Date: 7th Dec. 2024
To whom it may concern,

Thank you for your notification regarding the proposed development plan with regards to Wildwood Ranch LLC. The provided documentation allowed me the opportunity to thoroughly assess and evaluate the proposal.

The proposed Wildwood Ranch Development, detailed in the application documents (File Numbers: SUB-2023-003, DA-2024-001, SEPA-2024-004), raises a number of serious concerns regarding its impact on the environment, local wildlife, infrastructure, and the well-being of the surrounding community.

This summary aims to highlight key issues based on factual information found within the application, providing a clearer understanding of the risks this development poses to both the natural landscape and the residents of Cle Elum. The following points address concerns related to safety, traffic, water management, wildlife protection, noise, parking, among others.

KEY:

- Regular font = facts within application documentation
- **Bold font** = Cherie Tourangeau's comments and concerns, including source links and supporting records.

Here you will find a summary of concerns using real facts found within the proposed development application:

- **Water. Pg.5** Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. No waste materials will be discharged to surface waters. Treated and detained stormwater may overflow to the irrigation pond in the southeast corner of the site. **(The application provides a Critical Areas Report summary from a viewpoint that our pond is not considered wetlands and therefore not a protected class. This appears to be a strategic approach to minimize how the pond is not only a unique water feature but a relied upon water and food source for our wildlife. They also state stormwater runoff "may" overflow to our pond suggesting their detention solutions may be over leveraged at times.**
  - **What happens to surrounding homes at peak capacity and flooding of our pond?**
  - **What environmental impacts would we experience to existing ecosystems supported by our ponds, rivers and streams due to stormwater runoff?**



- **Should flooding occur, my drainfield is on the west side near this property line and our pond, which would pose concerns for risk of contamination during peak usage.**
- **Redirecting stormwater from City property to adjacent County property does not seem appropriate. Given that the pond is within County jurisdiction and not City, has the proper approval process been completed by Kittitas County?**
- **Another concern is related to the effect of the below ground water table by adding impervious areas of development, and directing stormwater to, or near the pond.**
- **Raising the water table even a little bit could be problematic to Kendrick Station and surrounding homeowners. This proposed development lacks qualities to protect this body of water as outlined within the Clean Water Act.**
- **This is not a responsible or feasible plan, especially when our community members swim, boat, and use this pond, like our wildlife relies on it to survive. You might ask yourself how one might feel if someone used your property to potentially contaminate it? This pond is a factor of private property and property values.)**

- **Animals. pg.7** According to the SEPA document checklist you read that the current parcels provide common animals such as Deer and Song Birds. Nothing more is listed. **(Application lacks transparency to the wildlife that exists within our community and the dependency on the pond as not only a water source but a food source for a variety of wildlife animals such as Elk, Deer, Ducks, Geese, Crane species, Frogs, Fish, Bald Eagles and More.**
  - **These PHOTOS represent what exists within Kendrick Station, including Elk that visit our yards and other wildlife that makes up this great community.**
  - **As the development agreement reads today, there are no solutions for our wildlife.**
  - **Where will they go?)**
- **Noise. pg.9** According to their submitted documents they state the following narrative of noise that currently exists and what to expect: "Primary noise on site is from traffic on area roadways and highways and is typical to a residential neighborhood." They then state their opinions of what construction and long term noise may bring: "Typical noise from construction vehicles is anticipated on a short-term basis. Construction hours are weekdays from 8AM to 5PM with the exception of holidays. *Minor noise from traffic or parking is anticipated in the long-term, which is typical of a residential neighborhood.* **(According to the national average, there are 2.57 people per household. Calculating 2.57 x 93 proposed households = 239.01 of added density.**
  - **While the application believes this number would be 201, we believe the density is understated based on the above census data.**

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  - **The application documents should improve considerations to overall noise from children, pets and backyard social gatherings of additional density and how this would impact our surrounding community members.**
  - **Lack of any buffer planting strip, trees or shrubs to protect our community and its wildlife is not proposed. One might conclude that this application of proposed development lacks integration with the Community of Cle Elum.**
- **Parking. pg.13** "Two parking spaces per home" or 186 total spaces. **(There are no planned improvements for additional city parking to support increased density. What issues will this bring to our established nearby communities who only have one access point in/out?**
  - **In the event of an emergency, could congestion impact medical response vehicles, including fire response, or in the event of a wildfire?**
  - **If you consider that approximately every dwelling received a minimum of 4 visitors per month, this is an added density of 372 vehicles that would need space to park. Where would these people park without any additional public parking and improved rights-of-way?**
  - **What happens when a few homes celebrate a significant life event such as a graduation or retirement party? 186 spaces would not support the added traffic this area would experience based on how the development plan is written currently.)**
- **Traffic impacts. pg.7** A traffic impact analysis was completed for this proposed development and suggests minimal impacts to E. Third St. However, what is stated in **SEPA checklist** may highlight the increased traffic to existing communities that have only one way in/out to their homes: *"Approximately 53 AM Peak Hour vehicle trips and 70 PM Peak Hour and 770 weekday daily trips are expected to be generated by the 93 proposed single and multi-family dwelling units per the Traffic Impact Analysis of Wildwood Ranch completed by TENW (April 2024)."* **(We'd like to point out the inconsistencies to the number of dwellings throughout the application documents which is of great concern to the calculations to meet city code requirements.**
  - **Pg.3 of Traffic impacts. - Here you will identify in the proposed map that there are only 88 lots, not the 93 lots in this Development Agreement. Within the geotechnical feasibility study pg.2 the documentation speaks of "40 single-family lots".**
  - **These inconsistencies are present throughout the documentation.**
  - **Regarding total acreage being developed, I have read a variety of inconsistencies such as 11.4, 11.74 and 11.97 acres, which impact all calculations performed to determine eligibility of a development agreement, including accurate traffic impact analysis and safety requirements.**



  - **Kendrick Station's private gravel roads are not safe without sidewalks to support 770 weekday trips and the overflow of traffic this would result in to our private easements/roads.**
  - **Our families use these roads to walk our dogs and our kids walk to the bus stop. How do we keep them safe without sidewalks, traffic signals, lighting, etc.?)**

- **Aesthetic Impacts. pg.11** According to the SEPA checklist document, the following is stated: "Proposed measures to reduce or control aesthetic impacts, if any: There are no measures to reduce or control aesthetic impacts proposed at this time. The design of the project will be in conformance with the City of Cle Elum Municipal Code." **(While this development document speaks to potentially meeting municipal code based on past developments within the City of Cle Elum, this development application does not.**
  - **There would certainly be architectural and aesthetic inconsistencies with this new development versus Kendrick Station and surrounding residences.**
  - **For example, established community members own more expensive homes w/larger lots versus the proposed high density, smaller and less expensive living use types.**
  - **It suggests that this new proposed development has greater advantages than our existing community given potential negative impacts to our home values and lack of cohesion.**
  - **3,000 square foot lots do not integrate to what exists currently, nor does it exist as a standard within our city code. *Proposed modifications to city code are of great concern, including up to 80% impervious surface and many other code variances that are requested.***
  - **Greater setbacks and reduced dwellings could achieve an improved development plan while not hindering negative impacts to our community.**
  - **Necessary transition from lower value properties to more high dollar homes would be necessary to protect our real estate values and the safety of pedestrians.)**
- **Recreation. pg.12** "What designated and informal recreational opportunities are in the immediate vicinity? A number of parks and outdoor recreational opportunities are within the vicinity of the proposed project site including Centennial Park, Flag Pole Park, Wye Park, and the Cle Elum City Park. There are many hiking, biking, fishing and other various year-round outdoor recreational opportunities in the surrounding areas." Within section C. of the SEPA Checklist, it states the following: Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: "There are no measures to reduce or control impacts on recreation proposed at this time." **(There are no plans to make improvements within this development.**



- **One might suggest a jogging path, playground, public benches, trees and buffers to accommodate and support the community and to mitigate against noise.**
- **This would support transition to established communities where green space exists for wildlife to thrive and *quiet enjoyment* that is currently present within our community today.**
- **We all should consider the lack of new infrastructure this development agreement proposes with the magnitude of density this development would bring.**

- **Transportation. Pg.13** "Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). Frontage improvements along E 3rd Street/Dear Meadow Drive and E 1st Street/Spanski Road, if required. Additionally, a new road will provide access to the proposed residences and will include sidewalks." **(This proposal is written to suit the developer and not existing community considerations to public safety.**
  - **Our gravel roads are not safe without sidewalks, traffic signals and crosswalks.**
  - **Further study of impacts on safety would be required.**
  - **In addition, the developer provided details within the 11.7.2024 response letter pg. 2, section 8.8.d omitting Alley ways used for public rights-of-way which support fire and safety vehicles to access rear or side of properties as outlined in municipal code: 16.08.020. This is of great concern to nearby homes should response vehicles not have a public path to access homes in the event of a wildfire, structure fire or a public safety event.**
  - **Given that E. Third and Deer Meadow is partially in the City of Cle Elum and partially in Kittitas County jurisdiction, has the county provided proper review and analysis of this proposed development agreement? Kittias County Road Map.)**
- **Proposed revisions with safety and environmental impacts in mind: To achieve integration within an established community and to address safety issues that exist within this proposal, reducing the number of dwellings would be required. One might suggest the following to achieve responsible development that supports the safety and consideration of its community:**
  - **Develop single family homes with larger lots surrounding its perimeter property lines and including townhomes in the central part of the property. By doing so, you develop upside for both parties by reducing density, traffic and noise; making for a safe and integrated community development.**



- **Having a mix of larger lots at the perimeter of the property would support natural landscape and buffer areas that wouldn't displace wildlife.**
- **Reduced dwellings would require less rights-of-way improvements given less density where infrastructure doesn't currently exist to support 93 dwellings.**
- **Reroute stormwater runoff to the west of the property entrance to protect water quality and water table concerns that would certainly impact Kendrick Station residents.**
- **Alignment of existing city code without any modifications.**

While development is inevitable, responsible development must be enforced. **Increasing density by 132% from their original plan of 40 single family homes put profits ahead of public safety and fundamental environmental impacts.**

This application suggests that this proposal fits "typical residential communities." When you travel down E. Third Street, our community is located down a dead end road with larger homes and greater property values. Typical residential communities this application speaks to are geared toward communities such as: **"Cle Elum Pines West Subdivision"** where developments occurred next to established highways and where public infrastructure was in place or created in order to support its development. The Wildwood Ranch proposed development plan does not.

In conclusion, while development is a necessary part of a growing community, it must be done with careful consideration of all factors to ensure that it is both responsible and sustainable. The current proposed development fails to address critical environmental, safety, and community concerns, and several inconsistencies within the application raise further questions about its feasibility and long-term impacts. I urge the relevant authorities to carefully review these issues and ensure that the development plan is revised to better align with the values and needs of our community while maintaining existing property values, public safety and integration to the expanding community. Responsible development should seek to enhance the quality of life for all residents and protect the natural resources that make Cle Elum such a special place to live. And no development should propose revisions to city code that put our great little town at risk, including litigation risks for the city. Thank you for your attention to these important matters.

Sincerely,

Cherie Tourangeau
A: 720 Deer Meadow Drive, Cle Elum, WA 98922
C: 206.920.0178 / E: CherieT@UrbanStorage.com



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Source Documents: **(Cherie Tourangeau's Letter)**

Link to all documents.
https://cleelum.gov/city-services/planning/wildwood-ranch-development/

Link to development video.
https://www.youtube.com/watch?v=ZZkevRcf5uA
(Video does not represent the 93 homes however, includes only a design of 67 homes. This video was published on November 19, 2024. This relates to the inconsistencies found throughout this development application.)



Wildwood Ranch Neighborhood in Cle Elum, Washington

Richard Harrison Subscribe

68 views Nov 19, 2024
This is a small infill neighborhood that was recently approved in the City of Cle Elum

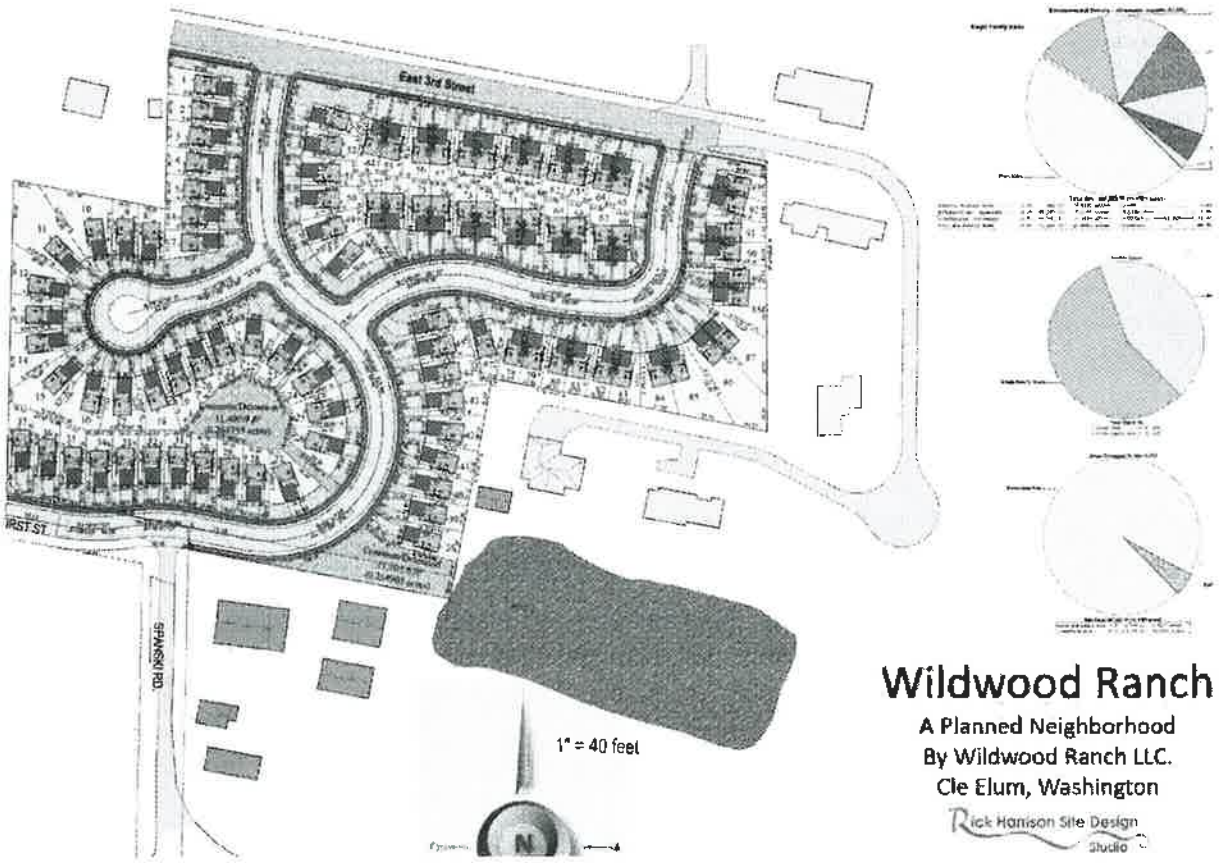
Richard Harrison

Videos About

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Source Documents: **(Cherie Tourangeau's Letter)**

Proposed community plan/map.
https://drive.google.com/file/d/1gbq6_q7RZhOGXTxAkWgeDJzggA_3DAx3/view



Source Documents: **(Cherie Tourangeau's Letter)**

Link to community photos.

(This represents our current community, the quiet enjoyment we have, the safety we have and the wildlife that exists. These photos are provided by the home owners who live here.)

https://drive.google.com/drive/folders/1s56etnfVEBMmZ5fkZbDRCB5PU-iue0ES



Clean Water Act.

https://www.epa.gov/laws-regulations/history-clean-water-act#:~:text=As%20amended%20in%201972%2C%20the,setting%20wastewater%20standards%20for%20industry.

Municipal code: 16.08.020.

https://cleelum.municipal.codes/CEMC/16.08.020

Setbacks.

https://cleelum.municipal.codes/CEMC/16.08.050

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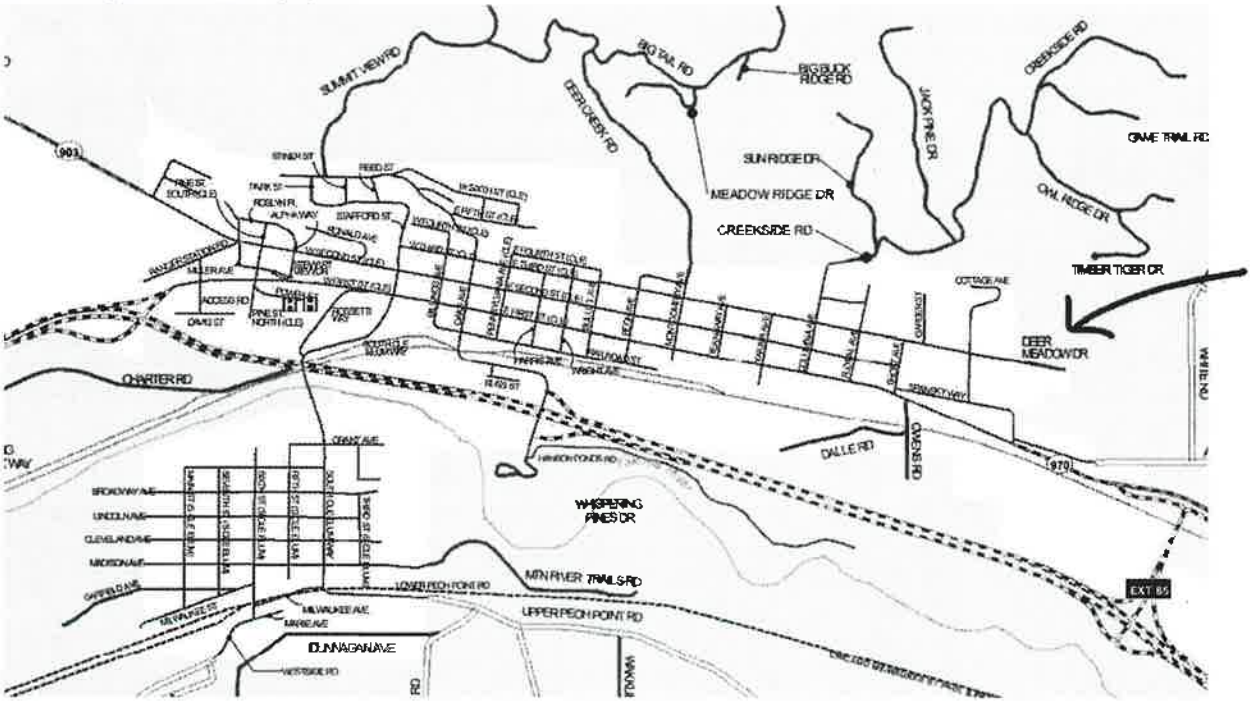
Source Documents: **(Cherie Tourangeau's Letter)**

Buffer planting strip.
https://cleelum.municipal.codes/CEMC/16.08.040

Cle Elum Pines West Subdivision.
https://cleelum.gov/city-services/administrative-services/public-notices/cle-elum-pines-west-subdivision/

National average census.
https://www.census.gov/quickfacts/fact/table/US/HCN010217

Kittias County Road Map.
https://www.co.kittitas.wa.us/uploads/public-works/atlas/county-wide//Kittitas_County_Road_Map.pdf



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EXHIBIT 5 - PROPOSED STANDARDS

City of Cle Elum Municipal Code

Chapter 16.12A SUBDIVISIONS	Original and Proposed descriptions
Original 16.12A.060(A.1) Development standards	Blocks. Blocks shall not exceed eight hundred feet in length nor less than three hundred feet on any single side, unless terrain or property boundaries prevent compliance with this standard;
16.12A.060(A.1)Proposed modified standards	**No block requirements for this project.**
Original 16.12A.060(A.10) Development standards	*Streets.* All lots shall abut on a dedicated and improved public street for at least twenty feet;
16.12A.060(A.10) Proposed modified standards	Streets. All lots shall abut on a dedicated and improved public street for at least twenty feet; **if a shared driveway is proposed for a common wall unit, the adjoining properties can combine their street frontage total to meet the 20-foot street frontage connection minimum requirement.**
Original 16.12A.060(C.3) Development standards	Alley. Paved alleys with a minimum width of sixteen feet within a twenty feet of right-of-way shall be provided unless prohibited by physical limitations that are not caused by the proposed street layout or the design of the project;
16.12A.060(C.3) Proposed modified standards	**No alley requirements for this project.**
Original 16.12A.060(C.9-Note 4) Development standards	In residential areas, sidewalks shall be separated from the curb by a minimum four feet planting strip or filter strip.
16.12A.060(C.9-Note 4) Proposed modified standards	In residential areas, sidewalks **may** be separated from the curb by a minimum four feet planting strip or filter strip.
Original 16.30.040(E) Final plat procedures	Certification and Recording. Upon approval, the council shall certify its acceptance by authorizing the mayor to sign the plat. The director shall have the final plat recorded with county auditor.
16.30.040(E) Proposed final plat procedures	Certification and Recording. Upon approval, the council shall certify its acceptance by authorizing the mayor to sign the plat. The **developer** shall have the final plat recorded with county auditor.

Chapter 17.20 RM - Multi-Family	Variance Descriptions
Original 17.20.010(A) Permitted uses	Single-family dwellings, multiple-unit dwellings and townhouses;
17.20.010(A) Proposed Permitted uses	Single-family dwellings, **common wall units**, multiple-unit dwellings and townhouses;
Original 17.20.030 Front yard	There shall be a front yard having a minimum depth of ten feet.
17.20.030 Proposed Front yard	There shall be a front yard having a minimum depth of ten feet. **Driveways shall be minimum 20-ft long from back of sidewalk to front of garage.**
Original 17.20.050 Side yard	There shall be a side yard of not less than ten feet in width on each side of a building, and not less than five feet in width between lot side and buildings in the rear yard. A side street side yard shall have a minimum width of fifteen feet.
17.20.050 Proposed Side yard	There shall be a side yard of not less than 5 feet in width on each side of a building, and not less than five feet in width between lot side and buildings in the rear yard. A side street side yard shall have a minimum width of fifteen feet. **When the common property line of two lots(common-wall unit) will be covered by a proposed buildings(s), the required applicable interior setbacks shall not apply along the common-wall property line.**
Original 17.20.080 Lot coverage	The lot area covered by structures shall not exceed forty-five percent of the lot area.
17.20.080 Proposed Lot coverage	**The lot area covered by single family and common wall units and structures accessory thereto shall not exceed sixty percent (60%) of lot area for single family and eighty percent (80%) for common wall units. Lot coverage shall be based on the total impervious area of the lot.**





Original 17.20.090(G) Design review and design guidelines	*Parking and Access.* If alley access is available and not incompatible with adjacent single-family development, access to parking shall be from the alley. When access is provided from the street, the driveway width and location shall be approved by the city engineer. *Parking may be located in or under the structure, or in the required rear and side yards (other than a side street side yard). Parking may not be located in the required front or side street side yards except for single-family residences. Driveways and parking areas for more than four vehicles shall be screened from adjacent residential properties by a wall or solid evergreen hedge at least five feet in height. If parking is located in or under the structure, the parking must be screened by a front facade and a view obscuring facade or fence along the side of the structure.*
17.20.090(G) Proposed Design review and design guidelines RECEIVED DEC 18 2024 RECEIVED NOV 07 2024	**Parking and Acces a) The proposed development conforms to the Development Standards for Local Residential Access streets as set forth in CEMC 16.12A.060.C, excluding the following design requirements.** **b) Sidewalks. Sidewalks may not be separated from the curb by a planting or filler strip in order to provide efficient land use consistent with efficient urban use of property.** **c) Rolled Curbs. Owner shall have the option of either barrier or rolled curbs for the Development.** **d) Alley. An alley layout is not required within this development proposal. The street layout has been designed to limit paved areas to the minimum necessary to access all lots from existing and new streets. In lieu of alleys, emphasis was put on grouping private open space together adjacent to existing development that will serve as private open space between new development and neighboring parcels.** **e) Vehicular access to all lots will be from public streets.** **f) The vested standard for construction of roads and all other construction within the publicly owned right-of-way shall be based on the current (2024) published edition of the "Standard Specifications for Road, Bridge and Municipal Construction" and "Standard Plans for Road and Bridge construction" as published by Washington State Department of Transportation and American Public Works Association as modified by the city's construction standards.**

Chapter 17.16.010 R - Residential District	
Original 17.16.010(A) Permitted uses	One single-family dwelling (including manufactured homes) or duplex per legal lot of record.
17.16.010(A) Proposed Permitted uses	One single-family dwelling (including manufactured homes) or **common-wall units.**
Original 17.16.040 Front yard	A front yard having a minimum depth of twenty feet is required. If on any given block, over fifty percent of the existing structures on the same street frontage are set back less than twenty feet, the required front yard shall be reduced to the average of the existing front yard setbacks along that street frontage.
17.16.040 Proposed Front yard	**There shall be a front yard having a minimum depth of ten feet. Driveways shall be minimum 20-ft long from back of sidewalk to front of garage.**
Original 17.16.060 Side yard	There shall be a side yard of not less than five feet in width. A side yard adjacent to a public right-of-way, an alley or street shall have a minimum width of fifteen feet. Side yard setbacks shall be measured from the drip line of the principal structure's eave to the property line.
17.16.060 Proposed Side yard	There shall be a side yard of not less than 5 feet in width on each side of a building, and not less than five feet in width between lot side and buildings in the rear yard. A side street side yard shall have a minimum width of fifteen feet. **When the common property line of two lots(common-wall unit) will be covered by a proposed buildings(s), the required applicable interior setbacks shall not apply along the common-wall property line.**
Original 17.16.070 Site area	For every building hereafter erected or structurally altered or moved into the district, there shall be provided a lot area of not less than five thousand square feet per unit for one-family dwellings, and not less than seven thousand square feet per unit for duplexes.
17.16.070 Proposed Site area	**Within the residential district, the minimum lot size for multiple unit dwellings shall be fifteen thousand (15,000) square feet. The minimum lot size for single-family dwellings shall be determined by the minimum density and the ability of the proposed lots to support a dwelling and the required setbacks and parking. The minimum density shall be seven dwelling units per acre and the maximum density shall be sixteen dwelling units per acre.**

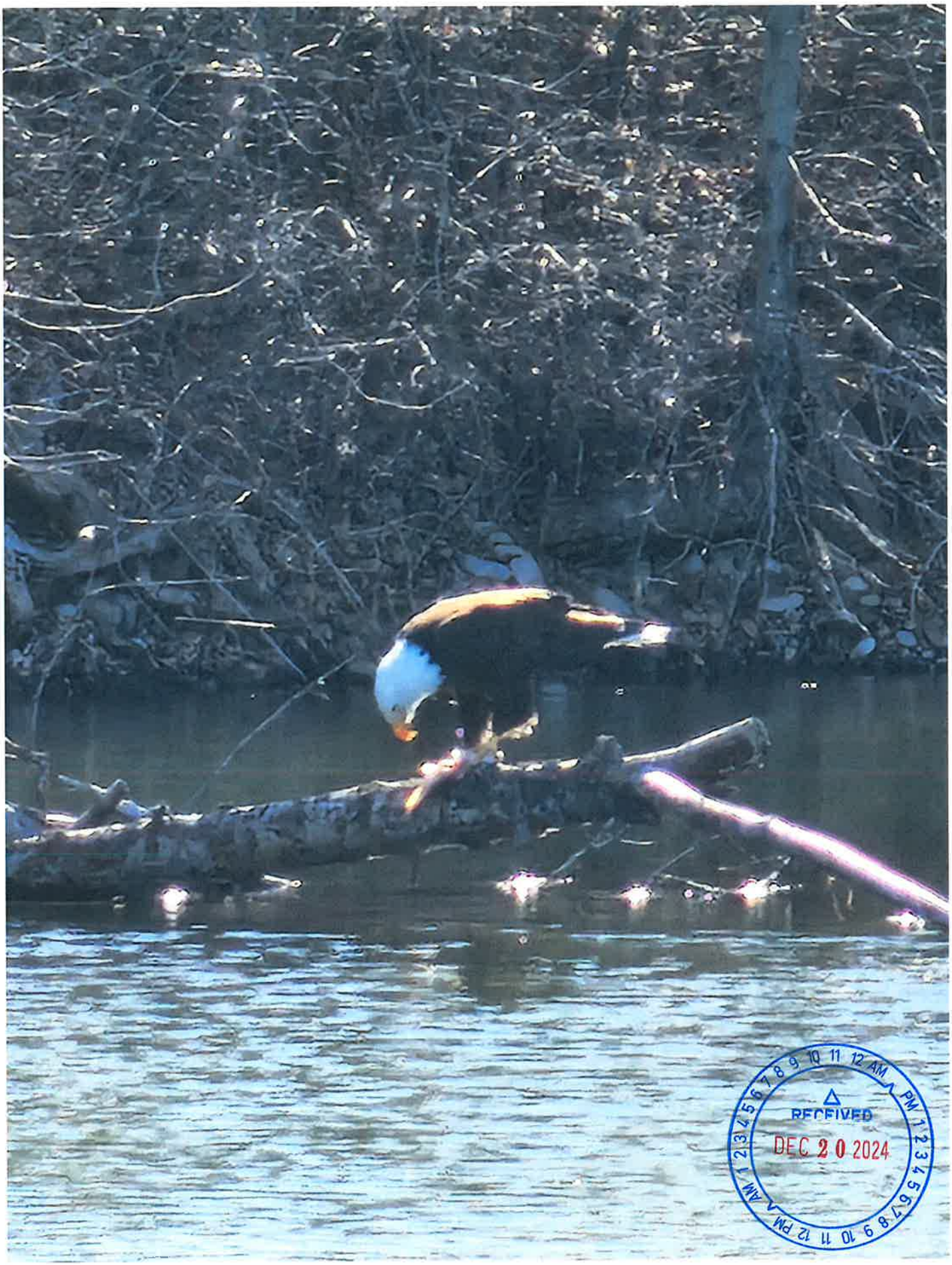
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Original 17.16.090 Lot coverage and lot width	The lot area covered by single-family dwellings, duplexes, accessory structures, and paving/concrete for parking areas or walkways shall not exceed sixty percent of the lot area. No residential lot having a width of less than forty feet, a depth of less than seventy-five feet, nor less than twenty feet of street frontage shall be created.
17.16.090 Proposed Lot coverage and lot width	**The lot area covered by single family and common wall units and structures accessory thereto shall not exceed sixty percent (60%) of lot area for single family and eighty percent (80%) for common wall units. Lot coverage shall be based on the total impervious area of the lot.**



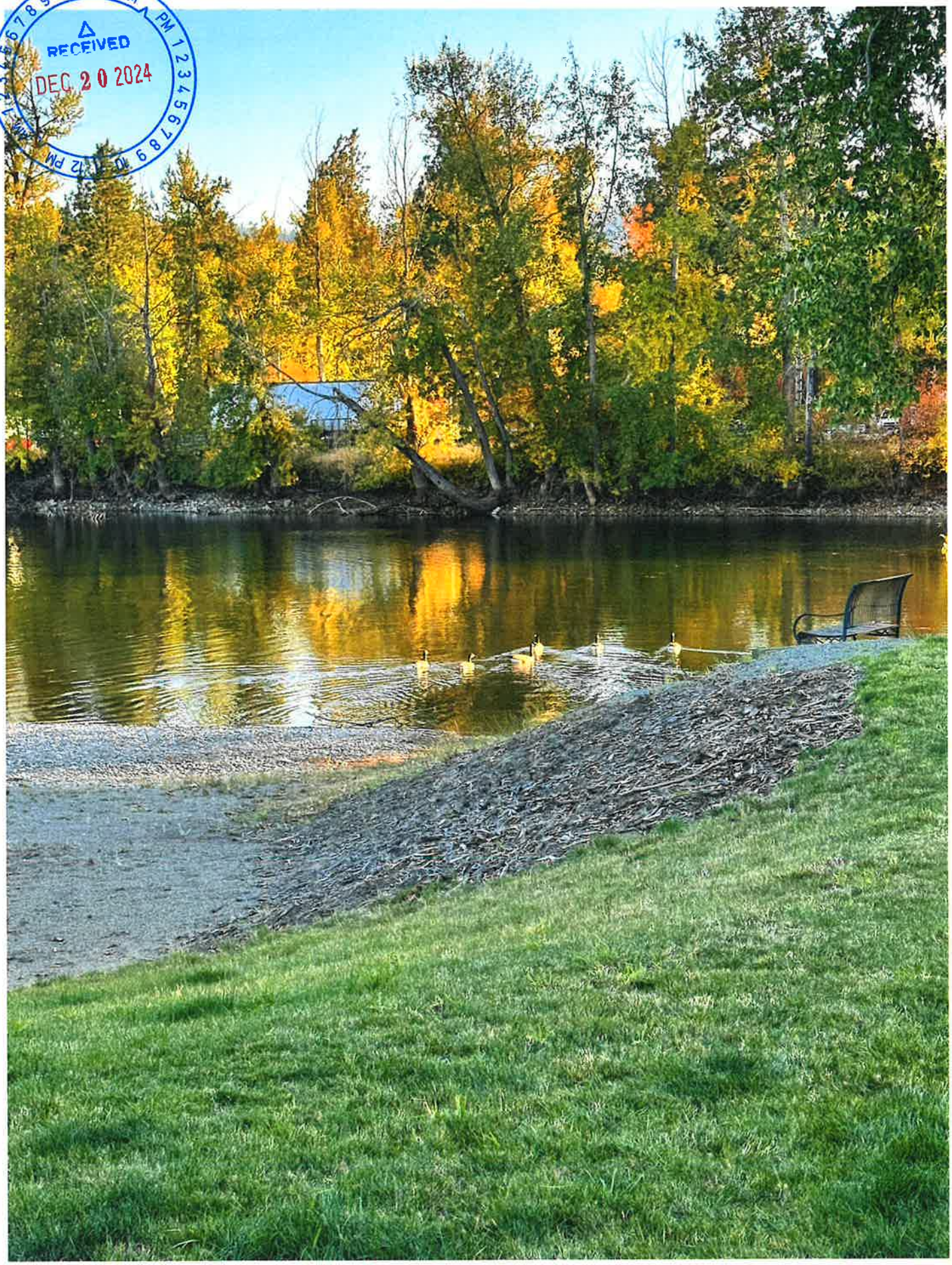




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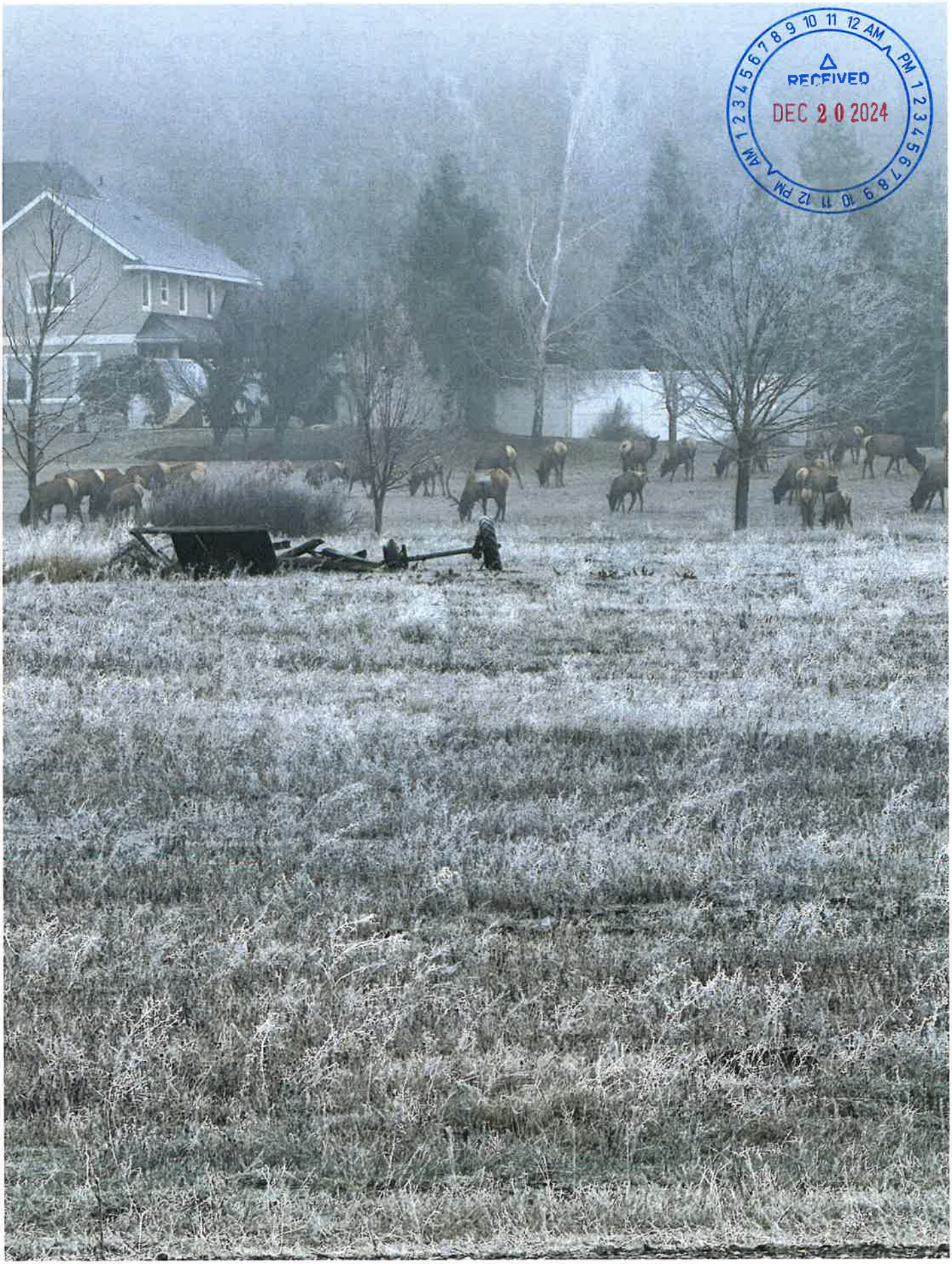


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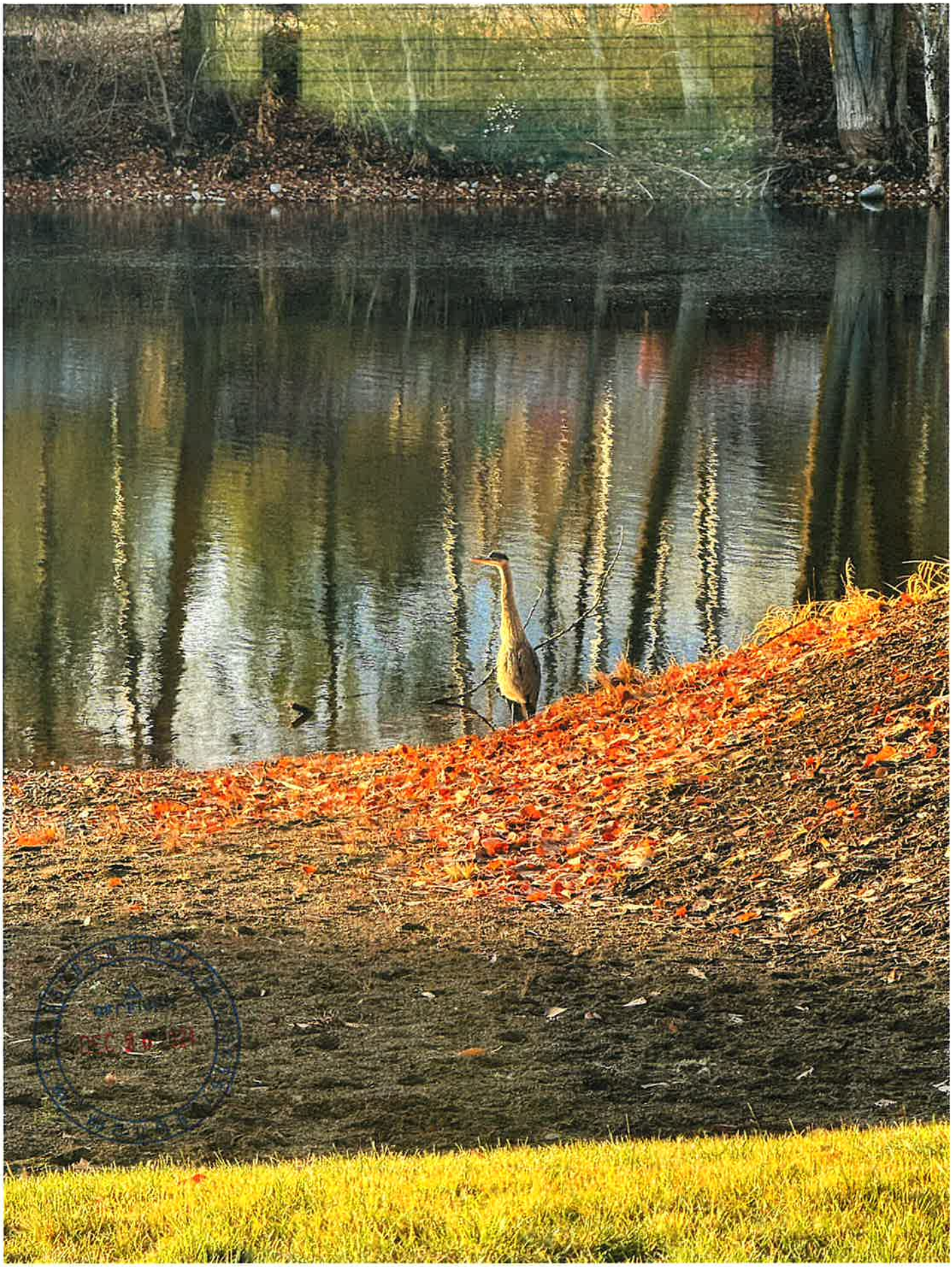


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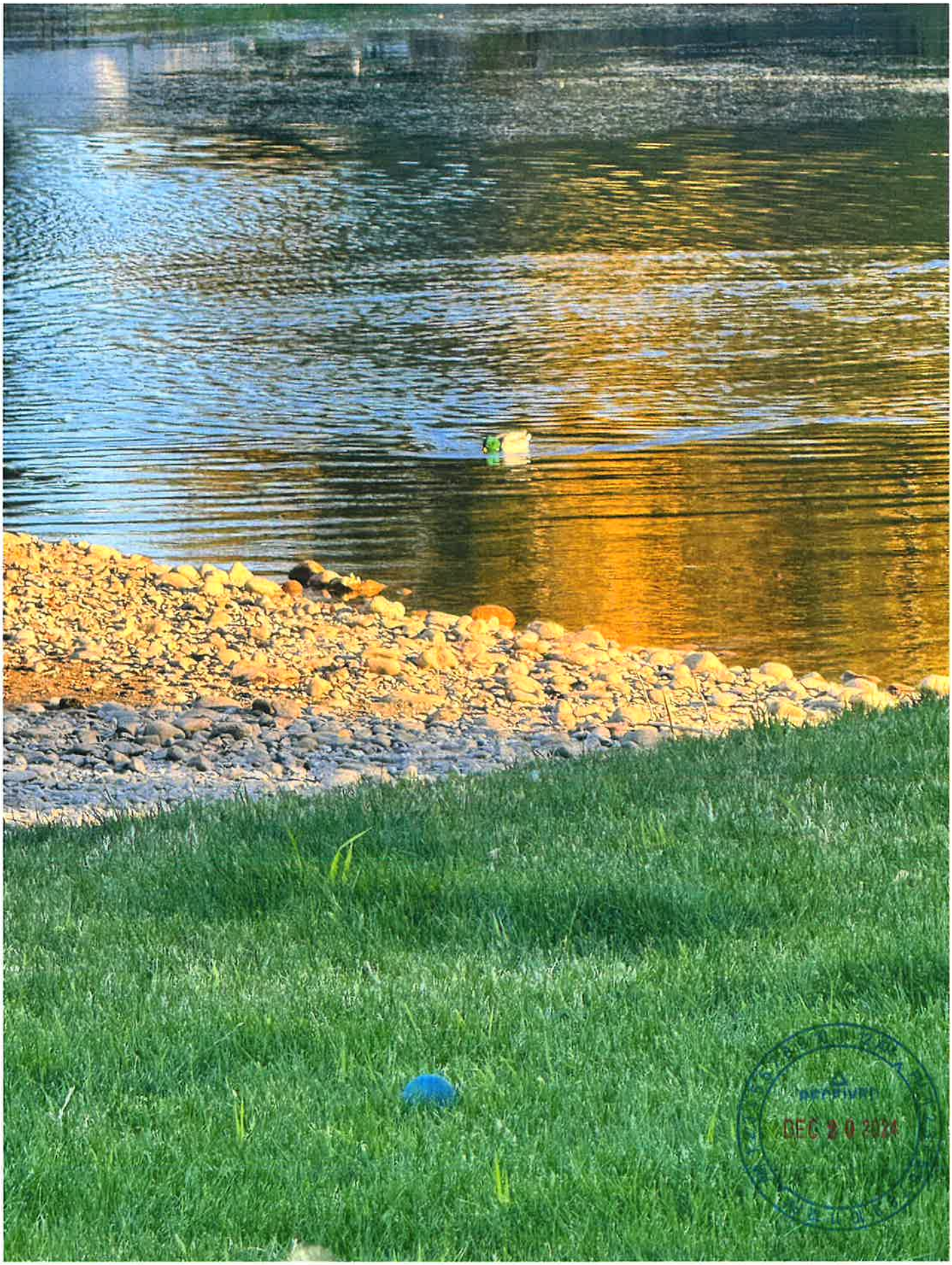


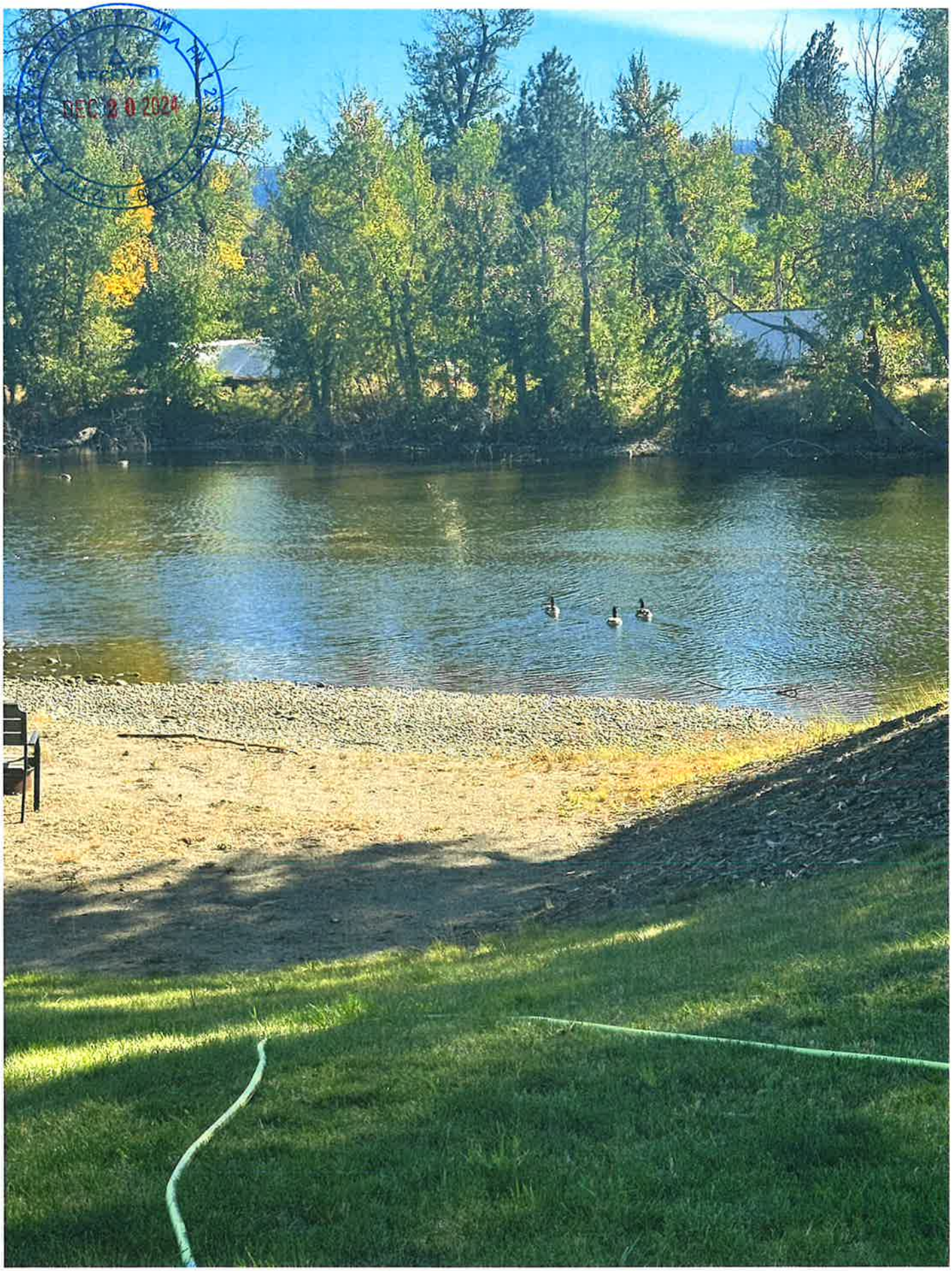
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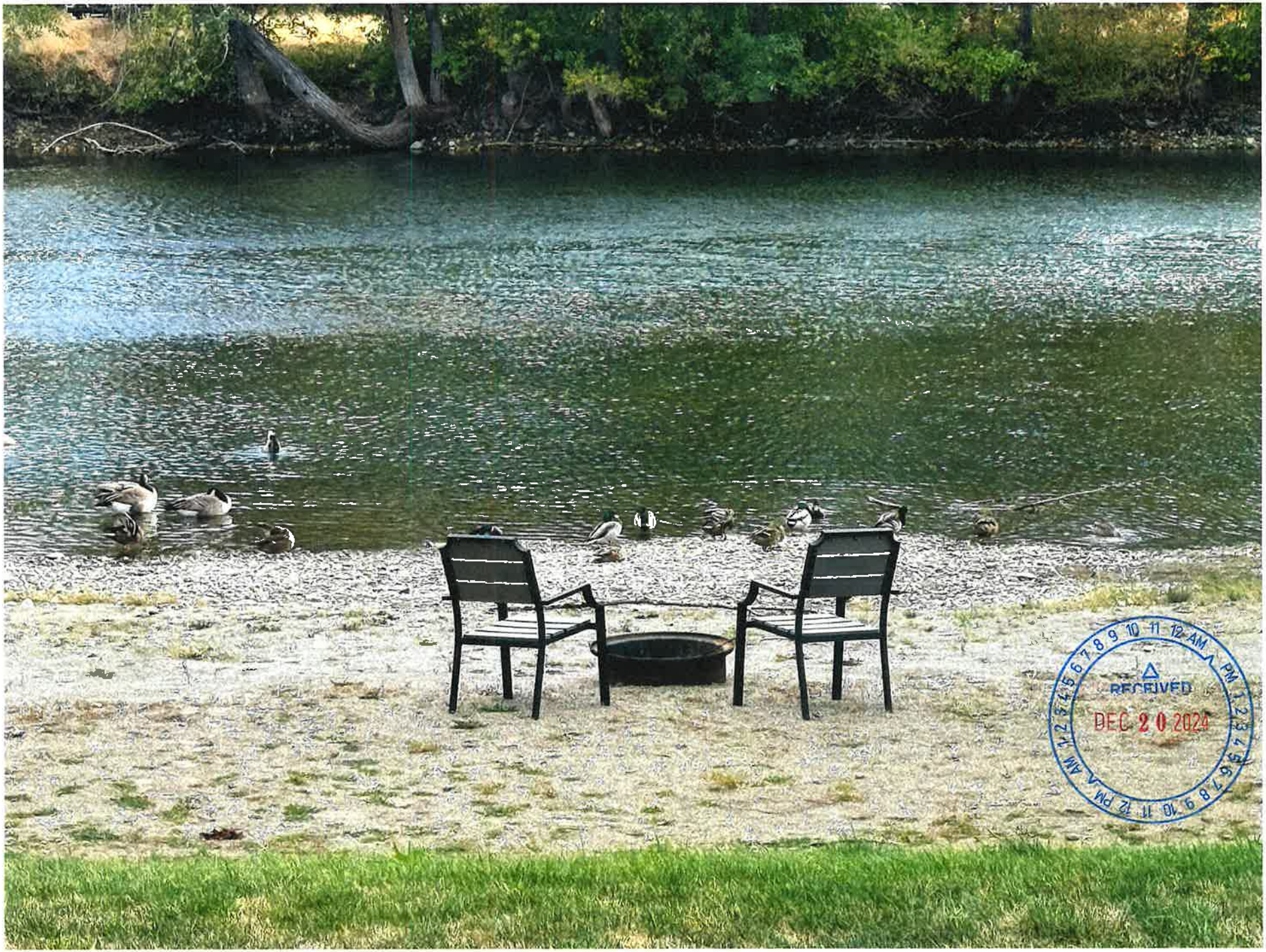
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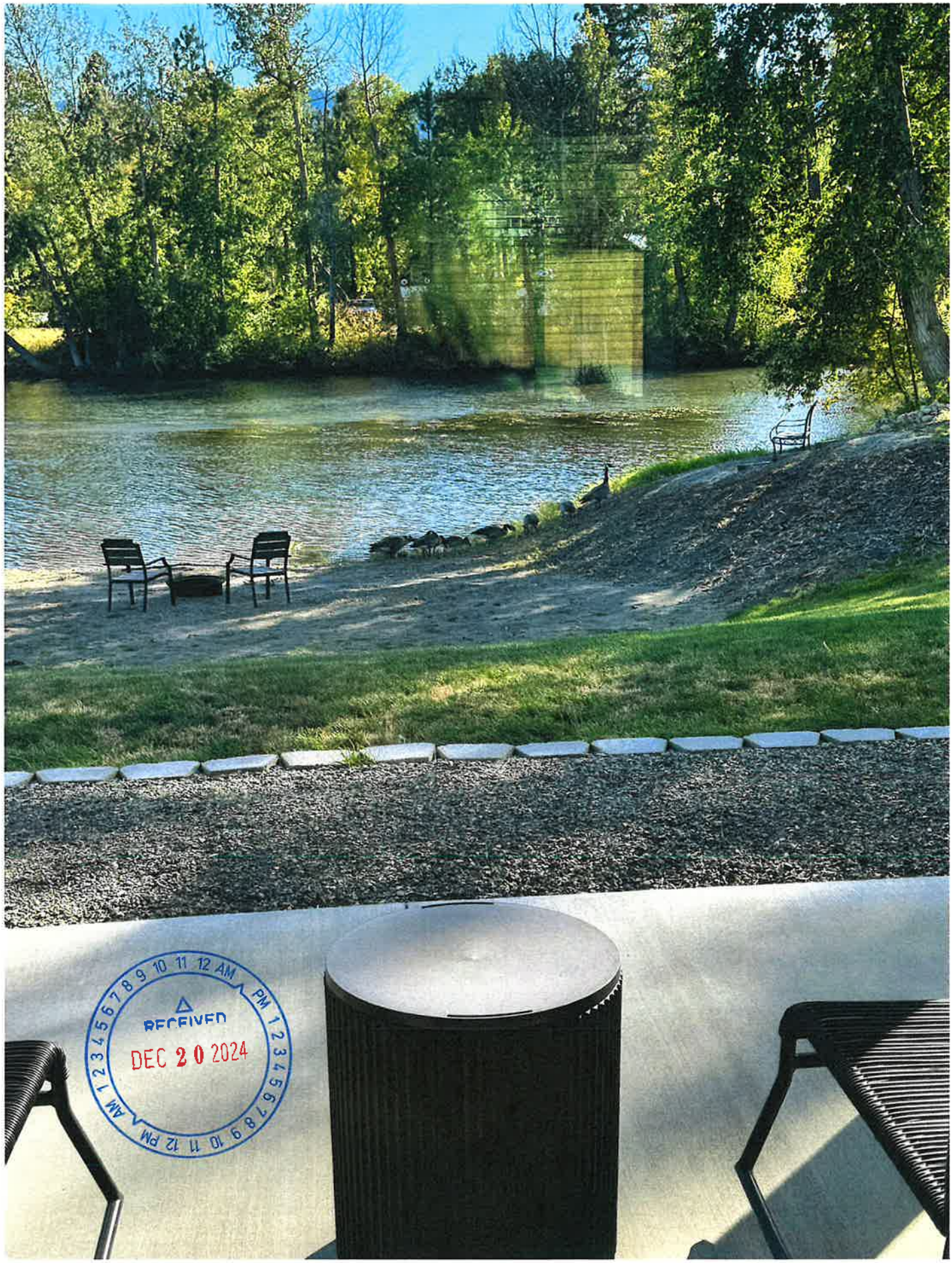
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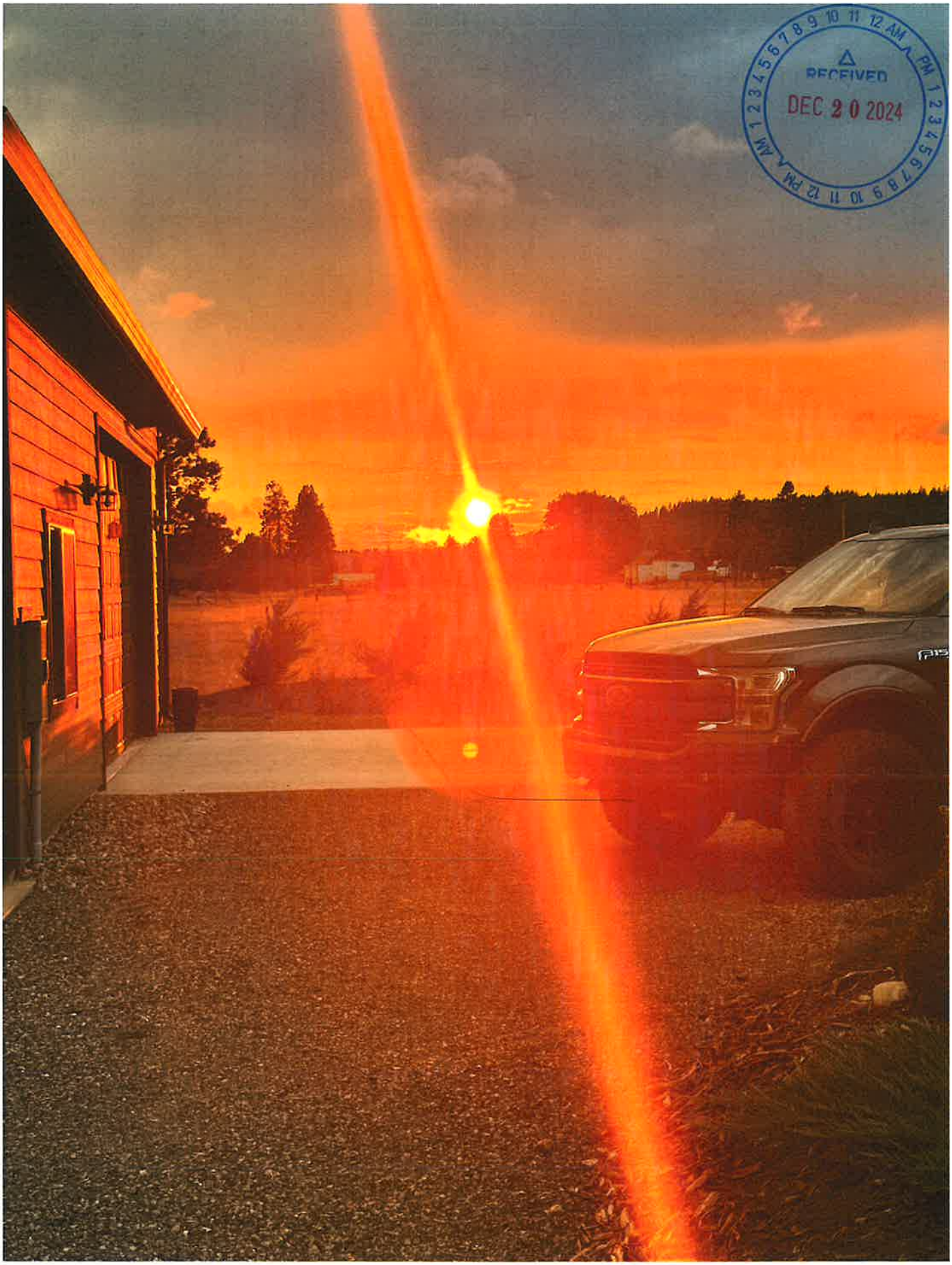


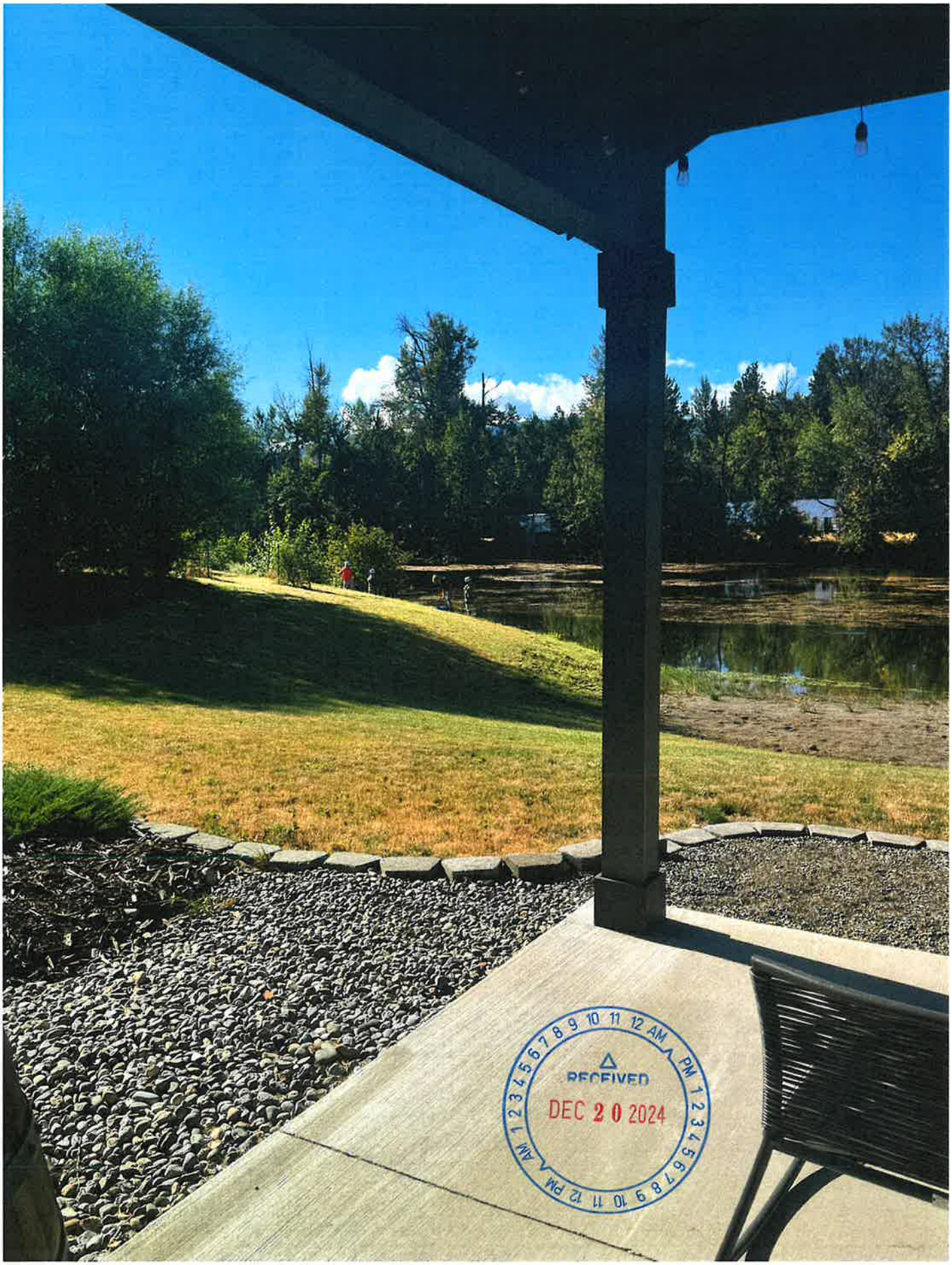
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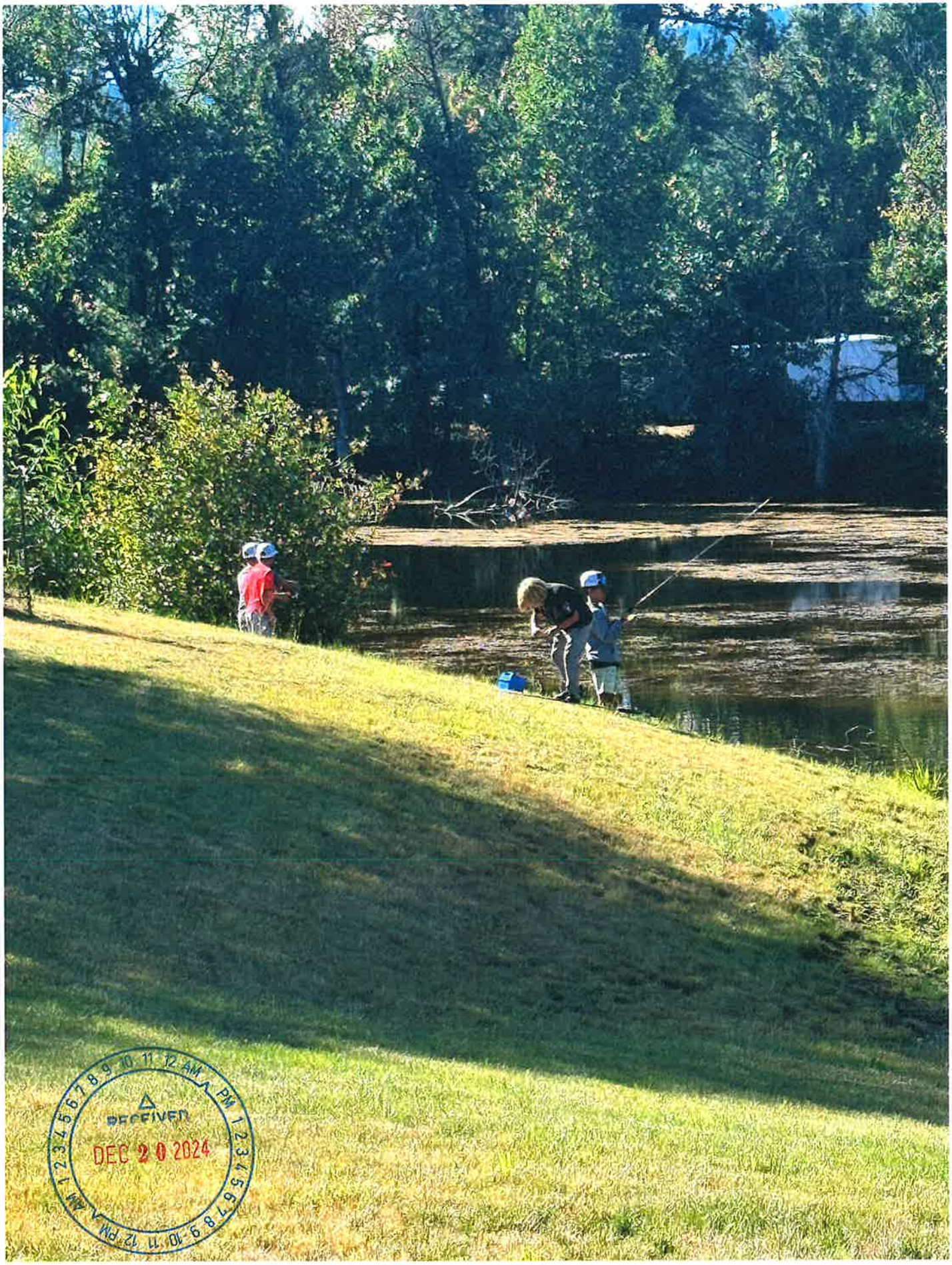


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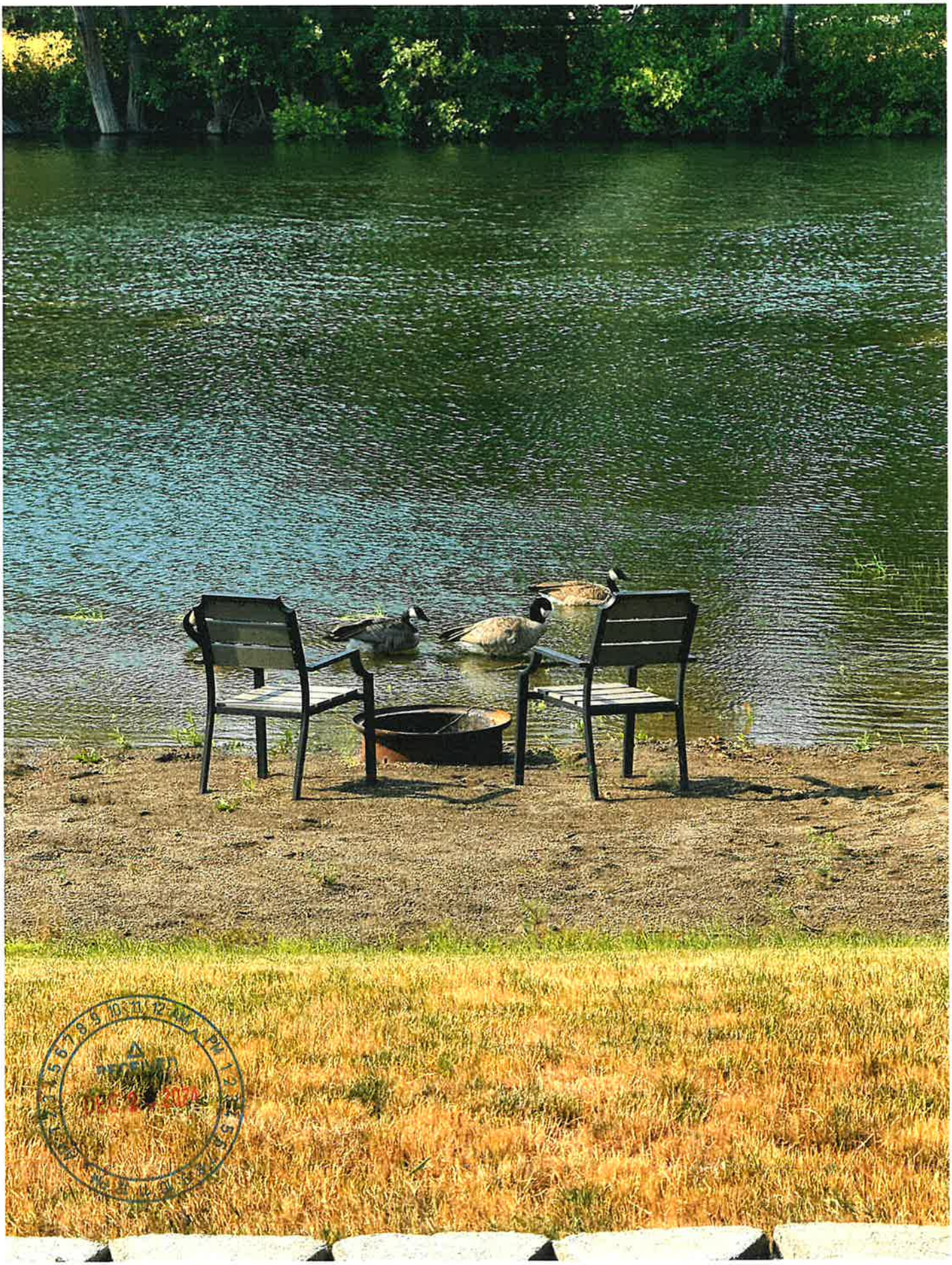

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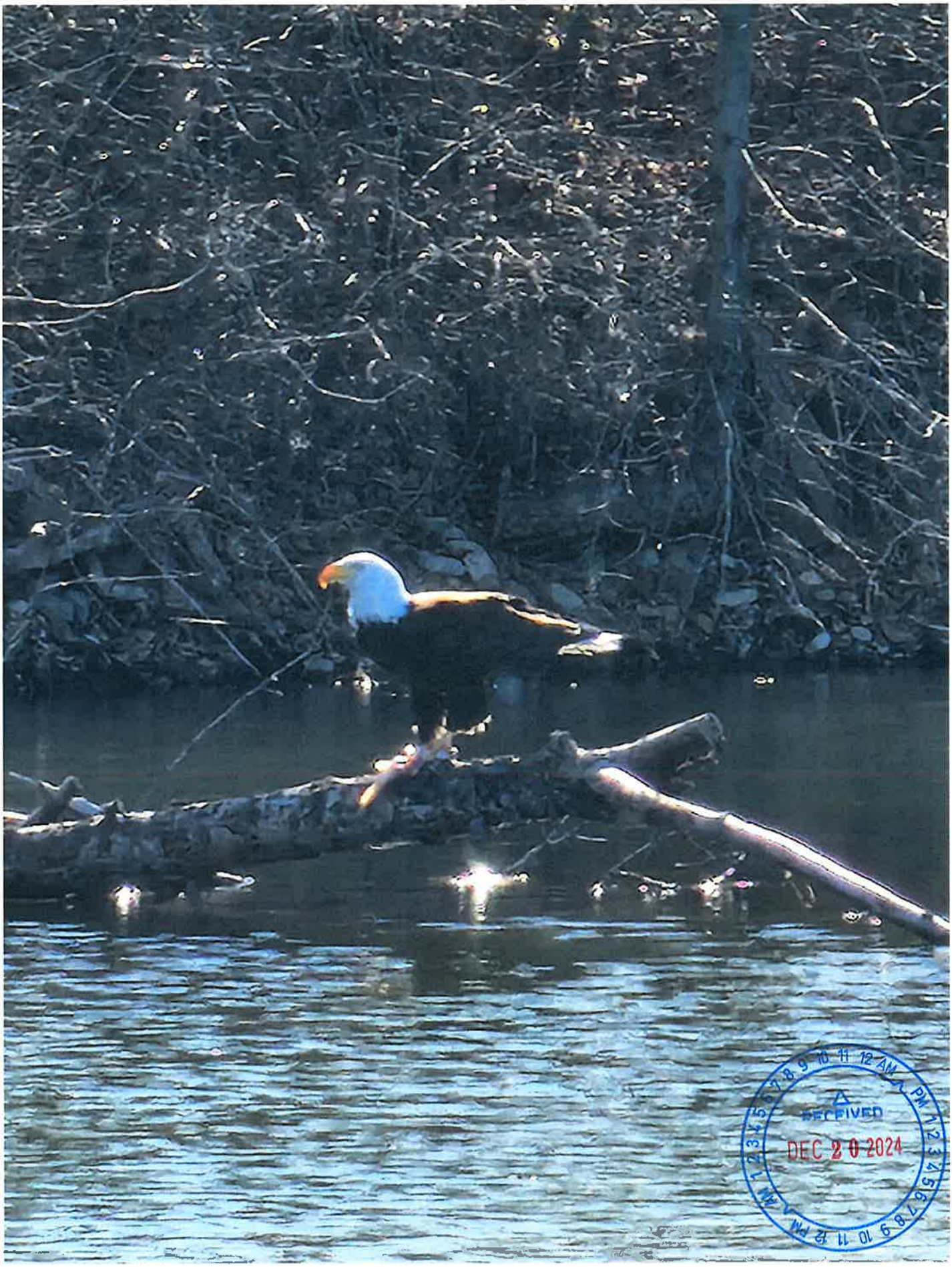

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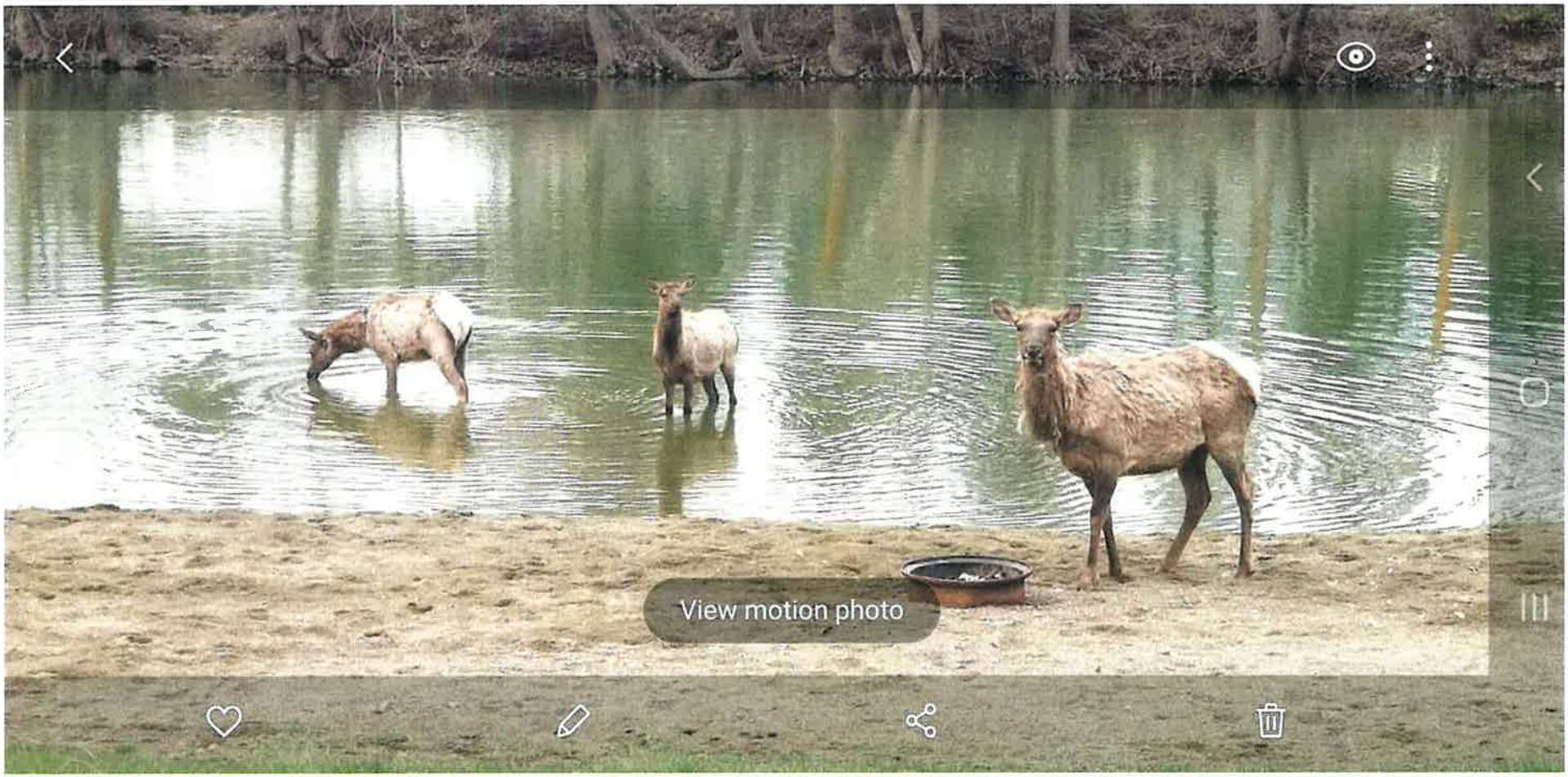

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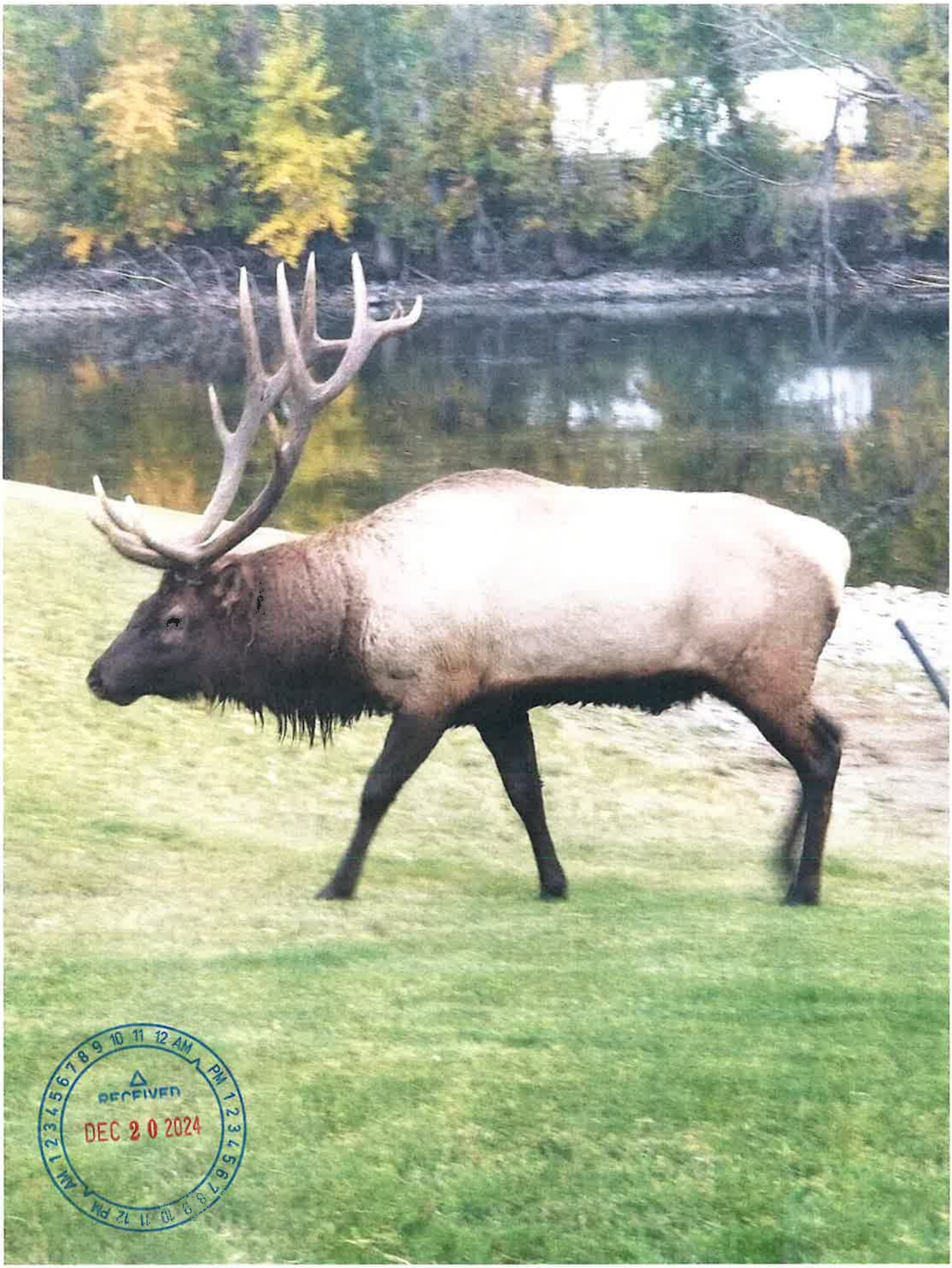
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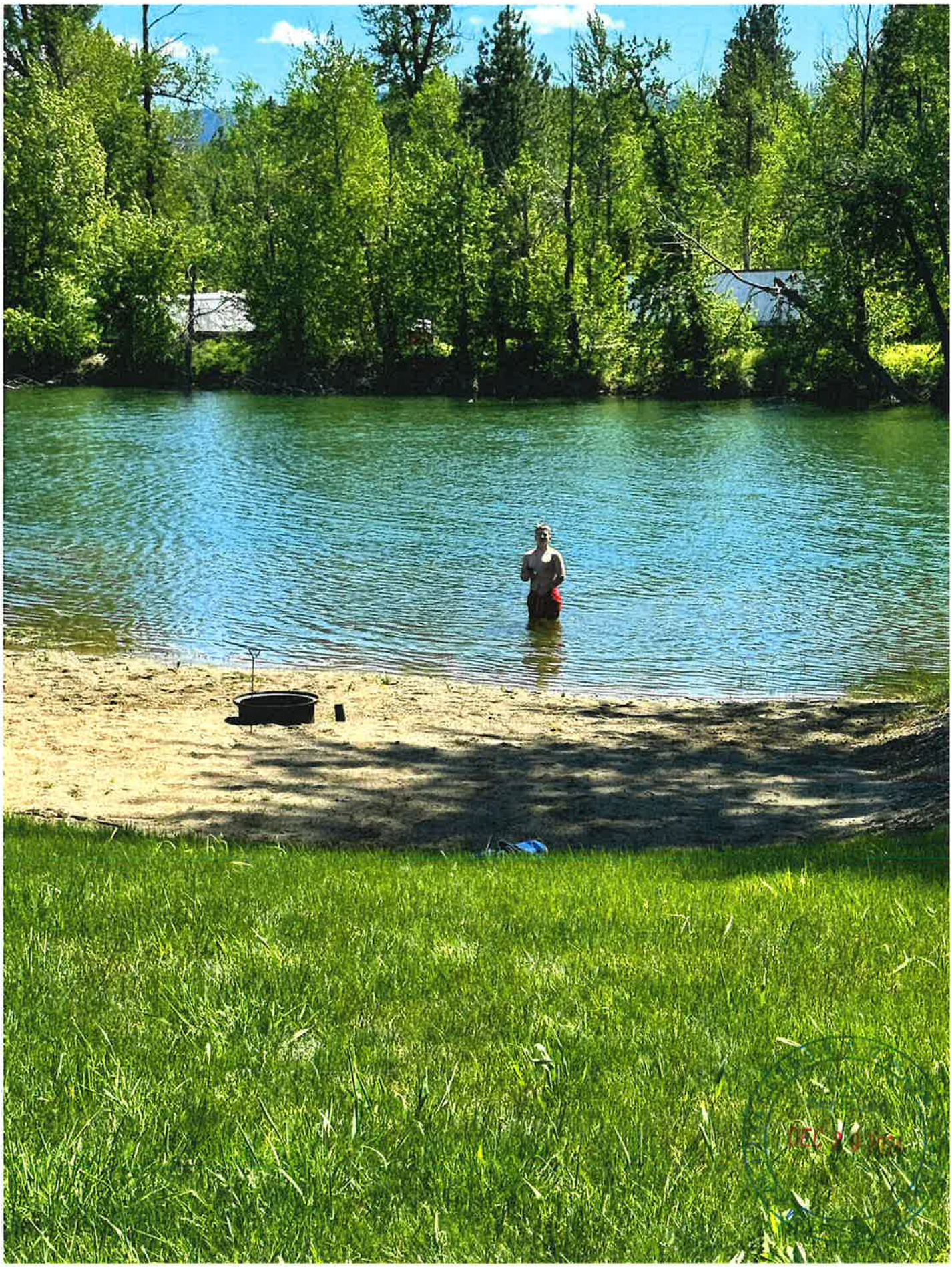


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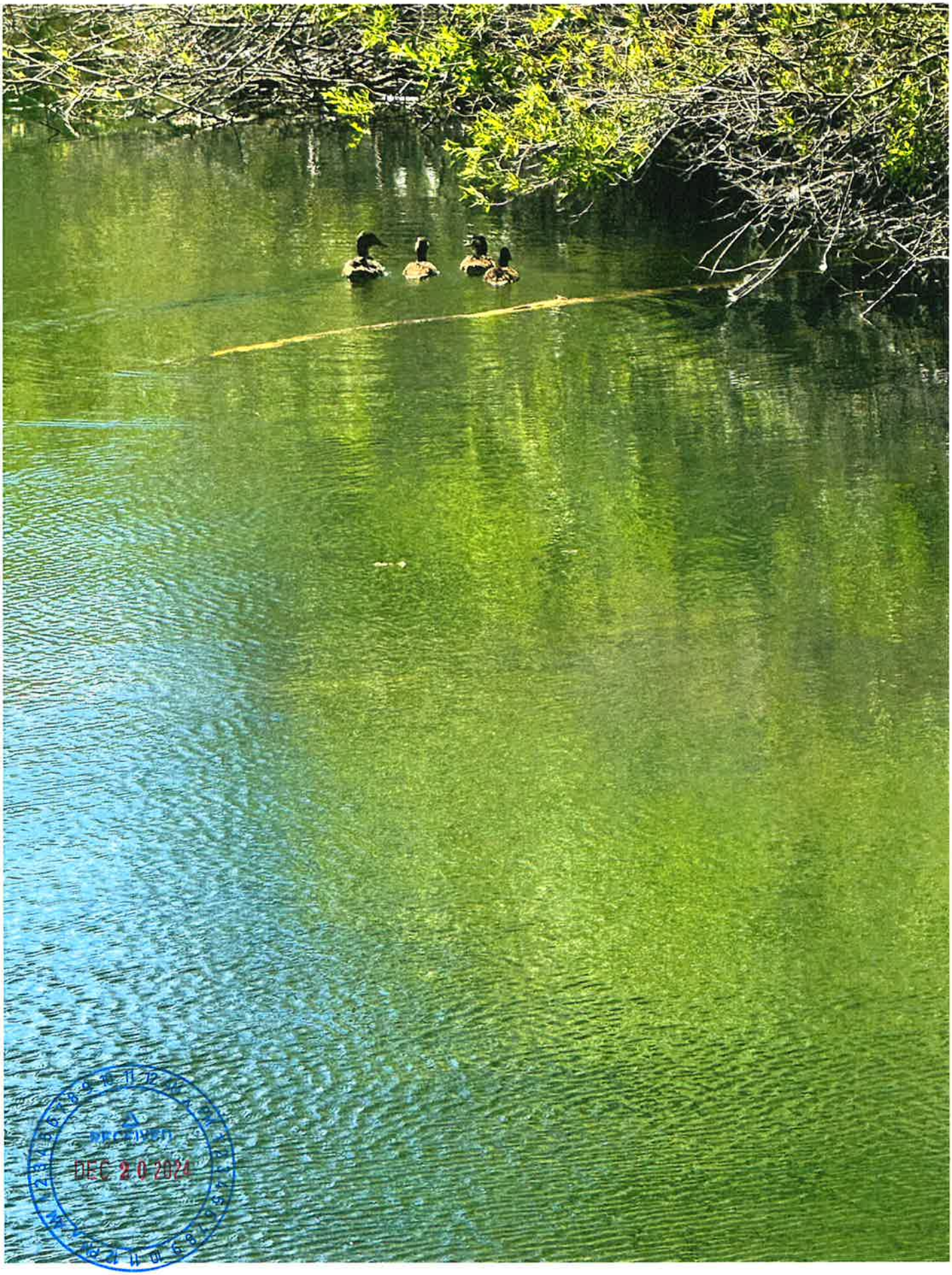
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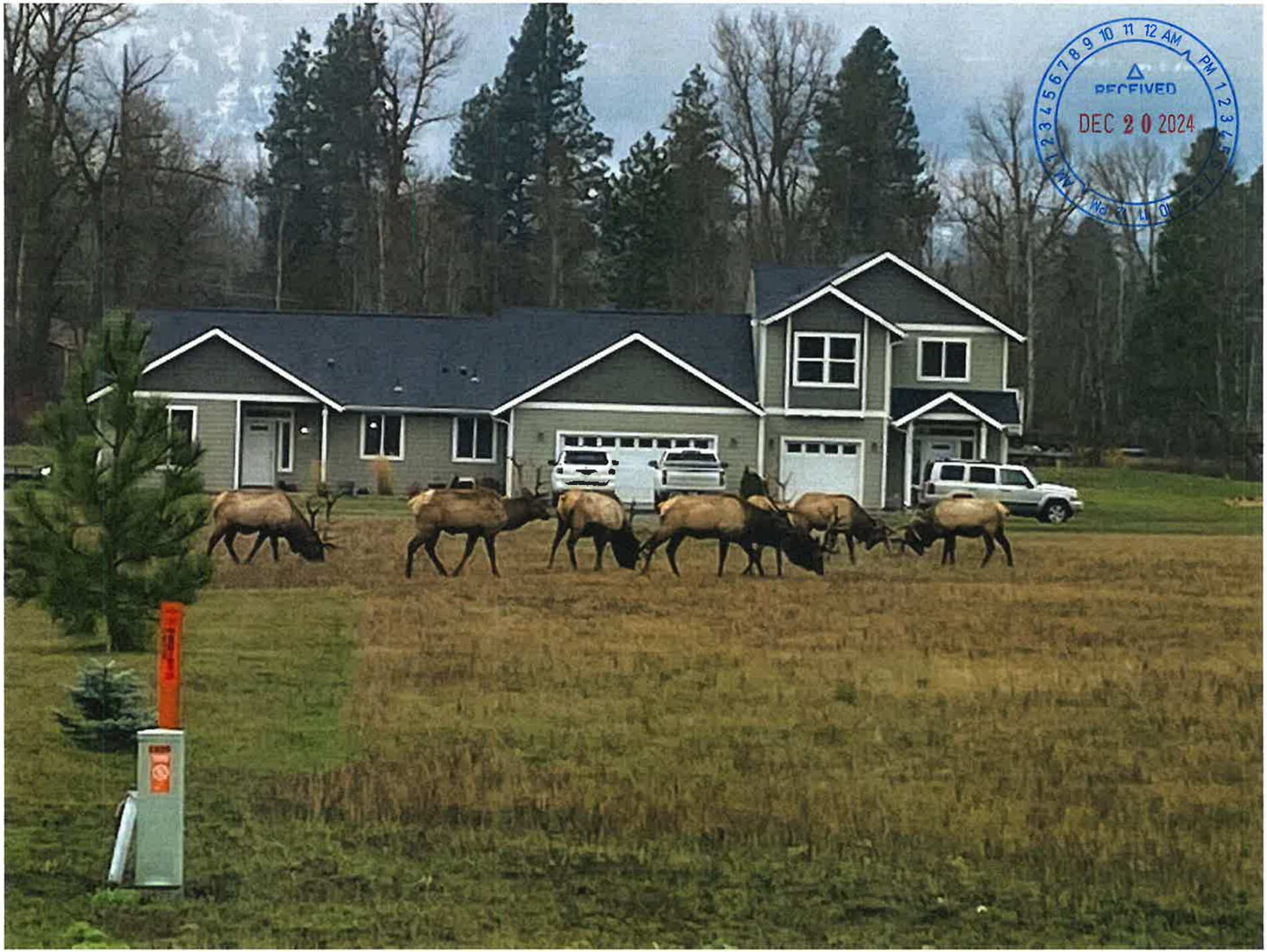
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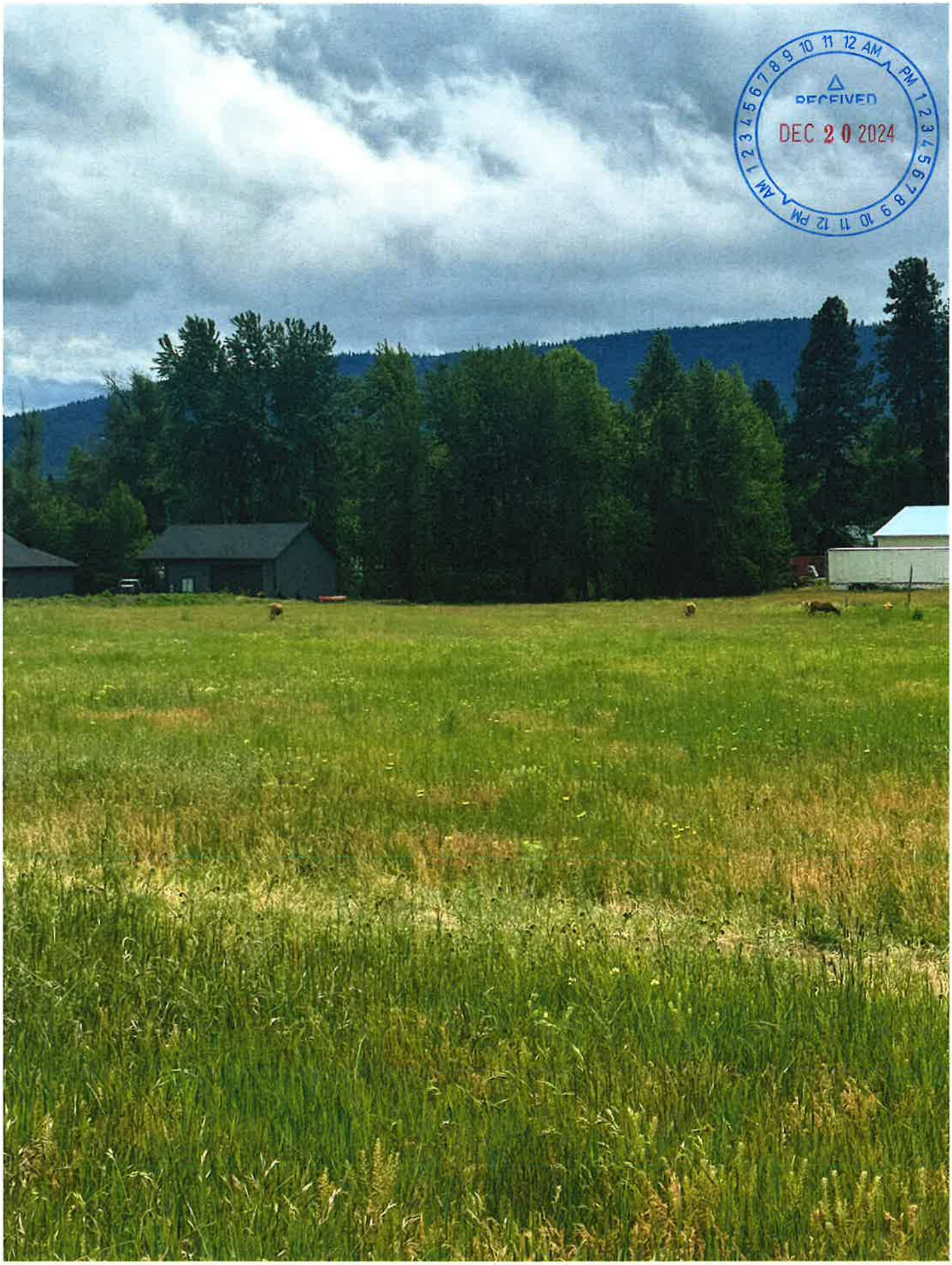
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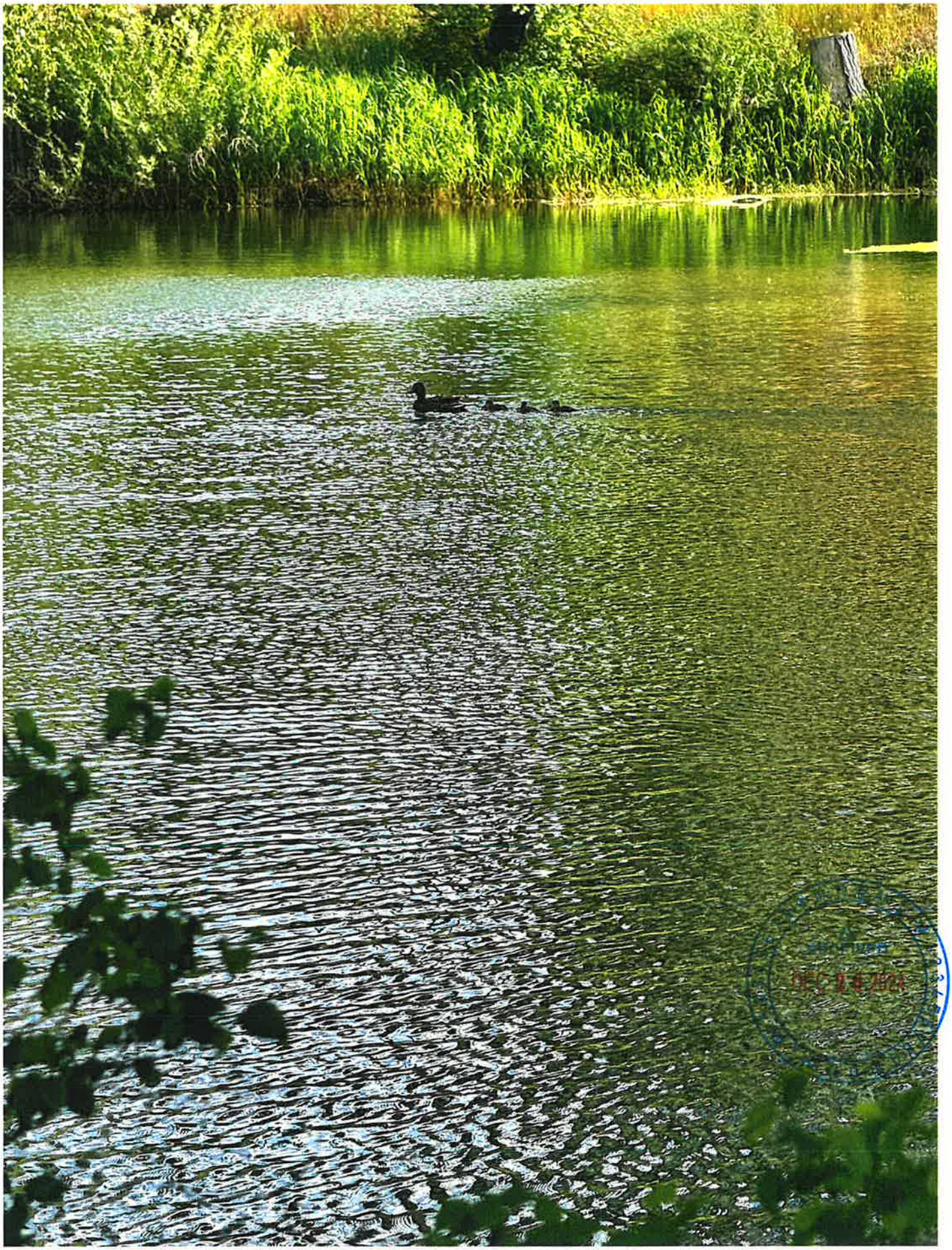

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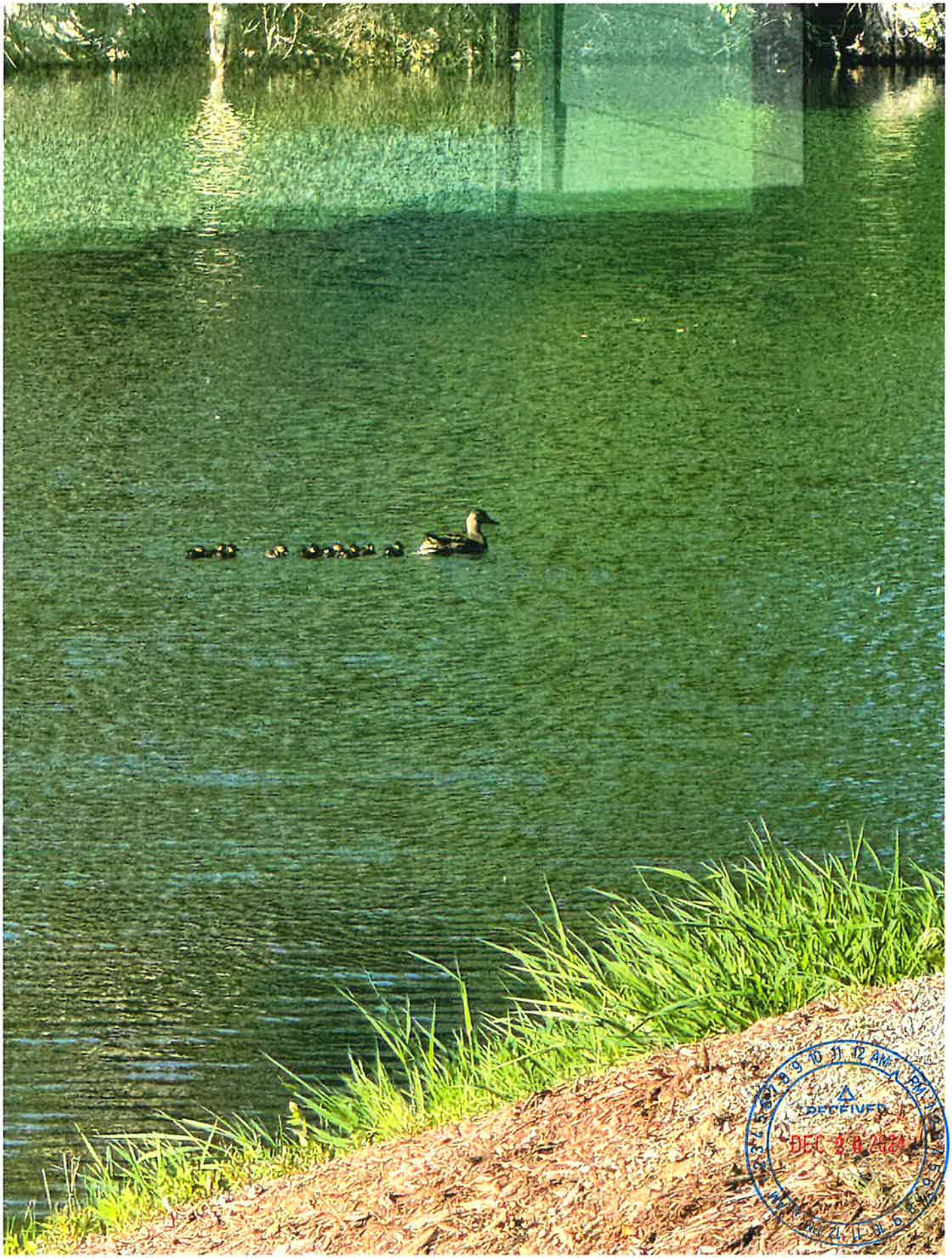
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