

February 20, 2021

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



Re: Pratt Variance Comments (VA-20-00013)

Kittitas County CDS

Dear Kelly Bacon

I would like to respond to comments that were submitted back to you.

In response to the following comments from:

Kittitas County Community Development Service – Building Department  
Department of Archeological and Historical Preservation  
Washington State Department of Ecology  
Washington State Department of Fish and Wildlife  
Kittitas County Public Health

WE are in agreement with the comments from the above Department and have no problem with any of the recommendations that they made.

RE: Response by Department of Public Works,

- A. We do not have any problem with applying for an access permit
- B. We are not doing any grading.
- C. We are not pushing the house right up against the property line, it is that the property has a skew which would push one corner of the house 1' from the property line. Not sure if all the maps and pictures were overlooked somehow, however we would be very happy to meet with someone to show them exactly what is going on and for them to see in person. It is very hard to explain in writing. They would clearly see that this would not in any way effect any future development of the private road. There is a 60' right

of way, the standard Rural Area Roadway design would be Lane Width of 11' and a 1' Shoulder width, that would be a total of 24' for the road to be developed, which leaves 36' so there is still plenty buffer area in the one corner. (See pictures attached)

In response to the elevation certificate, we are aware of that and have had one done on everything we have built to date in Pine Glen.

In response to the survey, we have had all our property corners set and marked by Eastside Consultants. (See Included Paperwork) We are aware that the well that was put in by Pine Glen, for this lot is approximately 10' into the road easement in the corner that were all referring to, as they believed that was part of our property. Again, this is something easier to understand by actually having looked at the situation. (See Attached Pictures)

In response to the last three letters:

1. Pine Glen Maintenance Corporation/ Bill Domarotsky
2. Catherine M. Domarotsky
3. Barbara Finley

These 3 letters are a done by 3 people who are all related. They are obviously upset over a piece of property that we out bid one of their other family members on. That property is mentioned in the letter from Pine Glen Maintenance Corporation. There were items removed illegally from that same property by 2 of the individuals that wrote these letters. We reported it to the Police and it is an ongoing Police investigation.

In response to Barbara Finley's letter: 1. She states her main concern is that we did not have a permit for the new septic system, we did apply for a permit and received a permit. We had to have a site plan, perk test and a septic design by Smith Excavating.

2. We do/did have a permit.

The concern for the roadway, stating that we have stakes and a rope installed marking the edge of the proposed building is incorrect. The stakes and the rope

were installed just to keep people from driving onto our property, there are some people who seem to think its ok to trespass on other people's property, where they are located, the side of the house would be about 39 feet back. So that should ease her concern about how the building will obstruct the vision of vehicles merging onto Pine Glen Dr. With a 10 MPH speed limit that shouldn't be too hard.

In response to Catherine Domarotsky letter: 1. I will address the issues and concerns that Pine Glen Maintenance Corporation mentions when I respond to that letter.

2. What I said about lot size is correct, they may have been ok when she built however what she doesn't understand is setbacks have changed since then. No survey markers were in so the location of wells, septic etc. were not always placed in the proper place. Prime example, the Well for this corner lot that was installed by someone for Pine Glen Maintenance Corporation is actually over 10' from our corner stake into the road easement.

3. I am shocked that there would be an issue with us doing the right thing protecting our stream and lakes from pollution. We also had the issue that the original drain field was too close to our Well. Yes, it was our decision to protect our water ways for generations to come. I am not sorry for that.

4. Catherine is correct I cannot possibly know the future for the development however I do know that if the property owners ever decided they wanted to pave, we have a 60' easement and only need 24' of that for a paved 2 lane road, there would still be a 36' buffer zone. I also have been to enough meetings and know that the people in Pine Glen what to keep as much buffer zone between their property and the road. With 79 members and needing 2/3 vote to widen the road I really don't think that will ever happen, it also cost a lot of money.

5. We appreciate her compliment on everything we have done being very tidy and well taken care of, we plan to continue that practice with this building project. I would also like to note that what they see and believe to be the property line is not correct and if they would just come look and actually look at the true and

correct boundary lines they would see that what we are proposing would in no way create any problem.

In Response to Bill Domarotsky:

In reading the response and the concerns it is obvious that the major problem is that they have no idea where our property line is. It is really a shame that not one person, Bill Domarotsky or any of the Trustees took the time to actually come and look at the layout of our project. Each one of them has to drive by to get to their property. I would also like to note that this is the very first time the President and the Trustees have ever responded to a variance application. We applied for and obtained several other variances at another place in Pine Glen one being a shop just 10' from Pine Glen Drive, they had no issue with that.

There is a 10MPH speed limit in Pine Glen, the members and their guest use the road for walking, biking, 4 wheelers, motorcycles (with little kids), golf carts, snowmobiles and other off-road vehicles. This is not a place you're going to get 2/3<sup>rd</sup> of the property owners to agree on having the road width expanded and asphalted. It is also very expensive and a lot of the members could not afford it.

Concern #1: Checking with the Kittitas County Rural Area Public Roadway Design Standard, it clearly shows that the Right of Way is 60' Lane Width is 11' Shoulder Width is 1' for total Pavement Width of 24' leaving buffer area of 36'.

Concern #2: Once again they still have the complete 60' right of way I am not encroaching into the right of way and the right away leads to a one lane bridge.

Concern #3: Other variances just like this have been applied for and granted as I stated. There was no concern then as there should not be now.

Concern #4: As stated previously we are not encroaching into the 60' right away they will still have all 60' to assess the bridge for any repair or replacement.

Concern #5: The area of the 1' is a small area and there is a 32' buffer area of tress, brush and our well house in that corner. I have attached some pictures to

show that the area is not needed for snow removal and is not currently being used.

Concern #6: All I can say is wow, the speed limit is 10 MPH and as you can see from the pictures I have attached, they would have to come a long way off the road to hit the structure and I am quite certain that the large fir trees in that area will stop any car, truck, 4-wheelers, motorcycles or golf carts from hitting the structure.

Concern #7: Yes, we as do many have complaints about noise at 3am. When dust control is the supposed to be done each year and isn't, many members complain so we are not the only ones.

Concern #8: Now to the real issue, we financed 2 other lots for someone else. We simply had the cash to purchase for someone else, so no were not going to build there. It's amazing that by us out bidding someone on an Estate Sale can lead to all of this.

I think this letter was done out of spite and really had nothing to do with the road. I find it interesting that they would have a problem with those of us doing things the legal way and following the process of obtaining all the permits and not a problem with the unpermitted work being done in Pine Glen. I also find it ironic that one of the Trustee would be concerned about the road and not concerned with the keeping our river water safe, as they are sharing a well with their neighbor and yet they have no septic system. What goes in must come out.

I hope this answers any questions that you may have had. I am attaching pictures that hopefully will show the property and the areas better. If you have any questions or do not understand any of my explanation's please feel free to give me a call.

Sincerely,



Doretta Pratt

(509) 304-4880

## Chapter 3 – Road Standard Deficiencies

### What is a Deficient Road?

County roads that do not meet design standards are considered deficient. Design standards are found in the Kittitas County Road Standards (KCRS) and must also be in accordance with Washington State Department of Transportation (WSDOT) and American Association of State Highway and Transportation Officials (AASHTO) standards. The following tables indicate the major components of KCRS county road design standards and access spacing requirements:

**Table 3-1**  
**Rural Area Public Roadway Design Standards**

<i>Average Daily Traffic</i>	<i>Functional Classification</i>	<i>Right of Way</i>	<i>Lane Width (BST/HMA)</i>	<i>Shoulder Width (BST/HMA)</i>	<i>Total Pavement Width</i>	<i>Side Slope</i>	<i>Cut Slope or Fill Slope</i>
0-399	Local	60'	11'	1'	24'	4:1	2:1
400-749	Local or Collector	60'	11'	2'	26'	4:1	2:1
750 +	Local or Collector	60'	11'	3'	28'	4:1	2:1



# EASTSIDE CONSULTANTS, INC.

ENGINEERS-  
SURVEYORS

Invoice number 288  
May 1, 2000  
Page number 1

David & Doretta Platt  
26809 N.E. Bird St.  
Duvall, Wa. 98019

Professional Services for the period of 4/1/00 - 4/30/00

Project 00525 Stake Corners

Research, office calculations for set up for crew. Stake property corners.

	Hours	Rate	Amount
	-----	-----	-----
Professional Surveyor	2.50	85.00	212.50
2 Man Crew & Equipment	6.00	105.00	630.00
	-----	-----	-----
Services total	8.50		842.50
			-----
		TOTAL DUE THIS INVOICE	842.50
			-----

TERMS: NET 30 DAYS. A SERVICE CHARGE OF 1-1/2%/MO. IS ADDED THEREAFTER.

# EASTSIDE CONSULTANTS, INC.

ENGINEERS-  
SURVEYORS

Invoice number 1712  
September 1, 2001  
Page number 1

David & Doretta Pratt  
26809 N.E. Bird St.  
Duvall, Wa. 98019

Professional Services for the period of 7/29/01 - 8/31/01

Project 01584 Lot 6, Blk. 2, Pine Glen

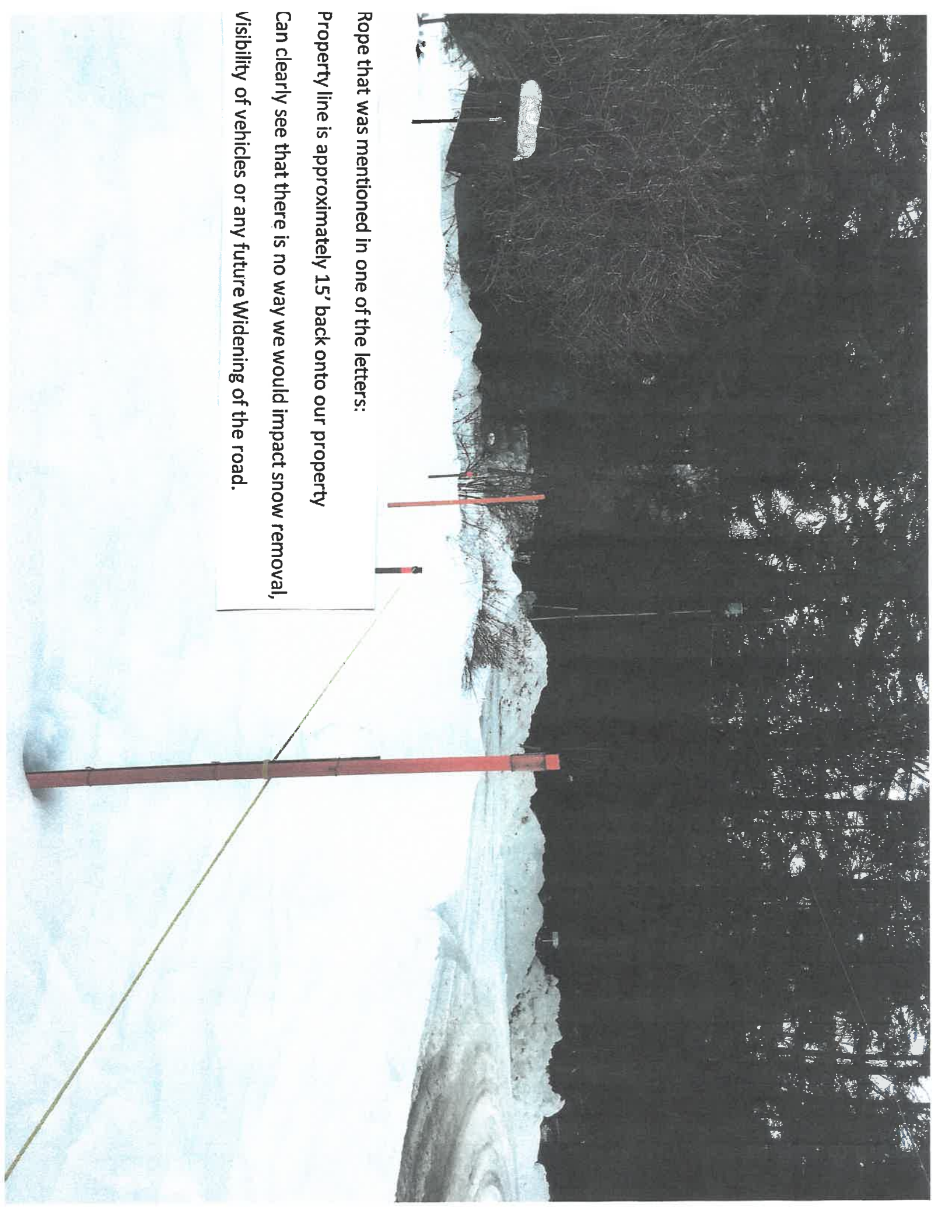
Lot survey, Pine Glen.

	Hours	Rate	Amount
Principal Engineer	1.00	98.00	98.00
2 Man Crew & Equipment	6.50	110.00	715.00
Services total	7.50		813.00
TOTAL DUE THIS INVOICE			813.00

*Paid  
10-10-01  
Ch # 8311*

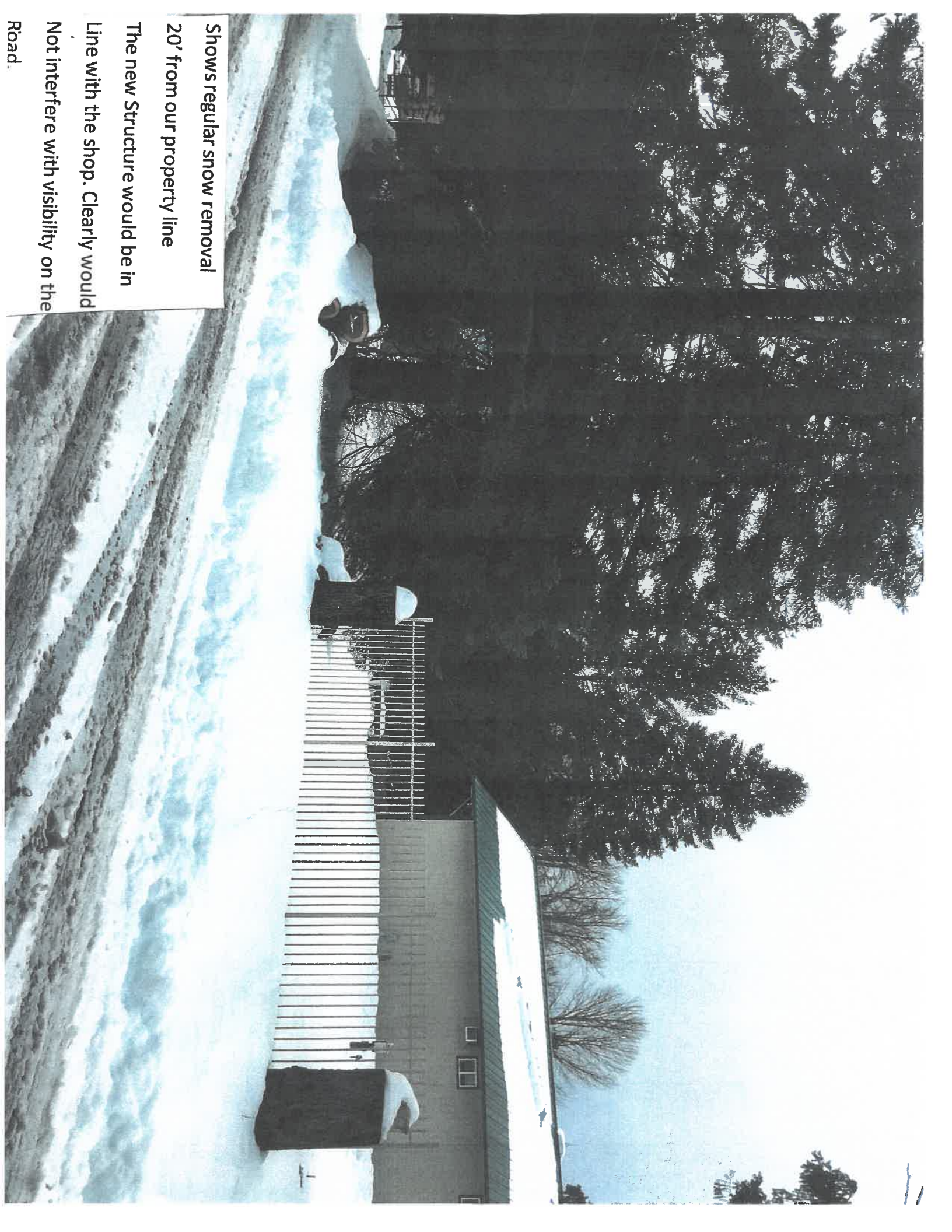
TERMS: NET 30 DAYS. A SERVICE CHARGE OF 1-1/2%/MO. IS ADDED THEREAFTER.





Rope that was mentioned in one of the letters:  
Property line is approximately 15' back onto our property  
Can clearly see that there is no way we would impact snow removal,  
visibility of vehicles or any future Widening of the road.





Shows regular snow removal  
20' from our property line

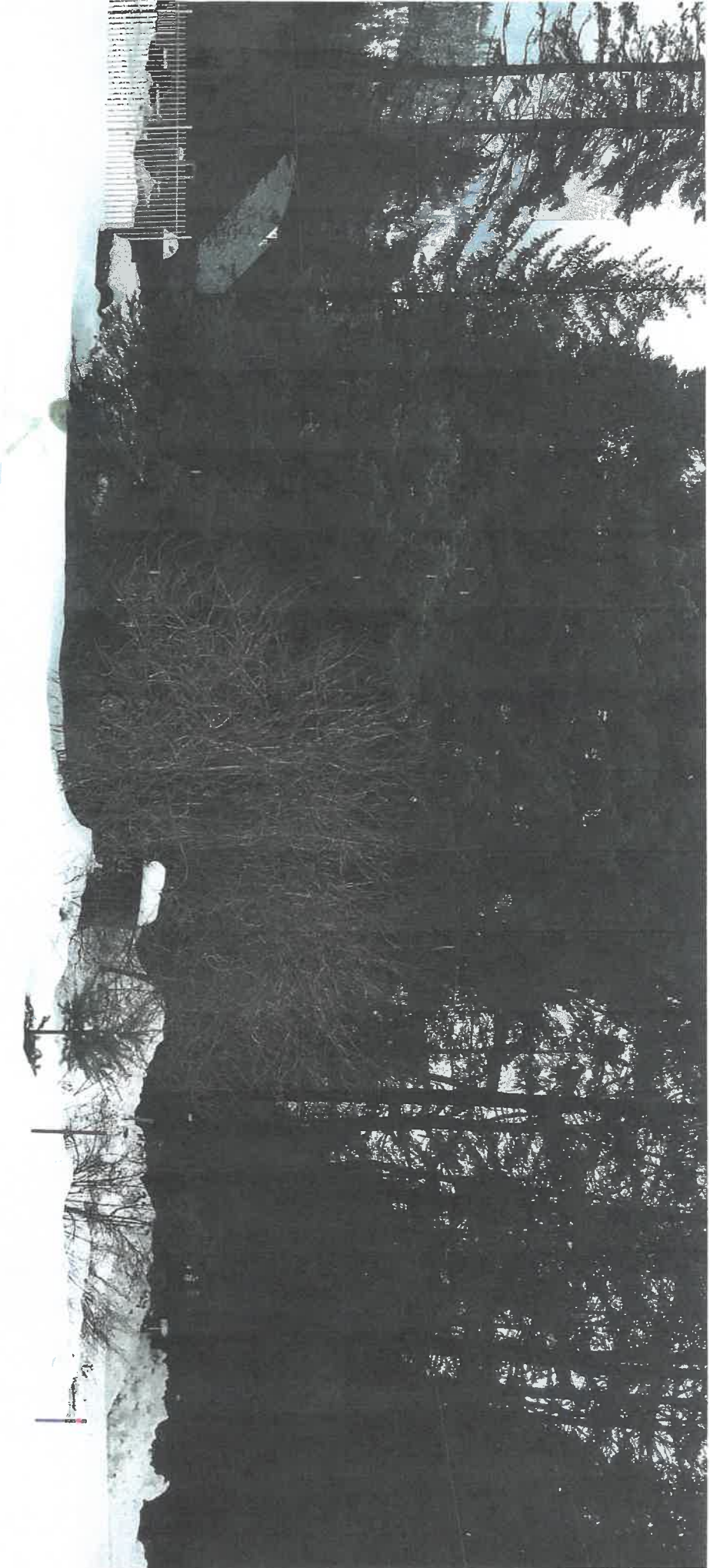
The new Structure would be in

Line with the shop. Clearly would

Not interfere with visibility on the

Road.



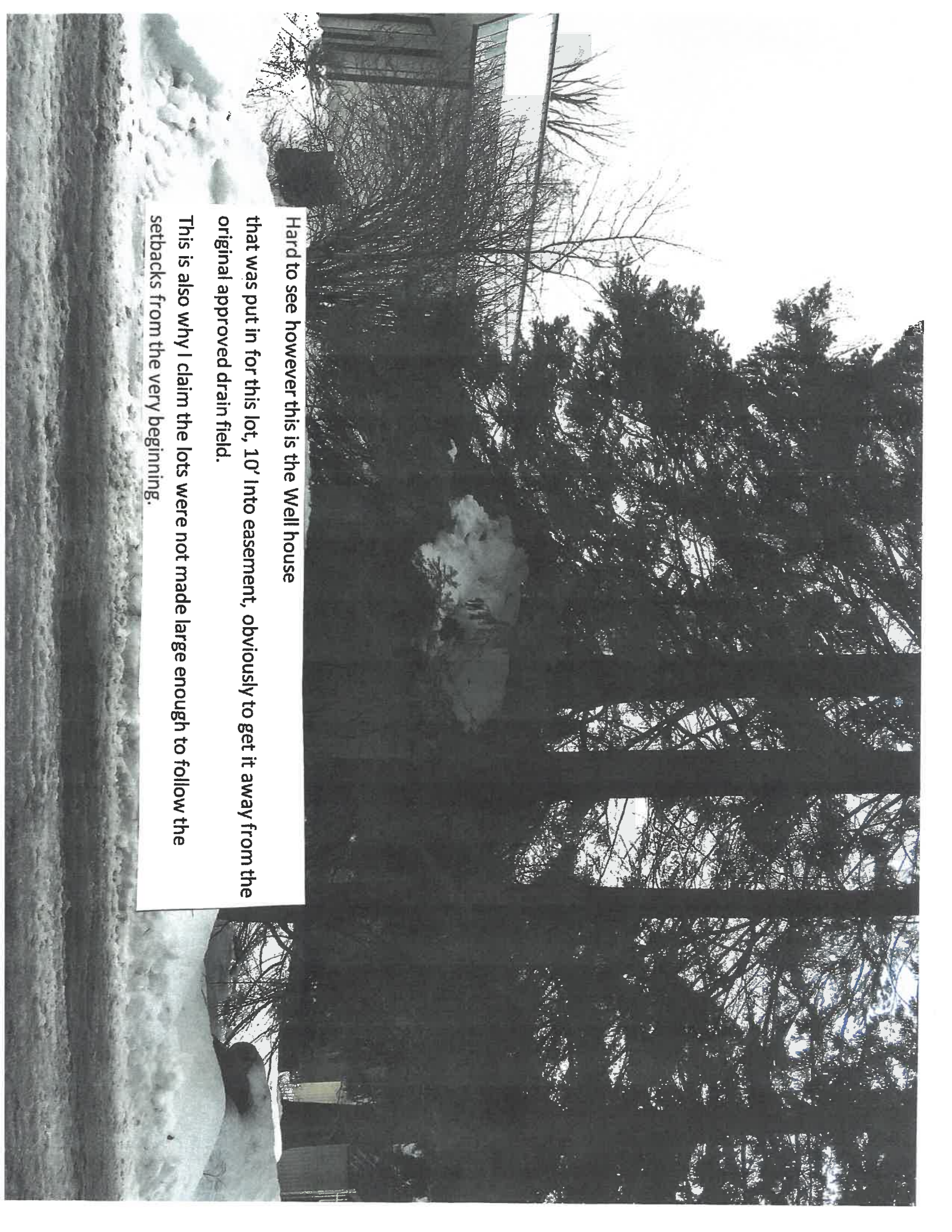


Please note this yellow arrow and dot is approximately  
Where the corner property stake is.

This shows the existing buffer area  
At the corner where the 1' variance would be.  
The trees cannot be removed without property owners  
Approval. The well is also in that cluster of Fir Trees.







Hard to see however this is the Well house  
that was put in for this lot, 10' Into easement, obviously to get it away from the  
original approved drain field.

This is also why I claim the lots were not made large enough to follow the  
setbacks from the very beginning.