

Desert Aire/Cox Landing Community Meeting
September 21, 2007
Meeting Transcription

Steve Brown, Director, Natural Resources, Grant PUD- Good Evening! Is everybody here? Good evening! I'm hoping that I won't have to use this, but I might have to. I'd like to welcome you all here this evening. What I hope to do, is we do have a short presentation, very short, at the beginning here. Mostly we want to hear from you actually. And we'll get to that portion very quickly. I'd like to introduce the folks from the PUD. I'm Steve Brown, Director from Natural Resources. The letter you got inviting you here was from me. We have one of the commissioners here, Terry Brewer. Do you want to say anything Terry?

Terry Brewer, Commissioner, Grant PUD- On behalf of the rest of the commission, who aren't here tonight, thank you for coming. I think that the most important, at least from my perspective, as commissioner, is to be here to listen. To see what your thoughts and ideas are. I know that we can't do everything that everybody might want because we have controls that we have to abide by or regulations. But I think we're here to learn and to listen and see what we come up with. Thank you for coming.

Steve- And our General Manager, Tim Culbertson is here as well.

Tim Culbertson, General Manager, Grant PUD- Good evening! I hope we're not split Desert Aire/Cox Landing. (Laughter) McCoy's. I talked to some of you in the past. I've visited with some of you. I came down to talk to Mr. Cox one day. And I thought I was coming down to talk to Vern. I'm not quite sure when the commission president and I turned the corner. I'm not quite sure they had a rope in their hand. It turned out fine. I agree with Terry, our commissioner. This really more is your meeting. I think I've heard some differences of opinion about what should or shouldn't happen. I think I can speak for the commission. We have not made any definite plans about what's going to happen on the shorelines. The access, I think the commission very much wants to hear from you on what your concerns are. I think Steve and his staff are going to talk about the FERC process and what we go through. And in the end once we get a FERC license in, I think we're getting close. I think we're expecting a final biological opinion from NOAA before too long and then a FERC License. And then there's a process you go through to make these kinds of decisions and follow recreation and access plan with FERC, and we'll talk about that. We are here to hear from you. In part of my job is what some of you have called, is to try to get you to work with staff, but if that doesn't work, then I need to get involved. I hate to say it, but I am accessible and I will listen and convey things to the commission as well. We are interested in hearing what you have to say and what your desires are. And hopefully, my hope it is, that we'll find some common ground that in the end everybody can live with. Is that yeah, everybody is better off finding that common ground. We thank you for being here.

Steve- We've got Sheryl Dotson one of our Lands Specialists, and Jerri Mickle our Lands Specialists. They'll get a chance to talk here in just a few minutes. As Tim mentioned, we do have a FERC process what we have to follow through. There are some things that we did in our license application that many of you recall. We've been going through our relicensing process over more than a decade now. I think I started in 1988 on that project process. But part of that we had to file a land use and a shoreline management plan/recreation plan. And you're seeing some posters of that here tonight. So what we want to do is remind you what is in that plan. But make sure you understand that these are draft plans. These were based on a solution group process, public process, that we did during the relicensing application stage, so that we can submit that FERC. (Please come in). What will happen is that FERC will come back to us in our license and say something like "in the next 12 months or 18 months, finalize your shoreline management plan and your recreation plan." And we'll do a similar process of what we did before. A public process, public meeting, very similar to what we're holding tonight. And in fact, tonight, what I hope to do is use some tonight for beginning that process. This area does have some plans for it and we certainly want to move ahead on that. Right now we don't have our license yet, but as Tim said, I hope we get it. I got calls today from FERC, so that's promising. They're working on it anyway. But I anticipate it'll come at the end of this year/first part of next year. It is fairly soon, we hope. And again, once we start that process, we'll be back meeting. What I'd like to do is ask Sheryl and Jerri to explain the posters here. (Can everybody hear in the back? Ok, great.)

Sheryl Dotson, Lands Specialist, Grant PUD- I'd like to just provide a brief history of Grant PUD Shoreline Management Plans up to this point beginning with the land use plan that was adopted by this commission in 1992. This plan was developed due to increased public use of the reservoirs and increasing requests for various uses on our project lands. The land use plan assists in the day to day management of over 12,000 acres. We issue permits, leases, and easements to other agencies and individuals, for use of the project land and water. Desert Aire currently has a permit to use the shoreline for the boat launch and the public campground. The plan includes general land use policies as well as specific land use classifications and uses. The current shoreline designation along Desert Aire and Cox Landing are conservation and recreation I. The conservation lands are set aside for scenic, historic, fish and wildlife, habitat values. The Recreation I which consists of most of the shoreline of the Desert Aire area is primarily used for hiking, biking, fishing, access to the water. Specific land use policies for that designation do not allow motorized vehicles on the shoreline. By the year 2000, Grant County PUD determined that it was time to update the 1992 plan. We went through a public meeting process where we solicited comments from the stakeholders. Several of you attended. This revised plan is call our Draft Shoreline Management Plan. And that was filed in 2003 as part of our FERC license application. The proposed new shoreline designations for your area are listed on this map. This is the Desert Aire portion that is a planned development. (I'm not sure if any of you can see this.) But this is the North end of Desert Aire, South end...

- (Man)I have a question here. Desert Aire is about twice the size of your map.
- (Woman) And that goes well past your point where the orange is.

- (Man) It goes up to where that yellow (something).
- (Sheryl) Right in here.
- (Man) Yeah, right.
- (Woman) Farther than that.
- (Man) This is my house. Right here. Right there I know it goes up to there.
- (Steve) Yeah, when these maps were prepared, this part (as I said) of the relicensing application process. We started in 1988, when we started it. So those were the initial plans or maps we had to kind of work with. As we work through this next process, this will all be updated. So, keep in mind that this is draft, we've got to take into account a lot has happened. Quite frankly, the demographics of the whole area has changed, and that will have to be taken into account as we go through the next steps.
- (Man) Specific designations?
- (Sheryl) That's possible. Our shoreline management plan is strictly a draft. Designations could change when we move towards finalizing. We'll still go out for the additional stakeholder input. This area is designated as public recreation general development. This yellow portion in here is public recreation dispersed. Within those designations, the planned development in here is assigned where this is intensive vacation home or commercial development or future development that will occur in the future. With this classification, a master recreation and conservation plan guiding future development and public access must be developed by the community. Allowed uses within a plan development could include docks, boat launches, campsites, restrooms, marinas, trails, beaches, signs, lights, lawn areas, community trails, and stairs that do not impeded public access. Currently the Desert Aire Parks and Marine develop committee are currently starting the development of a draft master plan with proposals such as a pedestrian shoreline trail, signage and upgrades to the existing boat launch marina, parking lot and campgrounds. Public recreation general development classifications (in these lands) with development recreation facilities used by public such as campgrounds, picnic areas, lawn areas, used by the public along with water based facilities such as sandy beaches and swim areas. And that's what this area is currently classified as. The public recreation dispersed classification contains lands that are undeveloped open space and are primitive in nature. In most areas of this classification there are no development recreation facilities. Other areas in that classification may contain trails and signs. Some limited sight protection maybe used such as trash cans, portable toilets, and camp pads. They may be appropriate to protect the sensitive area of that type of location. In conclusion, the draft shoreline management plan, has been developed as a living plan. Grant County PUD in consultation with stakeholders will conduct a formal review of that shoreline management plan every six years. The first review will be conducted as soon as we get our FERC license. We'll hold a series of public meetings and gauge public agencies in order to come up with a final plan. The marina goal will present information on our draft recreation resource management plan.

Jerri Mickle, Lands Specialist, Grant PUD- Thank you. I'm going to switch to this side since most of them, my boards, are over here. As Steve and Sheryl both mentioned all these plans are conceptual plans that were developed before we put in our final license with FERC, so there's room to change these in that process when we go through and finalize this plan before we send it to FERC. I just want to talk about a few of these places within your area existing recreation facilities such as, we'll start with the Desert Aire boat launch there. This recreation facility is operated by the Homeowners' Association from a permit that was issued from the PUD, but is PUD land right there on the shoreline. There are a number of proposed recreation measures in this area such as facilities including a double vault toilet, non-motorized trail and interpretation, repairs to improve the boat launch and campground access road and parking lots, repairs at the boat ramp tow, or to replace the concrete ramp. We'll need to seek permits and approvals to renovate this boat launch and develop a new jetty for wind and wave protections, which I know is a big issue at the boat launch at this time. We will have to make sure that when we redo the boat launch that we adhere to ADA guidelines. One of the ideas is to provide a parking area expansion, or reconfigure one or two of the boat ramps by relocating one of the ramps, lengthen the boat ramp length for year round boating access, and providing a new jetty at the boat launch. Now those were all issues that we brought up when we went through the solution group process before we submitted this plan to FERC. And it's not to say that some of those things can change or be updated or be more of a high priority than others. And that's where we would like your input on that as well. The next facility is the Buckshot Ranch Boat Launch area. This facility is primary a day use area. Grant PUD owns the property there and permits that to State Fish and Wildlife and they manage the area for us. There is a three day limited camping permit, I mean, you can camp here for three days, but within that area, just like all fish and wildlife launch areas, you have to have one of their stickers in your vehicle to be parked in the area. A couple of the ideas within the concept plan is to reorganize the gravel parking area and make it smaller, install a single vault toilet, make it ADA accessible, put in a hunting blind, access trail and interpretation. And if WDF&W agrees, the boat launch could be transitioned to a hand launch boat launch facility only instead of a motorized boat launch facility. It is quite a shallow area there and it is pretty difficult anyway to launch a motorized boat there.

- (Man) Well I know that the PUD hasn't been communicating with our committee about that idea. That's pretty big change.
- (Jerri) I can't answer that question. I don't know. This has been in the plan since it went to FERC back in 2003.
- (Man) As far as we know, it's motorized.
- (Jerri) It's motorized now, yes, it is. One of the plans, one of the concepts, is to make it non-motorized.
- (Man #2) Buck, she's talking about Buckshot.
- (Sheryl) Buckshot.
- (Jerri) Yes, Buckshot.
- (Man #1) Buckshot, ok, sorry, I thought you were talking about Desert Aire.
- (Jerri) No, no.

Jerri- One of the future recreation plans that we've discussed is a Priest Rapids Park here. Based on the study results, stakeholders consultation, and recreational facility analysis reports that we did prior to the licensing application, we were led to believe that we needed more day use areas for picnicking and access to the shoreline. This concept plan for the new park was proposed in area off of Road U at the North end of Desert Aire. And a couple of the (as you can see here), we want to provide facilities for day use, picnicking, swimming area, a double vault toilet, trails and interpretation, and provide for the trails to walk all the way through Desert Aire from there.

- (Woman) Is that Cox's Landing?
- (Jerri) That is across from Cox's Landing and at the North end of Desert Aire.
- (Man) Can you point out at this map?
- (Jerri) Yup.
- (Man) That doesn't line up.
- (Jerri) This is the end of, or close to the end of North Desert Aire here.
- (Man) Well, Road U doesn't go down anywhere near that.
- (Man #2) Yes, it does.
- (Jerri) Road U goes to the very end of North Desert Aire.
- (Man #1) Road U doesn't come anywhere close to that.
- (Sheryl) The cul-de-sac is there at the bottom.
- (Jerri) The cul-de-sac is right at the end here. The cul-de-sac of Road U would be at the end of this right here.
- (Woman) We can't see them on this side.
- (Man #1) But that doesn't line up with the orange area then.
- (Sheryl) Keep in mind that these are still all very conceptual.
- (Man #1) But that's at my house.
- (Woman) Could you point out the, I'm sorry, put the C 3 on that one. Where is the end of Road U on that one?
- (Jerri) The end of Road U would be close to the end of where that road stops at the black line at the bottom.
- (Man #1) That's a half mile off, a mile off.
- (Woman) That's way up there. That's clear up here. Clear up here.
- (Jerri) And like Steve mentioned before, we will update these maps and get more visual updates when we provide the final plan. And this is great feedback for us, so we can go back...
- (Man #1) Well, yeah, these maps have more than half a dozen errors on here it just screwed everything up.
- (Steve) Well, yeah, and that's exactly what I wanted to show here is that this was something that was prepared for a place in time.
- (Man #1) It says 2003 and I know that those were done in 2000.
- (Steve) Yup. 2003 was when the application was submitted. The application took a half year just to print. A 27,000 page application. So there's...
- (Man #3) We can't go back and revise the application, so we don't have the next chance we have to bite at the apple and revising any of this. There's going to be a file after we get the license and then file the plan.
- (Steve) Right, right.

- (Jerri) But the proposed park would be at the North end of Desert Aire in across from the Cox Landing area.
- (Man #3) So it's accessible from Desert Aire.
- (Eruption) No, it's not.
- (Jerri) It would come off of U Road.
- (Man #3) And you know that you can't get from U Road to Buck Shot.
- (Jerri) That's correct.
- (Woman #2) But are you, how far South of that cul-de-sac are you going to come with this plan? That looks like a long ways.
- (Jerri) That's all to be determined. These are conceptual plans, and we're wide open to consider your thoughts in that area.
- (Man #4) How'd you base the decision on putting this park, who did you base that decision on?
- (Jerri) That came through the stakeholders and the group studies that were held for years before the license application was put in.
- (Man #4) So nobody asked the people who live in that area?
- (Steve) Yes, yes actually....
- (Jerri) Those solution group meetings were open to all the public at any time. So the public that attended gave some of those ideas and we had studies that were done by outside agencies that did recreation needs assessment analysis. And we used some of that data as well.
- (Woman #2) Was that area that says Swimming Area, is that Sandy Beach?
- (Jerri) I believe so, but I couldn't, I can't be for sure.
- (Steve) Let me back track a little bit here. When we developed these draft plans we had what's called a solution process. What we wanted to do was we wanted to make sure we got stakeholder input to all of these plans. And we had several meetings; there were several meetings I think about every month. And we did that for about two years in developing all of these plans to make sure we got that. When we have these kinds of public meetings, it's hard to get people to attend because there's a real issue for them to attend. But we took what information we had. Now that we have a draft plan, now there's something for people to look at and really respond about. And that's what we're doing today. We're going to have a lot more of these meetings. Once we get our license and update these and get them into a condition that's, that meets our stakeholder needs. If there's something that concerns you that's what we want to hear.
- (Terry Brewer) And also Recreation and Land Use plans that Steve was referring to, I went to Moscow and they advertised them in the paper and I don't know how they could have made them better known to everybody that they were having them. We want your input.
- (Steve) But I know that there has been a lot more people move into the area since then, so this is going to be very new to you. Those that are fairly new.
- (Woman) This area you're proposing, the park, is it also going to have a swimming area as well?
- (Jerri) That's what's designated on the proposal is a swimming area.
- (Woman) So that's going to generate a lot of traffic down Cox Landing.
- (Jerri) Possibly.

- (Woman) And it's going to generate a lot of parking issues. So you have to...
- (Jerri) There is a gravel parking area designated on the conceptual plan.
- (Woman) Is there a way to have two areas to come to this one park?
- (Jerri) That's wide open for discussion when we come back and we meet with some of these groups to try to finalize those plans. Absolutely, you can change, mix it around, whatever. Something to note though, when we get all finished with finalizing these plans, these plans still have to go to our commission for approval, then they have to go to FERC for approval. And once FERC approves the plans, then we come back and start implementation. So it is a process to go through.
- (Man) Well, you know, I find it hard to even comment when we don't even have an accurate representation of where these things really are.
- (Steve) Keep in mind that these are conceptual diagrams; I wouldn't get too excited yet about the exact location. That's going to come.
- (Man #2) Excuse me, can you speak a little louder, we have a lot of interference going and it's hard to take part of the conversation.
- (Steve) There's a concern about some of the scale. These are really diagrammatic drawings, they're not meant to be exactly to scale at this point. They're meant to be a representation. In the draft stage, that's what we do. As we move forward, we will get down to the very exact measurements get down to the very exact designations. We knew when we prepared these, this area was going to change. Very clearly, we knew that. So we weren't going to spend a lot of money being too exact knowing that we'd have to change it. But what we did, we took maps that were available to us at the time to use to develop these conceptual designs. (Yes, Sir.)
- (Man #3) Is there plans for the boat launch at the end of 26? It's just right around the corner from that. It's already developed a park. A park and boat launch. It's right around the corner.
- (Jerri) Is that Buckshot?
- (Everyone) That's Buckshot.
- (Man #3) That's going to be a non-motorized?
- (Jerri) The conceptual plan is for non-motorized. If WDFW...
- (Man #3) And they have put motor homes up there, and it's a very large campground.
- (Jerri) It's a very large parking area. It's not dedicated as a camp ground, but you can camp for three days. And that's again, like I said, a conceptual plan, up for review.
- (Man #3) Is the interest in not developing that property because the water levels change so much in that region?
- (Jerri) It is very much like a slew area. And it is not very deep in that area.
- (Man #3) It doesn't finger out all the way out to the main river?
- (Jerri) It does.
- (Man #3) It does finger out to the main river? Because there's a lot of use at that park. I mean, that park gets a lot of use.
- (Jerri) It does.
- (Man #3) Fishermen use that a lot.
- (Man #4) That's going to drive all the motorized all down to the Desert Aire line.

- (Jerri) It very well could.
- (Steve) We keep track of the recreational use of the reservoirs that's a lot of what Jerri does. That information will be used to see what changes need to happen out here. Before there were surveys done on the usage of the various areas. That's what developed these concepts. Obviously in the last five to eight years we've seen a lot more recreational use. And that will have to be taken into account. We'll have to project also into the future what we think's going to happen in the future as well to make sure the facilities are adaptable.
- (Jerri) And that's where we could use your input when we get to those points when we're trying to make new plans or update these conceptual plans for the future.
- (Man #4) For the community, for those who live in the community, I mean, people come all the way over from Mattawa to use this beach front here. I mean, it seems to me to upgrade the properties closer to Mattawa rather than bring everybody from Mattawa to Desert Aire. You know, you just see tons of youth using the park, you know, there's park already almost developed there, you know, to develop the end and make closer the community itself.
- (Jerri) And that might be a great idea to expand that area and make those changes there. Those are all things that we need to be open to listen to and possibly put into the new plan.
- (Man #5) I was wondering if we could back up to, was it Sheryl that gave the first presentation?
- (Jerri) Yes.
- (Sheryl) Yes.
- (Man #5) I hope I misunderstood the dark area in front of Desert Aire which is considered planned development.
- (Sheryl) Yes.
- (Man #5) I thought you said that that could possibly be put into houses. Did you say that?
- (Sheryl) No, no. It's a master plan for recreational use for the shoreline.
- (Man #5) Ok, I misunderstood and I'm sure glad I did.
- (Laughter)
- (Man #6) On the boat launches, Buckshot...is there a way you can dredge the channel through there?
- (Jerri) It might be a possibility. But it is a slough area, so...it is a possibility.
- (Steve) Excuse me, so folks can here if we could. Also, I would hate to lose our focus here; we're focusing a lot on what we are going to do in the future, providing this history to you. I want to make sure that we have enough time to here the comments from folks on the issue we have at hand. The Cox Landing/Desert Aire are as well.
- (Jerri) We're just about done!
- (Steve) So there will be lots and lots of opportunity to revisit in the future. We will advertise our meetings like we did before and get those out. Our website is a great place to see all this information too and what's upcoming as well.

Jerri- On the last area I wanted to talk about was our potential trail system through Desert Aire through the Cox Landing area. Right now, the existing trail from Desert Aire is two miles along the shoreline on Grant PUD land from the Southwest corner of Desert Aire community to Desert Aire marina and campground area. The road is currently dirt and about between three and ten feet wide depending on the area. Access to this road is open on each end. However, the potential trail route includes community trails, which I believe Desert Aire is already working on making those access routes. Is that right?

- (Man) Well, we have three of them and a little hitch on the fourth one, but we'll get it.

Jerri- From the Desert Aire marina, the potential trail follows an existing primitive road North along the shoreline for approximately one and a half miles until it intersects with County Road U. Extension of the trail further North along the shoreline to Buckshot Ranch was considered, but however, it was eliminated due to the sensitive resource concerns and private property ownership. Trail construction costs can vary due to local conditions, trail types, and what facilities you want to include depending on furnishings, signage, facilities, that type of stuff. As Steve had mentioned before, FERC reviews our license after we go through this process and make a final document. And until FERC does that and approves that, we can't do any implementation until that process is complete. So, with that, I'll turn it back over to Steve.

Steve- As we reiterate on that, as we go through as develop our draft plans, we'll have our own process to get input from everybody. It will end up going through environmental reviews as well, and we have lots of permits and stages to go through even before we send it to FERC. So I want to make sure you understand how long it's going to take. It's going to be tedious and I hope you can be patient waiting for those facilities, we're excited to getting them actually. Tonight, when you sign in, we asked if you wanted to speak or not.

- (Woman) I'm sorry; we didn't see a sign-up sign.

Steve- Oh, you didn't. That's ok. We do want to get your name on there, though. One person I didn't introduce was Sarah Morford; she was there at the sign in table. Sarah's with our Communications department. What I'd like to do is have the folks that signed in that said they wanted to speak, let them speak. We've got enough time for others to speak as well. If you didn't sign in, we do want to get your address and phone numbers as well. We do plan on transcribing these comments, so we'd have those available for everybody to look at. And we will either send them out and post them on our website. It doesn't look too bad to send out as well. So we can certainly do that. So we can call a name, what I'd like to have you do is talk in the microphone because we are being recorded right here.

Sarah Morford, Communications Manager, Grant PUD- And I do apologize if I butcher names; I can read off as well as I can. First name I have on my list is Jeffrey Hulke.

Jeffrey Hulke- Hi. (Steve: I hope it's working) Is it working? (Steve: Yes) Ok, thank you. I'm Jeffrey Hulke and we, my wife and I, own properties in Desert Aire as well as on Road U, where we own two acres at the cul-de-sac. And I'm deeply concerned about what happens in Desert Aire, but I think my biggest concern is what happens on Road U at the cul-de-sac where it intersects with Desert Aire at the North end (up here). And as I/we have residences at both places, but as I've watched over, as we've owned properties in that area, that along the shoreline when you walk down there, there's beer bottles, shotgun shells, broken glass, overnight campers, and people driving over the signs that say "No Vehicles." And there's wildlife down there and I'm just afraid that all that is going to be destroyed if the vehicles are allowed to go down into that area. It would be a much better resolution if they were just allowed to walk through there that would mean they can't bring their garbage through there and leave it there. That's basically my main concern. Thank you. (Steve: Thank you)

Sarah- Next name is Oscar Perdomo.

Oscar Perdomo- I think that I'm concerned about the present issue. I moved to Desert Aire from the great city of Chicago in 1976. Desert Aire was a very clean, quiet peaceful, a real nice place to live. In fact, 2007, I'm still here. But the issue we have with drugs is a serious issue. And after having some heart problems, I decided that I needed to go back to fitness. (I'm not.) But the trail, the walking, the swimming, all those things are very, very important. What I would like to see PUD doing is closing the Northwest access and their precedence. When I came to this area I remember driving to the Village. And the Village, Wanapum Village, had different entrances. All of a sudden, there is only one. PUD for some reason, decided to close the access, multiple access to the Village. And didn't cost a whole lot of money. Didn't have to wait for the relicensing of the Dam. Also, Highway 243 almost, in the intersection of Road 26, or Highway 26, PUD closed the access to the shoreline for motor vehicles. And didn't cost a whole lot of money and a whole lot of good was done. What I would like to ask PUD, to respond to the issue that we have here with, you know that this county is very, very large, the Sheriff Department (Woman: Stinks!) does, I didn't say that. But what I mean, you know the human deputies, the number of deputies, is very, very limited for such a long and big county. We don't have law enforcement. The music, we have children that live within a few yards from the beach and the foul language is out of this world. If we don't have the vehicles, I guarantee to you that nobody will bring furniture for whatever need or use is needed. A lot of these issues somehow will be minimized, and so what I'm asking today to PUD is to stop/close the access to motor vehicles. And we don't need to wait until PUD has the license, it can be done. (Woman: What access are you talking about?) I said it at the beginning. I was talking about Northwest access. (Woman: Cox Landing. At the end...) Yes, no, just for walking, to let it be. And, just for motor vehicles. And it's important for people to walk, so allow them to walk. (Woman: We'll get there.) You know, in any kind of meeting, we have different opinions. But when we look at the reality, it's not the walking that caused the problem. It's the driving. Not only to human, but to wildlife. (His phone rings) My wife is saying it's time to quit. So, thank you for being here, and thank you for listening.

Sarah- Tim Schrag.

Tim Schrag- Yeah, I'd like to comment on the trail use too along the river. I think about ten years ago they made an effort to control vehicle traffic from the marina South, and that has made a lot of difference. But I think if you go to the North you still see lots of vehicles coming down those roads and like the trash and all that says. Now, I do like to walk, I do like to ride a bike, so I'd certainly like to see this trail maintained for at least for bicycles and the area here, it's hard to ride bicycles on 243, and so it is nice to access your road from Desert Aire and there's really a hard way of getting your bicycle onto your road without going over tack weed and pucturevine and all this. So, at least if you could make some kind of a bike path, not just a walking path, but wide enough to ride your bike on the trail and then make it some kind of a surface that's ride able, it doesn't necessarily have to be paved but certainly something that isn't sandy that you sit there and spin your wheel. That's my main concern. Next.

Jerri- When we address the pedestrian access trail within our license documents, it does include bicycles. With a pedestrian access trail. (Tim: Is it going to be surfaced?) Yeah, that's up for review. It could be compact crushed gravel, it could be paved, it could be whatever is decided upon. (Steve: It's next steps.) Yup.

Sarah- Bob Kibler.

Bob Kibler- I am a Desert Aire board member, one of several who are here tonight. And I see the board was approached by the petitioners to do something to stop the incursions into the freeboard. And so far, we contacted a lot owner of the lot where there was a dirt road going in from Lakeside Way and asked permission to dig ditches in front and in back of that lot. Which we did like we dug the bar ditch deeper there, make it more difficult to get a vehicle over, and at the other end, the freeboard end, a dirt and rock barrier there, but of course well you can drive around it. And there had been some of that already. But the question is, what is Desert Aire's responsibility to stop free boarding and incursions. And what jurisdiction does Desert Aire have in this whole thing? It's under a PUD control, but we sympathize with the idea that we would like to stop these incursions of vehicles and to the freeboard. It is, I don't know if it's against the law, is it like trespassing (Man: Private property, right?). I know you have big signs up that say "No Vehicles and No Overnight Camping." So, the board doesn't like it either, but there isn't much we can do, but I think we would like to see at least, the Cox Landing access blocked. (Crowd: Yeah, good idea, we like that.)

Sarah- Matt Hyndman.

Matt Hyndman- Hyndman. All right, I live down on Cox Landing; I used to live in Desert Aire. Desert Aire's great, it's nice, I love it here, party hard. Got a wife, had a kid, didn't like it so much. When we moved to Cox Landing, it's peaceful, natural habitat all over in front of us I don't see the traffic so much as you guys are talking to down in front of us. I do see a lot down towards your way, in Desert Aire, or down this way. I walk down there a bit, quite a bit, that road's been there for well, as long as I can remember,

and I've been here for all my life. So, I don't, I just don't know what the big deal is. I see people all summer long in front of my house, park on the road, and walk down, no big deal. I don't think the traffic is that bad. I walk down in front of my house all the time. (Woman: Well, spend a Saturday at my house) Where do you live? (Woman: I live on Lakeside) Ok, well, I live in Cox Landing. I'm talking about Cox Landing. (Man: Well, there are cars going up and down that road.) I don't see them, do you see them Linda? (Woman #2: No) (Eruption) We live there. We live right in front of it. (Steve: Let's not all talk at one time here that way we all get a chance.) (Woman#3: ...Saturday and Sunday too...) (Steve: Seriously, let's let the gentleman, the person with the mic talk, you all will get a chance if you'd like to.) I'm speaking on the Cox Landing half of it, we don't see it. If you want to come down and spend a day and sit in my front yard and see how much traffic there really is (Woman: Yeah?) you're welcome to do it. The roads are right in front of my house, and I rarely, you know what the vehicle that I see pull in there the most is? Is a PUD truck. The PUD drives down there more than anybody else that I ever see. (Woman: They do!) It's, if you want, I'll set a video camera up. It's plain and simple. (Man: It's ok, I got one set up.) (Woman: If you're ready...we're ready to show...) In front of Cox Landing? (Woman: From the North...) I could show you right now. I could drive my rig from here right down there. (Steve: In the comment period, let's not get into a debate.) Anyways, that's my piece on the whole deal. I live there, and I don't think there's a problem. If you want to fix Desert Aire, fix Desert Aire. As far as I'm concern, there's no problem on Cox Landing. (Steve: Thank you.)

Sarah- This last name that I have is the last person that says that they definitely wanted to speak. (Man: Excuse me, excuse me, I can't hear you at all.) What I was saying is, this last set of people that I have to speak are the last people that signed in affirmed that they did want to speak. There are several people with question marks we'll go back through that list as well to make sure you all have an opportunity. This is Steve and Darlene Bodin. (Darlene: Bodin.) (Woman: Katie, did you sign in?) (Katie: Yes, I did.) (Darlene: Katie, do you want to go before us?) (Katie: Yes, I do.)

Kathleen Silvernail- Hi, I'm Kathleen Silvernail. I am a Desert Aire owner and plan to be around for a long time. I've been familiar with the area for about 20 years when my sisters had a place here. And my husband and I bought four years ago and built a house and plan on retiring one day, so we want to be here to support it being a nice place to retire. I have been working with the PUD for about on and off the last two years because of the traffic issue, it go to the point with the traffic that I did start videotaping. And from May until this point, just on the video tape since I come over on the weekends I currently live in Yakima, I've had over a 120 cars that I've videotaped. The ones I had the chance to go through my videos tonight and look at from Cox Landing through the North were 46. And that was over a 20 day period. So I'm not sure if it's because you're not home at the time when those cars are coming through, or if it's just something that you're not seeing. Where the signs are at Cox Landing, there's tire tracks around the signs, I have times, dates, license plate numbers, we've called the Sheriff multiple times. On one day when we called 17 times because of 17 vehicles in one day, that was July 5th, the police made it down three times. I do appreciate that everybody has come down to work on this together because my argument isn't with Cox Landing, it's with the traffic. And so we

want to work together with you on it. (Woman: Have you actually seen them come off U Road at Cox Landing and go down there?) Yes, that's the only road access that they have available. I have the video right here if anybody would like to look at the videos after this meeting by all means, we can sit and go through... (Woman: But that's not the question that I asked you. Did you actually see them come off of U Road, go down to the river at Cox Landing?) (Man: Yes, multiple times) Yes, and then when the Sheriff did catch them, they went up and parked on Cox Landing where they came in. So they actually went, and I have that on the video as well. (Woman #2: And that is also the only exit and exit North of us and all these cars exit towards the North, we've got more from the South, but everything she's talking about exits to the North or enters from the North) (Woman #1: You think they have entered from the North and turned around and gone that way?) Yes, they have come from the Cox Landing North and down. (Woman #3: Didn't you say that there were six cars that came through U Road over a 20 day period?) There were 46. (Woman: 46. So are you saying that counts all 46 or is that just total?) No, that was just 46 from the North end either coming, most of them are coming from, I think I have two that came from the South driving through the North end. I have, and those were the ones that we saw. You know, I live a life too just as the rest of you. I take my kids swimming; I have fun in the summer time. (Woman: What percent or what was the number for the Fourth of July weekend?) That came from the North? Well, I can tell you. On the fifth, from the North end, I have three, four, five six, seven, eight, nine, ten, from the 17. What I have provided just so you're all aware with what we're dealing with and again, I don't see it as a Cox/Desert Aire issue it's more control of the traffic through that area. It's an access. We have had drug and alcohol use. We've videotaped arrests down in front of our house. And I'm actually right at that nice little point in the orange section where they all love that nice little beach. Drinking and driving while pedestrians are on the road, I've seen the pedestrian amount dwindle, and also heard comment when we went around for our petition that they are frightened to use it now because nobody knows if you're going to be yanked in a car and pulled away. There's been fire pits during dry conditions, fireworks, as 200 yards from my home, large amounts, tons of amounts, huge amounts of garbage, broken glass, sexual items, it's disgusting. And I have a four and six year old and my number one priority is them. Threats and safety concerns, the catalyst for this for me to really jump on this was when my daughters and myself were down at the beach and were threatened by a van that was playing the most foul, disgusting, gangster music I had ever heard in my life. As I told Sheryl, it would have made a hard-core porn star blush. I had to take them off the deck, my kids. They couldn't sit out on the deck of our house. It's easy access for theft. What I have found when I walked door-to-door as well, is that people along the opposite side of Lakeside way, seeing cars come from the North, during the evenings and shine flashlights into the houses of people who are weekenders. Gang activity, destruction of property, public urination, that was a treat, I have that one on video too, I watch people throw garbage, having garbage contests, throwing them into the river. And then also boat and ski launching I've seen along there as well. What we have done so far is to contact the Sheriff's office as much as we could. They've been working with us in a positive way as much as they can. They don't have the access; they don't have the people to come down. I've been working with the PUD, trying to inform them on this. We have been e-mailing; finally go the point where it's been escalating so much at least three times from last year, the traffic has escalated. The video tape doesn't lie,

nobody could counteract that, if you'd like to, be my guest. And then also just working with our neighbors and the board from Desert Aire. The other thing I wanted to say, that's what I've wanted to say about what I've observed and what I've had to do, it's ruined my summer trying to keep track of these people. As far as the trail issue, if that goes forward, could you make the trails further, closer to the water? The road is also right up next to the buildings and my house property lines, so you're about 50 feet away from the problems. Thank you. (Steve: Thank you.)

Darlene Bodin- First off I would like to present PUD 169 signatures in support (I hate mics) of blocking the entrance from the North coming out of Cox Landing. (Sorry, if you guys have been watching this television at all, you'll see the traffic that we put up with.) And I'd like to give you a little bit of our history. When we moved in two years ago, we were put in the position of having threats to protect our own property against trespassers. Our house happened to only be the top of the road that was accessed by everybody to go down to what we understand is called Sandy Beach. When the vehicles continued to cross our property to reach PUD land, which was posted and still is posted as no vehicle access. I've had several confrontations with uncaring public in total disregard for private property. We had incidents happening even at during the late night hours. One night, even at 11:30 at night, after we'd gone to bed, a truck and a boat trailer come across within ten feet of literally our bed, down to the water, and back across it after they loaded their boat back on. Another middle of the afternoon, an SUV came within three feet of our garage. At that point, when I tried working through both the Desert Aire patrol, the Sheriff's office, the board, went to Sheryl, and met with her in October of 2005. Understood there was a project to be blocking that. A year later, nothing had been done. Everyone contacted, passed the responsibility, on to somebody else, the police couldn't do anything, the PUD couldn't do anything, Desert Aire patrol couldn't do anything. We were kinda just left sitting there. We finally invested \$4000 in rocks, 2,200 tons of boulders just to protect our own private property. During the ensuing years, all it's done is escalate. Kathleen got me back on bull dogging to begin a discourse with PUD. We were again told by PUD or later in the year that by Memorial Day we would have some blockage that was not to be seen. It had been put off no matter who we talked to and help the situation and did actively campaign and have come up with the signatures we've turned in today. We've had drugs down there if you've been watching this at all (Oop! This right here! We get to see the pot being emptied out of a gallon bag straight onto the property.) The cops did not take these in, there were some *legal* issues. Ok, there's another one where you can see them, people were handcuffed. We've had two groups taken off in handcuffs from the area. The night after this incident they were not allowed to take the car out, the car was "impounded" which they came back later that day, somebody with padded driver's license was supposed to drive it away. They came back went into the woods and looked they were retreating hot. Got into their car and drove off. No consequences. So we've had two arrests down there, impound cars, we know there's drugs, there's dirty language, there's anti-society reiterate going on constantly. I've had a number of confrontations and get back talk "Oh, I didn't see the sign." Went, here's a sign right in front of my house. There's a what, an 8'X5' sign sitting on the lot 140? Desert Aire is taking care of the problem within Desert Aire; we need PUD to take action with the cars going and coming from the North. Just this week, at 11:30 at night, had a

car coming from the North going to the South. 2:30 AM another night, coming from the South going out the North end. I know that is the only access from the North end is at Cox Landing. There is none between us and the end of U Road. We have problems. (Man: I believe the legal/illegal activity is coming from the North. Looking at your video, I know there is Desert Aire community people doing some...) Of course there is! Of course there is! Some of this is coming from the South entrance. (Man: What you're saying is right, cause I live down there, I know, I mean, I see cars go in there they never come back out, so...) They come out South and we've taken care of that. That is being taken care of. (Steve: Excuse me...I'd like to give you a chance to talk.) That is being taken care of by Desert Aire and the County is going to be help taking care of that, so you will not have this access. All we'll have is up there. (Man: But the illegal activity is coming from...) (Steve: Excuse me, I'd like to give you a chance to talk if you'd let her do her thing.) Right down, the drugs arrest, I don't know if you've noticed on here, it's gone through now, they were hauling out barbeques. This is the hottest day of the year- the highest fire danger. And they've got a barbeque out. By the time we got the cops out there, half their dinner was already cooked. They also pulled out a couch and relaxing for the day. The garbage down there is incredible. She mentioned unmentionable sexual items as well. You know what those were. How about dirty diapers, full. Every time I go down, I bring back a bag of garbage even after the PUD has walked it. I come back with garbage. The broken glass down there is horrendous. We've had neighbor's dogs with cut paws. The intimidations, threats, loud gang men, and one of the other things that I think is serious is easy access to private property, trespassing, burglary, property to destruction, easy escape for anybody doing drug deals. They never have to go out onto the highway so they get caught on public property with it, or where the Sheriff's that can actually legally do anything. And this is not the least important. It's one of the most important is what we're doing to the ecology down there. Walk today, beautiful monarch butterflies, last time we walked it great white herons, egrets! And the great blue herons out there. It's a beautiful place. Since we've stopped some of the traffic with amount of police activity we've had and with attempting to block the accesses down here. There's still been a lot of access there. We've seen a lot of fresh tracks on the North. They don't dare come South because they know that cops are going to show up. Broken down, I don't know, how old are some of our sagebrush that's down there? (Sheryl: 50 years old, plus.) One car that intend...and it has to be in the Desert Aire neighbor and you've seen it on the tape. He takes his truck down there and launches his boat. He passes by my property, he's done so much as try to move my boulders on my property with his car. This has got to stop somewhere along the line. It's not you against us, it's us against what is happening down there and we have to do something about it. (Steve: Thank you.)

Man- I just want to make a couple comments. Unless someone's not listening. These last few pictures here were of the signs on Cox Landing and you can see, you can see the car tracks going right around your signs. I mean, those car tracks weren't there before you put the signs in. You know what's going on. Those signs are pointless. Just like the No Trespassing signs we put on our property to keep people from driving across, are totally worthless. The only thing which works is \$4000 worth of boulders. Cause things keep happening up there. Thank you.

Sarah- Dianne Gehling.

Dianne- Hi, I'm Dianne Gehling. I live in Cox Landing. And I have nothing against a bike trail. In fact, I'm all for exercise, I would love to see that go in, but I'm totally against having a park down at the end of U Road because I think that would increase all of the things that they are experiencing. It would only increase traffic; it would open us all up for more crime, and more garbage. And the wind blows it all down to our yards. We don't like it anymore than anyone else does. So, I think... (Woman: We're trying to keep that as a legal vehicle access. That's it.) (Steve: Mhm) Yeah, I think, that's best for us. We have a cul-de-sac, we don't want through traffic either. I don't think that we're on different sides on this. I think that we would love to see people exercising, enjoying the area, but we don't want all of the problems that come with it, and I think having a trail would solve all of our problems and block off all the other access. (Steve: Thank you.)

Sarah- John or Vicki Solheim.

John Solheim- Thank you. I'm John Solheim and I live over in Cox's Landing. I don't see the traffic that you're talking about coming down there, but you can see it on your film that you're getting it, and I don't know if it all comes from that end, but it would tickle us to death to have you block that thing off. That's fine. And if you are going to improve something or do something, go down to the end of the road, on Road 26, go to Buckshot, clean up the Hell-hole that's down there. Because you wouldn't dare get out and walk around; you wouldn't have a live animal or anything walk around there because it's all full of glass and trash and everything else down there. And I know that you can't be down there to regulate it all the time. But one of the issues for you guys here in Desert Aire is, you ought to look into incorporation. If you want to be able to do what a city does, and regulate and have some power to go over there and hook somebody up and drag their butt off, my God, all you have to do is to incorporate into your own little community, your own town. It isn't that hard. But as far as Cox's Landing stuff, love to have you do it if you want it blocked off, good idea. Block that baby off. Go down to Buckshot and clean that place up down there and make it as big and nice as you want. Cause it isn't going to impact our little cul-de-sac coming down there cause they're just going to go straight on down. And as long as you keep up patrols down there to make it so regular families from the area would feel comfortable about going down there, good deal. That's it. (Steve: Thank you.)

Sarah- Shel Neufeld.

Shel Neufeld- My name is Shel Neufeld and I've been a resident, a part-time resident for about four years now. And I live on the other end of Desert Aire and I had no idea of the problems that you have here. I was concerned about the ATV's running up and down the beach. I'd like to see the trail go all the way to the Dam there's many times I'll take that trail, many other people have walked all the way to the Dam but some of my other comments are really minor compared to what you guys have expressed here. And I really sympathize with you. Sounds like what the PUD needs is some enforcement, to hire either off-duty police, have their own people patrolling it. If they do that consciously the

word would get out and these, the problems would sure go down as far as being minimal. And it's just getting the word out, what you and I do here; I think Desert Aire is fantastic as far as the citizen's patrol. We're limited as far as what we can do, but it's you know, I think it's up to the PUD to provide some enforcement in these problem areas. So, that's all I've had. (Steve: Thank you.)

Sarah- Steve Lindstrom? (Man: Steve left.) Steve left? Ok, that was the last person that I had that was a "maybe." (Steve: Ok, are there others that would like to talk that did not sign up? Ok, why don't we just start up right on this side...)

- **Woman-** I just have a question: if you are thinking of closing or blocking, *how* are you going to do it?
- **Tim-** Well that's a good question because I think we'd like to hear from you because at one point it was a fence, and that was offensive and we listened to the reasons why.
- **Woman-** Yes, the view is just absolutely visible. And I understand everyone's concern. My concern is the beautiful river view that I have; I don't want that blocked.
- **Tim-** Understood and I came down with the commissioner and I was there when you were there with the rope.
- **Woman #2-** But you were talking about putting a fence behind our homes, right?
- **Tim-** No, but we also talked about fence vertical down to the river to block the North/South traffic. But then that became an issue then we talked about rocks. And putting rocks/placing rocks in kind of the same location. To be honest, that became an issue as well, the rocks became an issue, so for us, I don't, what do we do? (Man: Rocks.) So that's what we're here for. (Man: I got an idea.) So that's what we're here for. I mean, we understand, I think what I'm hearing is you're both OK with blocking this kind of North/South access and we're willing to do some of these things, but it seems like so far every time we approach it we'd like to hear from you. Am I saying it? So, what we're looking for, one consensus I'm starting to hear some of that. And then how do we do that that meets both of your needs on what that is?
- **Man-** Tim, how about below down there at the S curves where people used to camp and stuff and it didn't take you long to put ecology blocks and a cable through there? And that stopped everything. Same thing at Sand Hollow, you'll see ecology blocks and cable, believe me, that stops people from going into those areas.
- **Jerri-** But it's not appealing to the eye.
- **Darlene-** What's the problem with the rocks? I mean, that's what we had to do to our property to blend in with the desert. They're very attractive.
- **Man-** I have an idea. The last house off Cox Landing and then the first house in Desert Aire, I took a picture of it, several, there's a three foot high chain fence. I don't know if you know it or not. It's actually the separation between the last house in Cox Landing and the first house in Desert Aire. So my suggestion is this: who come to the forming of that three foot high fence and I estimate it's about 175 yards to the wall side. So put a three foot high chain fence, chain link, from

East to West and then a small three foot gate, so those to be walking over here open up the gate and they go through it, and that would be much better than the boulders, and also it would cut out the traffic from Cox Landing that you're saying on your videos. Because then they can't go through. There's a three foot high chain link fence they can't get through in the way. Because of the wires. That's my suggestion.

- **Tim-** And that's a good question. I mean, I hear that is a proposal but your concern before on some of the fencing was either tumbleweeds or the garbage that collects up against the chain link fence and that was an issue before.
- **Woman #3-** But you were the one...
- **Tim-** We actually talked both. We talked North and South and East and West.
- **Woman #4-** And now the problems we've had there so East and West will be, I think, all of us at Cox's Landing, we've talked about it a lot. East and West would be fine at this point. We just don't want to ruin our beautiful view from our houses.
- **Woman #5-** But then with the fence you've got the tumbleweeds.
- **Darlene-** But there's also damage being done North right across from where you guys live. There's damage being done on ecology on that part. I mean, you want to protect that part also.
- **Woman #4-** And then when you're thinking about lots, I mean, how high? Are we talking about five foot? (Eruption)
- **Jerri-** ...We put boulders all the way around that parking area. They're like this high, three feet.
- **Man #2-** So you can say that there's been opposition against these boulders, what were they? What's the problem with that?
- **Tim-** I can't honestly tell you what the opposition was. But when we start talking about placing boulders, I started getting phone calls about "We don't want boulders."
- **Eruption-** But that was North/South.
- **Tim-** One conversation at a time! What we're here trying to help find a solution to do is something that we can do, I mean, I'm hearing the North/South is the biggest problem, so what I think the commissioners here are going to go back, we'll talk to the commission. I want to remind you also as we go through and develop these plans, you are all welcome to come in on Mondays and make your comments on Mondays to the commission. But we'd like to try to solve this, some of this that we can do now; I'm hearing this North/South access and blocking that off, but I'm hearing fence and I'm hearing rock. (Man: How about a tiger trap? With sticks over it...)
- **Woman #6-** How many, I mean because one of the people said that there's more than one...I mean, I know that there's a North and a South entrance there. How many more entrances are there and how many do we actually need? Do we need more than one? I heard, though, I heard, that's there's a problem with blocking off Cox Landing because of emergency vehicles. Ok, alright, fine, let's go the other way then, so you know, we can cut it off to a certain extent, that I'm saying, but then I heard that, you know, there's a fire hazard problem now. You can't block it off completely because you have to leave that open. And I mean, PUD?

(Eruption) I just said I heard that! I heard that! And now PUD? How many entrances does PUD need? (Tim: Well first of all. Listen...) They are the ones. I've seen them. Hang on a minute. I've seen their tracks on what the Bodins are trying to stop. And it's like, how many vehicles do you know that have four tires across in the back that are going to run across that? Two that come in here. Embargo's one and PUD's two. So you've got a problem with PUD doing what they're trying to stop. (Crowd: But it's there property. They're trying to shoo the people out. No...) But I mean, if PUD does it, hey, if PUD does it, I can do it! (Tim: No, we have to have certain accesses for certain reasons on project boundaries. Steve told me today, I know that's been a complaint down at Cox's Landing is PUD vehicles. I, we, staff, has been instructed they're not supposed to be driving out. In fact, Steve has been asking people to see PUD vehicles actually accessing river, they're supposed to be on foot, doing patrols from the river, and so the PUD traffic in that area should be decreasing significantly. They have been told not to be there. (Eruption) (Man: You say the PUD should be walking?) (Sheryl: They are.)

- **Jerri-** And there are occasions when we have to take a truck down when we've got a load of shingles down by the water, and we're not going to haul those out by hand. If you've got a whole truck load of shingles down there. I'm going to have to access down there to clean up big garbage. Couches, chairs, or that kind of thing.
- **Woman #6-** Tire tracks that I saw were PUD. And there was no other vehicle that I saw, and I'm on the main drag and so I see all these trucks come and go back and forth, and I mean, well, Bodins probably saw it too, I mean, if they were home. But it had to have been a PUD truck that was accessing something that they were actually trying to stop. (Woman: But what's wrong with the PUD accessing?) They cross private property! (Eruption: It's their property. No...) (Tim: Wait, a minute. One at a time.) (Steve: We'll get around to everybody. Probably get them back on a quarter. I would like to get out of here about 8:30 tonight.)
- **Aaron Moser-** Maybe nine. First of all, I just want to say I'm Aaron Moser from Yakima. Our family has owned property here since 1968. It was before Desert Aire came in. It was called Sun Valley. We have used our property since '68. We've come over every year. And in 1992 there were problems. Flat out problems. In '93 we were approached by PUD saying at that time we were allowed to launch our boats off the beach. And in '93 we were approached by PUD saying there's changes in the works you are no longer able to do this. Ok, we abide by them. Hey, there's changes. Hey, changes are great. '94-2000, the garbage was a disaster. We brought more garbage home with us than there was at home. And my concerns was to PUD, like, what's going on? At the same time, PUD was patrolling, driving their vehicles back and forth. Stopping in, introducing themselves, and being polite. I'm going to jump to 2007. This year, we witnessed each time we came over here, and we come here about a dozen times during the summer Every time, PUD, there was three of them, there were three individuals, each garbage sacks in their hands and they were walking. I thought, huh, this is unfamiliar to us. Why aren't they driving? So we approached

them, introduced myself to them, told them who I was. Hey, how come you guys aren't driving? And their theory was: If we can't drive on here, if we expect the public not to drive out here, we can't drive either. I said that's a great philosophy. I said I want to tell you, we haven't had a bit of garbage to pick up since 2000. PUD has done an excellent, excellent job off of Lakeside. The traffic has slowed down. Before, I know I'm nervous sorry, before there'd be ten cars an hour driving by. This year, five. The whole weekends that we were down here. (Woman: Were the trails...) This is the trail that you guys want to incorporate as a bike trail, walking trail. I'm all for it. It's great. PUD, you guys are doing- it's working. Maybe expand a little bit farther out, but off of Lakeside, it's working. (Woman: That's because we've had the cops on us all summer.) We've had the cops on us too. But we obey by the rules and we've done what've been asked. PUD is doing their job. I'm telling you. It's going to take time. Cause in '93 when we were approached there was a lot of work. 14 years later, it's a nice place to come to. It's back to what it was in 1976 when there was four feet of sand down at the beach. I remember as a little kid taking my bucket and shovel digging in the sand and find pennies. There's no sand. The wind's blowing it away. Maybe plants are in now. The place is beautiful. I just wanted to pass that along. PUD, you guys are doing a great job. (PUD: Thank you.) (Steve: Sir, state your name again...)

- **Fred Green-** My name is Fred Green and I've been a property owner in Desert Aire for 14 years and I live down on Lakeside Way now. And I appreciate you, Mr. Commissioner, coming out. What was your name again? (Terry: Terry Brewer.) Terry Brewer, I hope I will remember that. We have a lot of commissioners and only one decided to come down tonight when this was advertised as a commissioner essentially meeting, so I was a little disheartened when I only saw one come down, but thank you for coming. The issue that everyone was kind of came under the assumption/presumption; at least I felt here was this issue of crime down here. But seeing this issue with the park seems to be a bigger issue long term. I mean, if we end up with a park down there 24/7 without the ability to have law enforcement, there's no funding for law enforcement, they're not going to fund Grant County Sheriff. They can put a sign on there "Closes at Dusk." We know that's not going to happen. You're going to have incredible, we're going to huge problems down there as far as enforcement on those issues, and I think our bigger concern should be what's the deal with this park, and I'm curious, how many people in this room is supportive of this idea of a park there? Is there anybody? Because they've come out and talked to all the stakeholders and come to this conclusion that we want this but I don't see anyone here supportive of this. (Man: ...Yes...) Are you? (Man: But I want to see that walking path along the shoreline. But I want to see it used responsibly.) Oh, sure, I think the walking path will be great. We have this huge beautiful ecosystem that no one has talked about. It's beautiful up there. To pave that over with lawn and cars that can park in the parking lot 24/7 that seems concerning to me. And I hope it is to you too. I think that's a bigger picture what we're looking forward to. And I hope that's a message. And if I'm missing something here and there's going to be law enforcement with that and gates locked at dusk and it's you know, taken

- care of responsibly, that's one thing. But I don't think that we have evidence that that's been how they've taken care of land in the past. That's my concern. Thank you. (Steve: Thank you.)
- **Neal Sundesten-** Neil Sundesten. I live on Lakeside. You know, I'm for the walking path down there. I've been in Desert Aire for like eleven years. But my concern is there's not enough presence in Cox Landing to put fear in the people that go down in that parking lot to stay out of the area. There just isn't enough residences down there. There is in Desert Aire. We've paid people to drive around and flash lights into people's houses. They've flashed lights in my house before when I'm home. The car is different. So, you know, that's the part that scares us I think that maybe a guy could come in through the back door park right there, make a drug deal down there, pull out, and gone. What is there, 20 residents over there? You know, I mean, we've got what, a 1,000 lots in here. I mean, just like you say, we could create a city here and protect that. And yeah, that's probably ten years out. But, I mean, we want to improve that lakefront property. I think the money better spent. And for Cox Landing, yeah, we don't need a parking lot down there. We've got a cul-de-sac there. You kids can come down and park there at the end and walk down the walking path. We're going to do that. That's what needs to be done. But not a parking lot. You know, put the parking lot down at Buckshot. You know, let's let Mattawa go down there and party their ass off down there in Buckshot. I mean, that's what we need to do. That's money better spent down there and Grant County will know where to go to find those guys. (Steve: Other comments?) (Man: Steve?)
 - **Kerry Tuesley-** My name is Kerry Tuesley. I've been here since about '99. But there've all been lawsuits here since 1999. My concern, I'm sorry for the people that have had trouble on the North end. I live on Orchard. My concern is with this idea here (points at boat launch map). I would like to see more ramps put in. We have two going straight off here and the one here that's pretty useless. If we're growing, you can't cut it down to two ramps. No way, no way. On a holiday weekend you can't even launch. On Labor Day weekend they closed the launch because there wasn't enough parking. I love the idea of extending the parking lot. We don't launch on holidays. We just don't. It's not worth it. But we were out there tonight on a beautiful night. This has to be a double. It has to be. I can see only one in here because you have a very small area for boats, you can only get one at a time, but this straight out here it has to be at least two. That's all I have, thanks. (Steve: Thank you.)
 - **Woman-** I don't want this. I have a question and a request from PUD. My request is to make this area a No Tolerance policy. Until it is made that, the police that come down here to do any enforcing will not do it. They are allowed to, at their discretion, to arrest somebody, kick them off, say "Please move", or ignore the situation altogether. I've been told by the Sheriff's office that there must be a No Tolerance policy to make the officers do something about the existing situation. The other thing is how long before we see action?
 - **Tim-** And I think I what to respond to how long before we see action, I think we were ready to implement action before and now it's found resistance. I hear tonight North/South access. That's action. Is there consensus in this room to take

back to the commission- we don't meet this next Monday we're having District Wide Events internally for employees. But the following Monday we will be meeting with the commissioners. This will be a report to the commission. Fence? Rocks? (Crowd: Rocks!) I hear rocks. Ok, North/South, I see a hand up. What I'm hearing, a large consensus, I hear, the commissioner's hearing it, rocks basically East and West to block the North/South access. (Woman: But no North/South rocks. No rocks...) That would be, I've heard that. Ok, back here. (Man: Baker Lake and down South we use steel posts with steel cable and we have them spaced just far enough so the kids couldn't come and lift up the cable and drive a car through. A plus here would be, it wouldn't stop tumbleweeds either, they'd just blow right on through.)

- **Tim-** Ok, let me ask again. Everybody's sitting here heard rocks and now heard steel posts with steel cable. Would that be acceptable? (Dispute) (Man: It's ugly to the natural environment of the area. Rocks, white rocks that are solidified with lava are natural to the area. Let's keep it natural. Not a wire fence or something ugly that we have to look at for a very long time until we can get it removed.) Ok, let me try this one on all of you. How about we try the rocks if we go back and report to the commission, they'd probably give some support, no promise, we try the rocks to see if that has an impact on the problem first. Try the rocks first. If that doesn't seem work, I'm sure we'll be hearing from some of you if not all of you, but then I'm sure we'll be meeting to talk about other solutions for the plans in the future.
- **Jeffrey Hulke-** Yes, I'm Jeff Hulke. And when I brought the property, the two acres, at the bulb of Road U, I had tire tracks and car tracks, all kinds, 150 feet up onto my property all over my septic tank until I had those natural rocks delivered. If you drive down there. They're across the front of my property. I picked up all the garbage and beer bottles. Bald eagles don't like Coors Light. And I don't have that problem anymore. I haven't had one car or truck up on my property or my septic tank. And they're natural looking to the environment and the way it's always been. It stopped the problem. (Tim: Any others?)
- **Woman #1-** With these rocks...half way for still-footed people?
- **Jerri-** Three feet between each rock. Only as proposed.
- **Sheryl-** That's why the tumbleweeds should go around them.
- **Jerri-** So that bicycles can get through them not four wheelers.
- **Man #1-** There's only one thing about the rocks that you keep the smaller rocks that high, most of them can be hidden by sagebrush anyway. You don't see the rocks because of the sagebrush down that way. You're piddled up everything natural, there's going to be a barrier. I think it's a good idea. (Tim: Ok, the lady over here.)
- **Woman #2-** These rocks, are they North/South or East/West? (Tim: East/West to stop the North/South traffic so you're going perpendicular to North/South, not East/West. Sheryl?)
- **Sheryl -** One comment, and this is from a management perspective of the traffic that's going on down there, if you place the boulders from East to West and it's right there at Desert Aire and Cox Landing, the last lot, you're still leaving open all of that area off of Road U. All that traffic will go to that portion of the

- shoreline and Cox Landing will see a definite increase, so that is something to consider with this East to West basalt barrier.
- **Man #2-** I say, try the rocks East and West because if it doesn't work, the rocks can move. That's going to obviously drop or cut the path off to Desert Aire. Try that. See what happens. (Tim: Ok, finally this gentleman back here.)
 - **Man #3-** Well if you do do the rocks, which I think East/West will be a good idea, if it does push the traffic coming from the other end then maybe rocks will be a suitable thing for out there. (Tim: Well then I'm sure we'll hear about how do we need to address the traffic issue at the North end or by Cox's Landing.) (Woman: If we have to address this issue.) (Tim: Hopefully we won't.) (Woman: Maybe it's too much of an open.)
 - **Man #4-** I'm still in favor of that 600 feet of rock in Cox Landing at the last house. The traffic coming in there to all public utility property. They're not going to be able to get down in there. They're not going to be driving across private property and then coming down to where public property, and then driving around those signs. (Woman: That isn't what we want to see though as a homeowner. Is we don't want to look down there and see a pile of rocks.) (Crowd: It's not a pile of rocks...) (Tim: Well, OK, here is where I'm getting a disagreement. East/West blocking North/South. You're right, when we talked about it before it wasn't going to be a pile of rocks, it was a rock and everything at your feet. But right now, the first step is East/West, try this, see what happens and then we'll meet to see how much we've mitigated the problem. And maybe you're going to come back and say we need to do more. But what I'm hearing this first set is East/West.)
 - **Jerri-** If we see a lot of evidence in that area where we did not block off then we'll come back with a suggestion to do something more. Right now there is vehicles that are going in there, the access to go South. Maybe when we have it blocked off they won't go in there anymore. I don't know.
 - **Woman #3-** I just want to give you what I've experienced since we have been contacting the Sheriff because a lot of them have come back within hours after we have contacted until it had kept being repeated and repeated because it wasn't just a scare tactic from the Sheriff's department was now that that area they realized was being watched by homeowners, was that they had just moved down ,maybe how many, 500 yards and they're parking in the trees down there, so as long as they can access it, just to let you know it'll be East/West, they're trying to stay in their comfort zone right now. And they're still accessing it, and new places are being driven into. So they don't want to leave that area. (Woman: So what's the point then?) You can walk along there and see where they drive in now. And it's not as drastic as it has been in front of our homes, but as we go walking, you can see all the new areas that they're going into to party or drink or do whatever they're going to do. (Woman: Well we can see what this does.) (Tim: Yeah, let's see what this does. The other thing Steve and I, I guess, to reinforce, if you see a lot of PUD vehicles, we do need access to the project shorelines for lots of reasons, but we're trying to minimize district vehicles and access to the shoreline. But there are reasons we do need to do that. But if you do see that and it's excessive, we'd like to know about and reiterate: if you guys, ladies and

gentleman, have comments that you need the commission to hear, the commission holds a meeting in Ephrata every Monday, public comment session at one o'clock. These are important issues and they do want to hear them. And then as we develop a plan there will be this public comment period that's in the paper, it's on the radios, it's on the website. And I think they do a really good job. We're going to look forward hearing from you as we go into that process once we get a license. (Man: There's no possible way I can make a Monday one o'clock deal, can I e-mail something and have it read there?) Absolutely. (Man: Ok.) If correspondence comes in, it usually comes to me and I read that correspondence to the commission, or it can go to the commission, it goes in their packet, so yes, e-mail it to the PUD and the commission gets it or I get it and I read it at the one o'clock session. (Steve: On our website.) (Jerri: You can find it on the website.) (Steve: And on the website go right to the commissioners.) (Woman #1: On the North/South rock wall, is it possible to put in posts with chain that could be cut by the fire department or the police department if there's a wild fire going through there so that they would have quick access?) That's possible to have one section that was wide enough for them to have access to get through. (Sheryl: With a chain.) (Steve: We can certainly work with that we make sure we address that issue.) Yeah, I think it's a good idea. (Woman #2: Not this coming Monday but the next Monday when you have your meeting, what's the time frame, even a guesstimate, on when something would be done?) Generally the reports. It depends on what's on the agenda. I couldn't begin to tell you what's on the agenda a week from Monday. Generally, I do reports with the commission from ten to twelve and then they have their business section of the meeting. And if we haven't finished reports then usually around two o'clock/two thirty we go back and do reports, but most likely it would be in the morning session between ten and twelve when I do a report on this meeting, Steve? (Woman #2: I think I asked my question incorrectly. As far as acting on the rocks...) You know, that's not a formal approval process. If the majority of the commission say, "Yeah, we're ok", there's not a formal process we can start working with staff and get that done right after that. If it was a formal process then we try to put something in for a motion or resolution and it will go in one week for review and then action the following week, so it's not a very long process. Thank you. (Man: As per her question there, also fireman here, I've been a fireman in this area for fourteen years. We have ,all the other lands of the PUD's, where they have a cable and a lock on it we have the key to those locks in our trucks, so we don't have to cut the cables through there, so I don't imagine in this situation with the same lock we'd have a key to it. That's no problem.

- **Steve-** See, any other comments? (Man: So the chain-link fence is out and you've got boulders instead now?) (Tim: That's what I've heard and a consensus so we'll try that first.) Boulders East/West, and see how that works. We'll see if that doesn't work, then we'll come back and flip the other option as well.) (Tim: That needs permission.) That needs commission approval. (Woman #1: Me again.) (Woman #2: Why don't we do something about Desert Aire residents about using PUD lands to go to the beach and drop off their clothes?) (Tim: You know, that's one that's probably pretty tough.) (Woman: #2: Can you come in and place

- boulders in front of their property so they no longer can do it?) (Tim: We can't place boulders on someone property.) (Woman #2 We can put it on PUD property in front of their property.) (Tim: Well I mean, that's...) (Jerri: And we've fenced areas of PUD before when we've had excessive traffic.)
- **Tim-**: So we'll consider. (Sheryl: A letter would be good.) (Terry: Just thank you guys for coming out and supporting us. We appreciate it.) Yes, thank you. (Sheryl: And listening to us, thank you.) (Man #2: Is there anyway that PUD employees can enforce? They can't. Is there anyway to make them special deputies?) (Woman #3: A No Tolerance policy would let police do it though.) What I suggest that we do and I suggest that we sit down with the Sheriff's department and talk about how far can we go and what can we do. I understand that problem is more significant, but we're not law enforcement authorities. And the other thing, just to remind you, when you look at what encompasses our project, and the amount of surface area and the whole reservoir, and clear up to Rock Island Dam, we have river patrol, but it's really hard to be everywhere and police all of the things that we kind of have to look at and work with law enforcement; and you're right, they are understaffed. It's a challenge. (Kathleen: Addressing your question, when the PUD, there were a couple PUD people that were walking by over the Labor Day weekend and there were people launching their boats, so I let them know they were launching their boats. And they went down and the car stopped while they walked by and backed up a little bit and then they walked down. And then the boat continued on. They turned around and did take a picture of it, the PUD people, and said that all they can do is report it. They've been doing it for ten years; the boat's been doing it for ten years. It was just really lackadaisical attitude towards it. What do they do with that picture? Who sees it?) (Jerri: I saw it!) (Kathleen: Whoever they report to, are they taking it for some reason to appease us like they're doing something?) (Steve: No.) (Sheryl: Kathleen, we did see it that and we were aware of what did transpire and that's not what we're requesting our patrols to do. There was a miscommunication to that department and that has been corrected. That should not happen in the future) (Kathleen: What part shouldn't happen?) (Sheryl: Noncompliant uses should be resolved.) (Kathleen: Ok.) (Sheryl: They should have been asked to remove their vehicle and launch at the designated boat launch.) (Kathleen: Ok, thank you.) (Man #3: You know you can write to the Sheriff's department a letter that says basically that you have the power to enforce no trespassing on us and as long as you post that with them they can make the enforcement there. Same as they can do on private property if a private property owner gives the Sheriff's department the authority to act for them without having to have their consent.) (Woman #4: When I talked to them, and I talked to various people on up the line as far as rank goes, and what I was told that it was still left up to the discretion of the officer. So if the officer didn't want to mess with it, he didn't have to.) (Man #3: I did it for 36 years. It's always; it always is at to the discretion of the officer.) (Woman #4: They told me that the only way they do not have discussions is if there's a No Tolerance policy. That's what I was told by the Sheriff's officer.) And what I promise what we will do, is we'll visit with the Sheriff department to see what we can do. And that's what we will do.) (Woman #5: I'm just curious

about the size of the rocks.) Hold on a second! About three foot tall, if I can get my arm around it, about three foot tall. (Crowd: You couldn't lift it.) (Jeff Hulke: Jeff Hulke again. I think that at the bulb of the cul-de-sac of Road U for them there were driveways that were made a long time ago, established for PUD vehicles. And that pathway goes off the end of that road. And maybe it wouldn't take a whole bunch of, maybe just put rocks across, put a sign on the outside: "No Vehicle Access." Instead of putting a sign in the middle of a driveway where they can laugh at it and drive around it. That would do a lot to keep them out of there. A lot divested of that 600 feet is not something they're going to want to come with their boat trailer over. It's pretty much inaccessible because of the natural rocks. They're there already.) Ok. (Steve: I think we're filtering out pretty well.)