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Subject: Thorp Landing Lane SEPA checklist comments
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The map indicates the proposed Thorp Landing Lane accesses the lots via Thorp Highway S and extends northwest to Goodwin Road. The proposal does not indicate if the residential road will actually access Goodwin Road. The applicant previously applied for and received a road access permit for "agricultural access" only onto Goodwin Road precisely where this residential access road ends at Goodwin Road. County code only allows one access off of county roads for these residential lots. So it must be assumed that the Agricultural road access permit cannot be used to allow the proposed residential Thorp Landing Lane to access Goodwin Road. Agricultural access can be provided via Thorp Highway S negating the need for the agricultural road access permit.

Historically agricultural access to the property has been strictly via Thorp Highway S and now that Thorp Landing Lane will be a paved road traversing the entire property, easily accessing all the agricultural fields, no access is needed via Goodwin Road and the permit for access from Goodwin Road must be revoked. The applicant has no facilities (barns, etc) that need to be accessed off of Goodwin Road.

Of course the applicant failed to identify the stream at Goodwin Road and also the stream to the east of the Thorp Landing Lane and the various springs on the property to the west. No control of soil movement and runoff protection has been placed and the applicant has been excavating and grading and removing soil from the property prior to the date of this SEPA checklist. Soil has been removed and sold from the property, once again violating county code. I guess the county is continuing its "it is easier to ask for forgiveness than permission" policies.

The applicant indicates that there is no archeological resource on the property. This false and soils have been removed that may contain artifacts of concern.

Of concern is what is the real intent of a 3800 foot residential road that cannot access Goodwin Road. The applicant has been landing his plane on the property multiple times in the past two months. The name of the proposed road and past activity of the applicant suggests that the real intent of such a long dead end residential road is actually an airplane land strip. An airport is a conditional use in Ag-20 and this SEPA in no way allows or mitigates the conversion of this residential road to a airport landing strip. This property is surrounded by houses, aerial utilities, intense recreational uses on the Palouse to Cascades trail (including horse riding), livestock production, public school, church, commercial activity at exit 101, Interstate 90, and urban residential densities in the Thorp LAMRID.

The applicant's landings on the property has already spooked neighbors` horses out of their corrals, scared neighbors by banking directly over houses when aborting landings.

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