcel Map, it is presented that eight lots will be potentially developed. Currently, based on that map, labeled lots 1 (19593), 2 (19592), 4 (19588), 5 (19589), 6 (19590), and 7 (19591) would make up 18 acres as proposed in the SEPA checklist. However, if you include proposed lots 3 and 8 this would increase the amount of land being taken out of agriculture use. In addition, the proposed Thorp Landing Parcel Map does not meet the current Kittitas County Assessor parcel configuration. Lot 8 and 3 would fall within the current parcel 443233. The parcels 443233 and 493233 must be sold together as they are associated parcels per the Kittitas County Assessor's office. In addition, due to the zoning of Ag 20 these lots would not be able to be reduced or divided any further than 20 acres.

The proposed project also falls on lands that are considered high level archeological sites. The continued excavation and alteration of the lands has the potential to disturb significant Yakama Nation Cultural sites.

Based on the Thorp Landing Parcel Map, the roadway is expanded to encompass a length that runs from Thorp Highway (the main access) to or near Goodwin Road. The exact location that the roadway ends currently has an access permit on file (Permit number AC-21-00169). However, this access permit was submitted and approved for agriculture use. Since this is a residential roadway for several dwellings, an agriculture access would not be appropriate. In addition, accessing this roadway is problematic. Goodwin road is a single lane road with a dead end. The only way back to Thorp Highway would be to travel through the town of Thorp and or taking Thorp Depot Road (a primitive, gravel road). This access if proposed, would also require installing an additional culvert into the waterway that runs parallel with Goodwin Road causing additional issues in a portion of this waterway which experiences yearly flooding during spring melt. As indicated in the SEPA checklist the access for this project is from Thorp Highway, a designated major county roadway and should remain that way.

This project lies within lands that have many historical ground water issues. Please consider the above-mentioned environmental impacts that allowing this project to move forward would have for adjacent landowners and the community of Thorp.

Thank you,



David and Lyla Fudacz



Ryan Fudacz



Jarred Fudacz



ERTS No. 633688

04817

04817 01971

02046

04398

T18N/R17E-12

T18N/R17E-11

4817 #1

1971 #1

4817 #2

2046

1971 #2

John Wayne Trailhead

Depot Road

Surface water  
- road  
spring

Easement

Spring  
down  
Easement



2011 Air Photo

T18N/R17E-3

