

Lindsey Ozbolt

From: Peggy Michael Reddy <reddy@benefits-consulting.com>
Sent: Tuesday, January 24, 2017 6:36 PM
To: 'Mike Schmidt'; Lindsey Ozbolt
Cc: 'Jackie Schmidt'
Subject: RE: Comments on ELST South Segment B (STA 375 - 380)

Thank you Mike! I'll be writing another plead as well to avoid the destruction and waste that moving the trail westward will cause adjacent to 929. Peggy Reddy

From: Mike Schmidt [mailto:IMCEAEX-
_O=FIRST+20ORGANIZATION_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+28FYDIBOHF23SPDLT+29_CN=RECIPIENT
S_CN=000201000008164@eop-nam02.prod.protection.outlook.com]
Sent: Tuesday, January 24, 2017 2:18 PM
To: lozbolt@sammamish.us
Cc: 'Jackie Schmidt (jackiesch@msn.com)' <jackiesch@msn.com>
Subject: Comments on ELST South Segment B (STA 375 - 380)

To Lindsey Ozbolt and other interested parties,

I am submitting comments on the proposed trail and fish passage changes included in the South Sammamish Segment B 60% plan. As part of researching and producing this commentary and feedback I reviewed the plan documents, discussed the various plan details and concerns with our neighbors, and also visited the City of Sammamish City Hall to discuss some of these issues with King County representatives in person. The neighbors in this discussion have expressed similar concerns and include the 10 homeowners of Whileaway Court who share ownership of the common private driveway that would be effected by this proposal.

I would also like to point out that in addition to living in the area for the past 20 years where the proposed changes would effect, I have also been very active in contributing to research and preservation of Kokanee salmon both in Pine Lake Creek but also in other capacities in the Sammamish water basin. I am also a volunteer member of the Kokanee Work Group lead by David St. John.

Given the quantity of feedback I have gathered I think it best to present the information in bullet form, after which I will comment further on a few of the key points.

New culvert under Whileaway court (reference pages AL39, FP1, and WP9):

- Good for the fish!
- Good for improved water flow, drainage, and creek flooding mitigation
- Property rights concerns
 - Most proposed construction is within private road (519710TRCT) that is not part of the trail ROW. All home owners have a shared ownership in this tract, so owner consent is required.
 - Why does the proposed construction extend into privately owned Gill Trust lots 5197100135 and 5197100130 instead of remaining within the shared driveway 519710TRCT?
- It is very important to preserve the two massive ancient redwood trees at the west exit of the culvert, near 11+00 on the p-line and adjacent to rock walls #1 & #2. Does the "M" designation on the tree removal plan for these two trees reflect concern?

- Earth walls #42 and #43
 - Chain link fencing is not visually acceptable, would need a more aesthetically pleasing and natural fence choice that fits the style of the neighborhood and the beautiful natural surroundings of the creek passing there.
 - Length of “earth walls” is concerning, why are they so long?
 - In particular the south starting point of wall #43. That starting point should be moved at least 5 feet farther north. As it is located now it is likely to be a back-up hazard for cars backing out of the driveway from the 903 residence and turning to back up to the north.
 - Why does wall #42 run so far to the north, seems this could be substantially reduced?
- What is the relationship of culvert replacement plans to trail plans (tied together, different projects, timelines?)
- How does funding work, all paid for by King County?
- How will all the utilities be routed and what will the effect on utilities be during construction?
 - Gas, water, sewer are all underground in the road where culvert resides (as are cable and power in other road areas in the construction zone)
 - Current plan would require removal/replacement of power pole near south edge culvert. Could power on these poles be moved underground as part of this work?
 - FYI: There is a separate proposal for a fire hydrant to be added north of the proposed fish passage culvert work on 519710TRCT. This work should be coordinated.
- How will people have access to their homes during culvert/road construction?
- Road grading and drainage is an important concern. We already have issues with water on the road flowing towards residence driveways, in particular the driveways of 903, 909, or 915, so we would appreciate any grading changes improve upon the drainage conditions.
- Concern about current design reducing parking availability.
- What are landscape plans for this area after culvert replacement?

New trail plan (reference pages AL20 and LA12):

- Is it necessary for the trail around 378+00 to meander into and destroy existing delightful landscaping adjacent to 929?
 - Plan will destroy numerous large very mature Rhododendrons, Oregon Grape, Aspen, and Fir trees
 - Can the meander be avoided here or moved somewhere else along the trail?
 - At minimum can the meander be reduced to preserve more of the mature trees and bushes?
 - If infringement on wetlands is a concern, the designation of the area east of the trail here as wetland 23C is questionable. Can this be reevaluated and the plans changed to avoid destruction of the Rhododendron, Oregon Grape, Aspen and Fir trees?
- Where grass area is replaced just south of Driveway #10 access, please ensure only very low growing plants are added to the enhancement area to replace the grass. This is required for good visibility onto trail and parkway from the driveway.

To expand on some of the key points I will first focus on the new culvert plans under Whileaway court. One concern here is it is important to preserve the two large, majestic, redwood trees that are planted here just to the west of the culvert. I am pleased to see that, to my understanding, feedback given to folks planning the culvert changes during an onsite meeting in April of 2016 (Kelly Donahue from King County and several representatives from Parametrix) was incorporated. It appears the plans have offset the new proposed culvert further away from the two redwoods in order to reduce the disturbance to the tree roots during required excavation. The trees were planted in the 40's and are a keystone of the landscape in our neighborhood, they must be seen in person to be fully appreciated and cannot be sacrificed!

We are also very interested in the improved fish passage that the new culvert will provide, and in particular the increased capacity the new culvert will have in allowing storm water to pass through. The old/current culvert there is much smaller and has been a concern of ours for plugging and overflowing.

We have additional concerns about several other details of the proposed plan outlined above, in particular the chain link fencing and earth walls. It's important to us that the new culvert aesthetically look very pleasing and fit into the neighborhood landscaping and natural look and feel. Chain link fencing does not meet that requirement, we would like this to be changed to some other suitable more natural material. It appears the earth walls will be constructed of precast concrete blocks which will mostly be buried down to the road surface level, and only exposed where the cut of the creek bed slopes down. If so, we believe this would be suitable if they did not have chain link fence attached.

My final point for the culvert plans is that I want to emphasize that in this section, unlike the trail ROW, the proposed changes to the culvert occur on private property. There are important property rights and consent that need to be adhered to here.

Secondly I would like to comment further on the trail deviation outlined in AL20. We are dismayed to see that the current plan has the trail diverting to the west such that a significant and very beautiful naturally landscaped area will be destroyed by the trail. The area has been maintained for nearly 20 years in its current state, and contains many native plants and trees including other much older vegetation including mature Rhododendrons, Oregon Grape, Aspen, and Fir trees. We would ask that as much of that landscaping be preserved as is possible. Are there changes that can be made to the trail path in this section that can avoid or minimize that destruction? Can it be moved more towards the existing trail path or shifted in some other way? If the reason for the diversion is due to the designated wetland 23C east of the trail in this section, then we would respectfully request that this designation be reevaluated. It really does not look like a wetland, it is a hill sloping down with a ditch carrying water away north and south. It would also be very illustrative for folks in charge of planning the trail in this section to come down and see the current state and landscaping in person if that hasn't been done already. The landscaped area is well worth preserving and it would be a terrible waste to destroy it.

Overall, we are happy to see the trail plans progress, and we see several benefits to the fish passage culvert work as well. We welcome and encourage a dialog between the county trail planners and our neighborhood to discuss the concerns, adjust the plans, and make some beneficial changes.

Can you please provide more information in your response to this email regarding how the feedback will be processed, how it will be communicated to king county, how we will hear about incorporation of the feedback, and if there is additional opportunity for feedback after any changes are considered and made? Also, sharing the timeline of the entire review process leading up to eventual approval and construction would also be helpful.

Thanks for your attention and consideration, and please let us know if you have any questions. We appreciate your follow-up on this matter.

--Mike & Jackie Schmidt

903 East Lake Sammamish Shore Lane SE
Sammamish, WA 98075
425 836 3259

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:25 AM
To: 'astrbear@comcast.net'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Astrid,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Astrid Bear [mailto:astrbear@comcast.net]
Sent: Tuesday, January 24, 2017 5:01 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

As a bicyclist who has ridden the Lake Sammamish Trail, I want it to be a safe and usable space for all users.

Astrid Bear
506 Lakeview Road
LYNNWOOD, WA 98087
425-238-4045

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:29 AM
To: 'apquach@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Anh,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Anh Quach Crandall [mailto:apquach@gmail.com]
Sent: Tuesday, January 24, 2017 6:27 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing to express my support for completing the East Lake Sammamish Trail and approving permit SSDP2016-00415.

I live in the English Cove Condominiums just off Redmond Way, and I use the ELST frequently. For the past 3 years I've trained for a half marathon and a couple of triathlons on this trail. I recently gave birth to my first baby, and I was looking forward to taking her on family bike rides on the trail once she was old enough to ride in a bike trailer.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12 ft trail with 2 ft shoulders will create a safe trail with space for the various uses of the trail - from running to cycling to new mothers walking together with their strollers. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue given how many children use the trail. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Thanks,

Anh Quach Crandall

Anh Quach Crandall
18622 NE 57th Way
Redmond, WA 98052
520-979-0187

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 9:50 AM
To: 'anne_gwynnerobson@hotmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Anne,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Anne Gwynne-Robson [mailto:anne_gwynnerobson@hotmail.com]
Sent: Tuesday, January 24, 2017 8:11 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as proposed, with expediency.

The ELST was my favorite bike ride when I lived in Redmond. Even though it was close to a suburban area, it had a wild feel with wonderful views of the lake and mountains. I don't think there's an MUT in King County that can top the ELST for beauty, and I'd love to see it completed so that everyone can safely enjoy it.

Sincerely,
Anne Gwynne-Robson

Anne Gwynne-Robson
25th Ave E
Seattle, WA 98112
2063495809

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:24 AM
To: 'artak.sukhudyan@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Artak,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Artak Sukhudyan [mailto:artak.sukhudyan@gmail.com]
Sent: Tuesday, January 24, 2017 4:58 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Artak Sukhudyen
18026 40TH DR SE
Bothell, WA 98012
4252236006

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:33 AM
To: 'adam.warfield@ymail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Adam,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: adam warfield [mailto:adam.warfield@ymail.com]
Sent: Tuesday, January 24, 2017 8:36 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

I frequently use the area for multiple activities. Running, walking (with my elderly mom) and a significant amount of cycling (about three days a week) Having access to the trail vs. the road for cycling would be awesome, and much much safer. Even though there is a significant shoulder/bike lane, drivers are absent minded and text while driving. Ive had multiple "near misses" and "close calls" Which is crazy, because I am well visible with reflective clothing and blinking lights.

Please approve the permit, as proposed, with expediency.

Sincerely,

adam warfield
po box 394
maple valley, WA 98038
4257666986

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:34 AM
To: 'bikelicker@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Alexander,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Alexander Wilson [mailto:bikelicker@gmail.com]
Sent: Tuesday, January 24, 2017 9:03 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to convey my strong support for completion of the East Lake Sammamish multi-use Trail, and approving permit SSDP2016-00415.

Enabling alternative transportation consistently boosts property values, the local economy and quality of life. Creating a recreational trail will not serve to increase crime, property damage, or block up residents parking, as all previous regional trail infrastructure has shown. As a regular user of the trail, I can testify first hand that this trail provides the opportunity for users to experience magnificent scenery, exercise, and experiencing the outdoors in a convenient manner, and away from the dangers of automotive traffic.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Thank you for your time.

-Alexander J Wilson

Alexander Wilson
7532 11TH AVE NW
SEATTLE, WA 98117
2067692091

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:52 AM
To: 'benwhughey@gmail.com'
Subject: RE: Please Approve the Permit: Segment 2B of the ELST

Dear Ben,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Ben Hughey [mailto:benwhughey@gmail.com]
Sent: Tuesday, January 24, 2017 10:48 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit: Segment 2B of the ELST

Dear

Dear city of Sammamish,

I would like to register my support for completing the ELST and approving permit SSDP2016-00415.

King County has the skeleton of an amazing regional trail system, but many missing gaps hold us back. If we can pave the East Lake Sammamish Trail, we can create a safe transportation corridor for people to move around our region. This would also aid the future Emerald Necklace Trail that could make Sammamish a destination for all kinds of trail users.

Please don't let a few selfish neighbors stand in the way of a greater and long-term benefit to the community, please approve this submitted permit.

Sincerely,

Ben Hughey
1713 Dexter Ave N, Apt 201
Seattle, WA 98109
9077381252

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:09 AM
To: 'billybob713@msn.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Bill,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Bill Prescott [mailto:billybob713@msn.com]
Sent: Tuesday, January 24, 2017 12:28 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I want to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

I have been a trail user for the past 16 years, and have endured the constant stonewalling of some lakefront residents. Essentially, they regard any land between East Lake Sammamish road and the actual lake as their divine property. There are those who have put up every objection in order to hoard this valuable resource for themselves, even going so far as to cite "environmental concerns" as a reason why the trail should not be built. Please. It's all about preserving their private access and position and neglecting the rest of the population.

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed ASAP.

Completion of this corridor will provide an extremely valuable commuting route as compared to the dangerous route along ELS Drive, with cars going 50mph on one side of you, and a jersey barrier on the other.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, immediately.

Thanks, Bp

Bill Prescott
19651 SE 29th St
Sammamish, WA 98075
425-830-0592

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:07 AM
To: 'Brian Soderberg'
Subject: RE: E Lk Sammamish Trail - Segment B Comments

Dear Brian,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Brian Soderberg [mailto:soderberg.brian@gmail.com]
Sent: Tuesday, January 24, 2017 12:03 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Jane Soderberg <jtsoderberg@comcast.net>; soderberg.brian@gmail.com
Subject: E Lk Sammamish Trail - Segment B Comments

Hi Lindsey,

Attached are my comments, concerns, and questions regarding the current state of the Sammamish Trail development plan (from the 60% Design Plans – Segment B).

Please reply with answers / comments.

I will also come by City Hall on the 26th at 11am to for clarification and answers.

Thanks,

Brian and Jane Soderberg
407 E Lk Sammamish Parkway SE
Sammamish, WA 98074
206 818-6244 cell

January 24, 2017

Ms. Lindsey Ozbolt
Associate Planner, City of Sammamish
Sammamish City Hall
801 228th Avenue SE
Sammamish, WA 98075

Dear Ms. Ozbolt,

I am writing to let you know how upset we are with the current state of the Sammamish Trail Plan that I have discovered through reading the Segment B 60% Trail Development Plan.

I know, from hearing from all my neighbors, and reading news reports, that you are getting numerous letters of concern and outright disbelief of how the plan is going. It is unfortunate that this can't be more of a collaboration of city and homeowners working together, rather than the contentious battle that it's become.

My family has lived on the lake / trail for over 10 years and have enjoyed all that the trail provides. We walk and ride bikes on the gravel path, and believe it is fine as is. Turning it into a wider paved path, along with numerous other considerable and expensive additions adds nothing for us. I believe moving to a paved trail will bring more (faster riding) street bikers that will add congestion and make the trail less desirable and a safety concern for walkers (which far outnumber the bikers from my 10 years of trail use).

By far my biggest concern and question is:

1. Why remove driveways (#16 in my case)?

Is it for trail user safety? That doesn't make sense, you are making it more congested (more cars coming and going) at the driveways next to the removed driveways making it less safe for trail users. In our 10+ years we have never seen a trail user / auto accident. With less driveways, more overflow cars will park at the driveways left in place in and around the trail, making it less safe as well.

Removal of our Sammamish Parkway driveway access has the following negative, unsafe, and unfair impact on us and the adjacent homeowners:

- A. **Property value** - Our driveway (#16 from the plan) that directly feeds 333, 407, and 415 E Lk Sammamish Pkwy SE, provides a nice, useful, safe, desirable entrance to our homes. You are dramatically devaluing our homes by unfairly removing this access. I have been paying for maintaining the area between the trail and E Lk Sammamish Parkway (and doing it personally when not paying a landscape company) for years, as well as paying for it to be repaved in its entirety several years ago. Our driveway also provides a nice overflow for parking when our households have parties or events. Taking away the driveways will mean more cars on the Parkway or in the driveways that are left in place.
- B. **Safety** – Fire trucks and rescue vehicles will have a tough or impossible task of moving a large truck around the new less than 90 degree access into our driveways (*see purple lines in Figure 1 below*) – in the case of emergencies for fire or rescue operations. This leaves us with below standard access for fire and rescue.
- C. **Boat storage** – I currently store my boat out of sight on the side of my house. Removing the driveway will make it impossible to maneuver my boat trailer & car into my storage area next to my house for the

winter (*see purple lines in Figure 1 below*). Offsite storage costs \$500 to \$1000 per month – an undue and unfair impact on homeowners.

- D. **Construction and delivery trucks** – I have had large cranes brought into my driveway to lift objects into my backyard (the only way possible) for installation. These large scale cranes would not be able to maneuver into my driveway if the Sammamish Parkway driveway access is removed (*see purple lines in Figure 1 below*). This type of construction would be impossible in the future without the access.
- E. **Access to existing bins and mailboxes at driveway 16** – What type of access will be made across the trail and up to Eastlake Sammamish Parkway to our “driveway 16” mailboxes and for placing our garbage, yard waste and recycle bins? If we’re expected to walk around to the next driveway access, you are adding a ¼ mile walk to our mailboxes and bins via driveway 15 (*see Figure 1 & 2 below for access to brown boxes for current mailboxes and bins*). That is completely unacceptable. Can you confirm that there will be some form of access across the trail at the location for the current driveway 16 if you remove the driveway?
- F. **Expense of driveway removal & redevelopment** – clearly removing, re-landscaping, adding new access to Sammamish Parkway where the driveways currently stand (*see green box in Figure 1 below*) so there is still access for mailboxes and bins (9 for the 3 households) will be costly. This cost is paid by us, the taxpayers.
- G. **Precedence** – I have never heard of King County’s ability to legally make a change of this magnitude. The lack of consideration of homeowner’s home value, safety, considerable cost additions, and added restrictions is unbelievable to me.

2. Will our berm and fully grown trees privacy barrier (*see light blue box in figure 1 below*) be left in place so that trail users won’t be looking directly at our house?

These trees have been in place for 20 years. Certainly, it is in the best interest of the city and for us homeowners to preserve these trees that have matured over 20 years.

My family and I have greatly enjoyed the trail over our 10+ years as active Sammamish community members. It’s so sad that the city is over-reaching with the plans for enhancing the trail – without taking into consideration the home and landowners greatly affected by this project. At the very least, please reverse your decision to remove driveway #16 so the 3 homeowners have access to East Lake Sammamish Parkway for the reasons of value, safety, and convenience stated above.

Thanks for your consideration,

Brian Soderberg
407 E Lk Sammamish Pkwy SE
Sammamish WA 98074
soderberg.brian@gmail.com
206 818-6244

Figures below for the Soderberg / Brodman trail impact provided by the city.

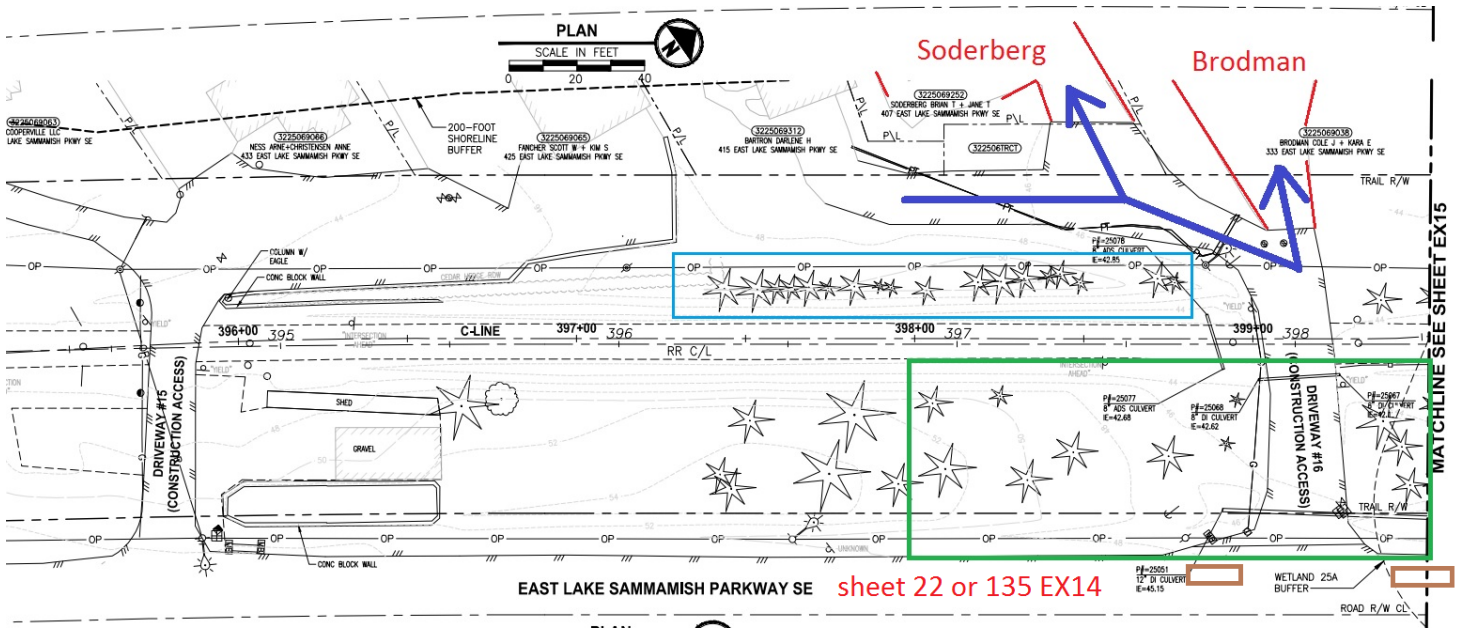
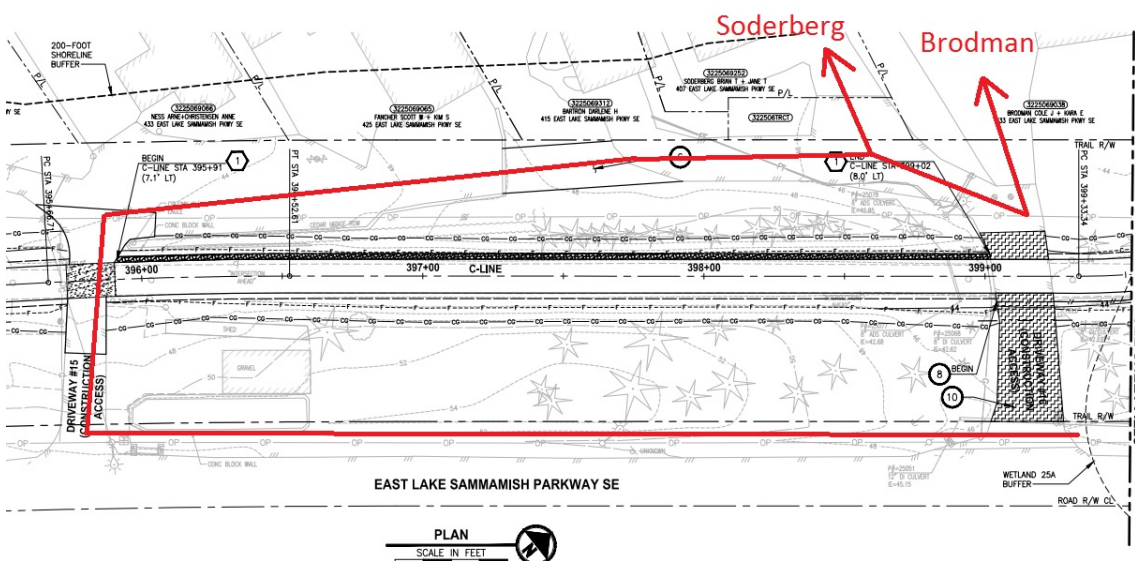


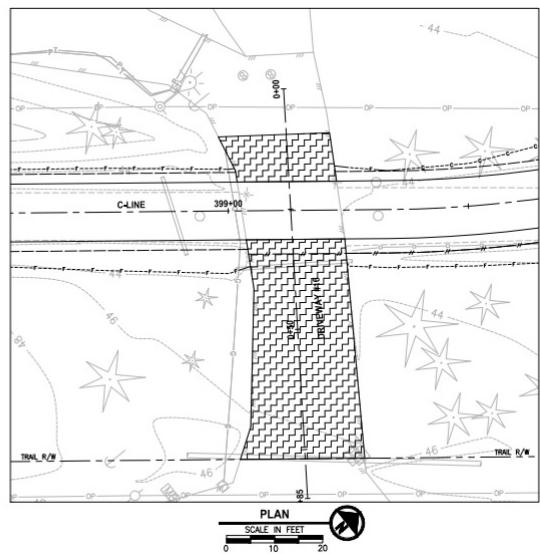
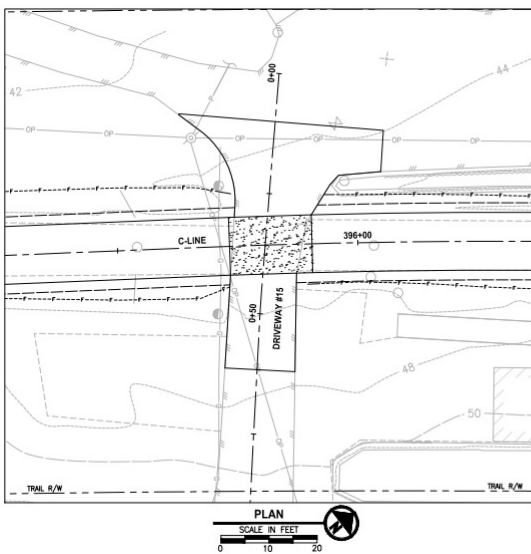
FIGURE 1



CIVIL CONSTRUCTION NOTES:

- 1 RESTORE AND INSTALL STAIR. TYPE TO BE DETERMINED.
- 2 RECONSTRUCT PEDESTRIAN BRIDGE.
- 3 INSTALL PRECAST REINF CONC SPLIT BOX CULVERT. SEE FP SHEETS FOR DETAILS.
- 4 INSTALL STRUCTURAL EARTH WALL. SEE WALL DET. ON SHEET XX. SEE WALL PROFILES ON WP SHEET.
- 5 INSTALL COATED CHAIN LINK FENCE TYPE 4. FOR GROUND POST INSTALLATION SEE APPENDIX B IN THE SPECIFICATIONS. SEE SHEET X FOR MOUNTING ON TOP OF WALL.
- 6 NEW DRIVEWAY.
- 7 INSTALL WOOD GUARDRAIL. SEE DETAILS ON SHEET XX.
- 8 INSTALL SPLIT RAIL FENCE. SEE DETAILS ON SHEET XX.
- 9 INSTALL GRAVITY BLOCK WALL. SEE WALL DETAILS SHEET 101. SEE WALL PROFILES ON WP SHEETS.
- 10 DRIVEWAY REMOVAL. SEE MP SHEETS FOR PLANTING PLAN.
- 11 INSTALL PATTERNED CONCRETE DRIVEWAY. SEE DETAILS ON SHEET XX.
- 12 INSTALL TYPE 1 REST STOP. SEE DETAILS ON SHEET XX.
- 13 INSTALL TYPE 2 REST STOP. SEE DETAILS ON SHEET XX.
- 14 INSTALL SOLDIER PILE WALL.
- 15 INSTALL GRAVITY BLOCK WALL.
- 16 INSTALL WING WALL. SEE FP SHEETS.
- 17 INSTALL EXTRUDED CURB PER WSDOT STD PLAN F-10.42-00.
- 18 REST STOP PULL-OUT.
- 19 STAIRS WILL BE ELIMINATED DURING CONSTRUCTION.
- 20 BRIDGES WILL BE REMOVED TO R/W LINE DURING CONSTRUCTION.
- 21 INSTALL ROCK WALL.

FIGURE 2



NOTE:
 1. DETAILED GRADING FOR DRIVEWAYS ARE NOT COMPLETE YET. PAVING LIMITS ARE SUBJECT TO CHANGE.

LEGEND:
 PATTERNED CONCRETE DRIVEWAY
 HMA
 GRAVEL DRIVEWAY
 DRIVEWAY REMOVAL

FIGURE 3

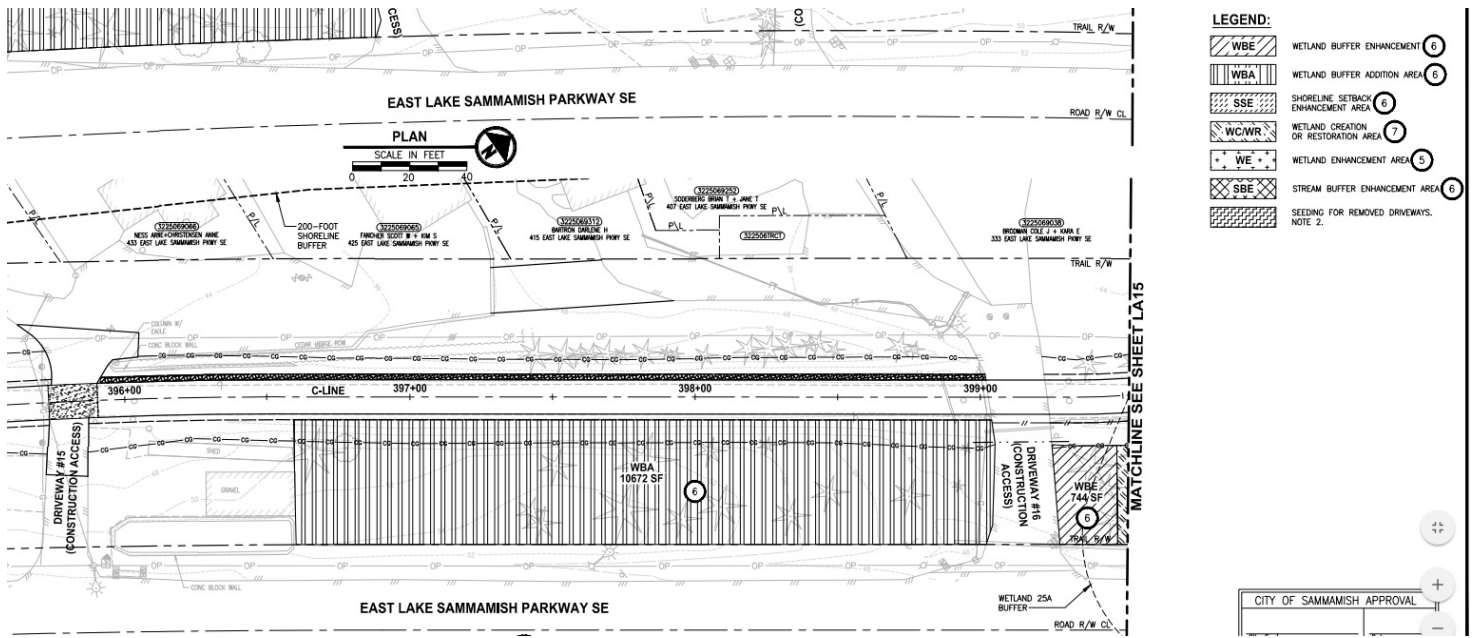


FIGURE 4

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:40 AM
To: 'bsteiner@efn.org'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Brad,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Brad Steiner [mailto:bsteiner@efn.org]
Sent: Tuesday, January 24, 2017 9:31 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

As an avid cyclist and regular trail user I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Brad Steiner
12th Ave NE
Seattle, WA 98115
2069859520

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:44 AM
To: 'clintonbaum@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Clinton,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Clinton Baum [mailto:clintonbaum@gmail.com]
Sent: Tuesday, January 24, 2017 9:58 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

I have biked Eastlake Sammamish, and the lack of a trail is always a dangerous bike ride having to ride with traffic. Having to ride with the traffic, can stifle the enjoyment of getting out for a ride.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Clinton Baum
11410 NE 124TH ST PMB 674
KIRKLAND, WA 98034
4255223136

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:52 AM
To: 'caroline kaufman'
Subject: RE: additional questions regarding ELST 2B

Dear Caroline,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your additional comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: caroline kaufman [mailto:carolinekaufman@yahoo.com]
Sent: Tuesday, January 24, 2017 10:46 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: additional questions regarding ELST 2B

Hi Lindsey,

After meeting with King County I have a few questions/concerns to add to my earlier letter. Please see attached below. Thanks!

Caroline Kaufman

City of Sammamish
801 228th Ave SE
Sammamish, WA 98075

Attention: Lindsey Ozbolt

Subject: East Lake Sammamish Trail Segment 2B-Mint Grove community

Dear Ms. Ozbolt:

After meeting with King County to go over the plans, I have added a few questions to my earlier comments. The additional new questions are shown in bold below.

The following are our questions and comments regarding the 60% plans for the development of our section of the ELST section 2B. Our comments are regarding the effects the development may have on our property and our neighborhood as a whole.

My first comment is that I think it is great that the King County Parks staff offered to set up 30 minute appointments to review with homeowners how the plans will affect their property. The first of these meetings occurs on 1-10-17, the same day as the City Council meeting. 9 homeowners will have had an opportunity to meet with King County prior to tonight's city council meeting. There were no representatives from our neighborhood amongst those 9. Several of us have appointments later in the month. Many of us may not fully understand how the plans will directly impact our neighborhood until after those meetings take place.

I would like to state that my family is eagerly anticipating the paving of the trail. We hope that with thoughtful planning that any unintended adverse affects can be minimized. The concerns we have so far are as follows:

1. Our lane for driving is quite narrow. We have 20 homes on a dead end, 1 way street. Currently when cars are driving down the lane in opposite directions, someone will have to find a place to pull over into a parking area so that the other person may pass. While this works in its present format—if some of that parking area is removed for ESLT purposes it will make ingress and egress more challenging.
2. There are already issues with certain types of vehicles being unable to navigate our lane. Has any study been done with the fire department or emergency services to see how reducing the area used for driving and passing would impact ability to save lives in our neighborhood?
3. Some of the homes in the neighborhood really rely on the parking area on the lane. Our house has a 1-car garage. After my son gets his permit later this year we will have 3 drivers – possibly 3 cars in the family. The current plan reduces the amount of parking/passing area. My family will be adding an additional car to

- the equation this year. There is not an alternative area nearby to park. We are at least half a mile away from any street parking. **While the clearing and grubbing fence is up, where will we be able to park? After the trail is complete where will we be able to park? Can we please retain parking nearby for ourselves and guests?**
4. There is a drainpipe that runs under my property and dumps runoff into the lake. Have there been studies about how the impact of adding more pavement would affect the runoff in this area? I have read about drainage issues that were created in earlier segments of trail paving. Have lessons been learned from that which will impact how things are done in our section? **After meeting with King County it appears that my drain pipe is not shown of the 60% plans—can I please hear how and if construction of the trail may affect the volume of water routed to the pipe on my property?**
 5. I understand why protecting our wetlands is important. It seems that the drainage ditch just east of the interim trail may have inaccurately been labeled “wetlands”. Others have mentioned the history of that ditch in our neighborhood. I personally have observed the complete removal of all plants and water when that area was scooped out last year. If it was acceptable to scoop out all the plants and dirt from that area last year—why can we not re-locate it a few feet further east if that will reduce the impact on our already narrow lane. **Can we please have the Corps of Engineers meet with representatives in our neighborhood to discuss the history and present condition of the ditch – now labeled “wetlands”?**
 6. **There is a fire hydrant in front of my house that apparently did not make it onto your 60% map. Can you please add that to the plans and let us know how the plans will change to accommodate the fire hydrant**

Those are our comments thus far—prior to meeting with the county to understand more of the specifics of the plans. Thank you for your concern with being a good neighbor while this construction takes place.

Sincerely,

Caroline and Jay Kaufman
1409 E. Lk Sammamish Shore Ln SE
Sammamish, WA 98075
425-941-5215
carolinekaufman@yahoo.com

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:42 AM
To: 'Debbie Scott'
Subject: RE: Proposed Revision of Ingress and Egress - Marker 470 - 473

Dear Debbie,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Debbie Scott [mailto:djsco@comcast.net]
Sent: Tuesday, January 24, 2017 9:34 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Re: Proposed Revision of Ingress and Egress - Marker 470 - 473

> On Jan 24, 2017, at 7:33 PM, Debbie Scott <djsco@comcast.net> wrote:

>

>

> January 22, 2017

>

> To Whom It May Concern:

>

> RE: 1533 - 1535 - 1537 - 1539 E. Lake Sammamish Pkwy SE

> Sammamish, WA

>

> This letter is being written to address the possible elimination of an entrance/exit driveway to the above-referenced properties.

>

> The Jobe family has been gracious to our family and have hosted numerous events that included my parents and grandchildren. My mom has limited mobility but the gradual slope on the south driveway made it possible for her to walk up the incline and join us for a short walk on the trail. My grandchildren have been able to play safely in front of their home, but that would not be possible if the only driveway and access to all properties were directly in front of their home.

>

> Please reconsider your proposal and keep the driveway on the south side of the property so that the next generation can enjoy the safety and convenience this affords.

>

> Thank you for your consideration.

>

> Sincerely,

>

>

>

> Debbie Scott

> 15422 - 93rd Pl NE

> Bothell, WA 98011

> 425-922-3603

Lindsey Ozbolt

From: Dan Vandewarker <danvandewarker@gmail.com>
Sent: Wednesday, January 25, 2017 10:48 AM
To: Lindsey Ozbolt
Subject: Re: Please Approve the Permit for Segment 2B of the ELST

Thanks Lindsey.

Your work is so important. I appreciate what you do.

Sent from my iPhone

> On Jan 25, 2017, at 1:46 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

>

> Dear Dan,

>

> Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

>

> Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

>

> Regards,

>

> Lindsey Ozbolt

> Associate Planner | City of Sammamish | Department of Community Development

> 425.295.0527

>

>

> -----Original Message-----

> From: Dan Vandewarker [mailto:DanVandewarker@gmail.com]

> Sent: Tuesday, January 24, 2017 10:32 PM

> To: Lindsey Ozbolt <LOzbolt@sammamish.us>

> Subject: Please Approve the Permit for Segment 2B of the ELST

>

>

> Dear

>

> Dear city of Sammamish,

>

> I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

>

> Please approve the permit, as submitted.

>

> Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

>

> A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

>

> This ride is a staple to my families summer. As my kids learn to ride bikes I want them to have a safe place to do it and at the same time be able to experience the beauty of Lake Sammamish. It is not just an investment into the city, but an investment in the families that live in it.

>

> Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

>

> Please approve the permit, as proposed, with expediency.

>

> Dan Vandewarker

> 17050 Northup Way

> Bellevue, WA 98008

> 7608078376

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:30 AM
To: 'annwahl@windermere.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Dave and Ann,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Dave and Ann Wahl [mailto:annwahl@windermere.com]
Sent: Tuesday, January 24, 2017 6:40 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

As 25+ year residents of Sammamish (before it was incorporated), we support the completion of the East Lake Sammamish Trail. For many years we have walked and road our bikes along the shoreline and believe that this trail is a wonderufl place for familes and friends to enjoy their environment.

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Dave and Ann Wahl
2237 246th Place NE
Sammamish, WA 98074
425-922-4312

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 9:49 AM
To: 'dawn777@juno.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Dawn,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Dawn Williams [mailto:dawn777@juno.com]
Sent: Tuesday, January 24, 2017 6:01 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

My husband and I have ridden the trail from Issaquah to Redmond every Sunday morning during April - October for many years. As we age, the trail becomes even more important so that we can safely continue to do the activities that we enjoy. Please, please complete the trail! Thanks you!!

Sincerely,

Dawn Williams
520 KALMIA PL NW
ISSAQUAH, WA 98027
4252600901

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:40 AM
To: 'emoutlaw@hotmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Elizabeth,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Elizabeth Outlaw [mailto:emoutlaw@hotmail.com]
Sent: Tuesday, January 24, 2017 9:23 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted. I bike almost every weekend in the summer. I love riding on the east side even though I live in Seattle. Your city is a special place. Protect what you have. Create a safe non-motorized space.

Please approve the permit, including the proposed width of the trail.

Sincerely,

Elizabeth Outlaw
4244 NE 125th st
Seattle, WA 98125
2065551234

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:29 AM
To: 'lfrpilot@comcast.net'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Greg,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Greg Bell [mailto:lfrpilot@comcast.net]
Sent: Tuesday, January 24, 2017 6:13 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I get flat tires on gravel with my road bike. This would be a great "connector"

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Greg Bell
6314 136th pl sw
Edmonds, WA 98026
2067150005

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:00 AM
To: 'gtmalmgren@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Graham,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Graham Malmgren [mailto:gtmalmgren@gmail.com]
Sent: Tuesday, January 24, 2017 9:08 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I enjoy running and cycling with my daughter and wife. Having this trail is an incredible asset. Around this area it can be difficult to find flatter spaces for running, or long stretches without traffic lights. I've really been looking forward to this trail being completed.

Please complete the trail!

Sincerely,
Graham Malmgren

Graham Malmgren
25285 SE 54th PL
Issaquah, WA 98029
9106169485

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 9:53 AM
To: 'larissa.h.zhou@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Huan,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Huan Zhou [mailto:larissa.h.zhou@gmail.com]
Sent: Tuesday, January 24, 2017 8:53 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I only started biking last year and have biked the East Lake Sammie Trail once. Overall, it was quite enjoyable, except my backside ached a lot from the jouncing. I really should have kept my eyes straight down and ahead on the tricky trail, but they kept wondering to admire all the big gorgeous houses whizzing by. Completion of the trail would mean much safer cycling conditions for all and would decrease the chances of accidents happening in that segment. This would also decrease the disturbance to neighbors.

As a life-long car driver who now mostly gets around by bike, I've realized that most car drivers or non-cyclists, as well-meaning as they are, don't understand small differences that can vastly improve safety for everyone else sharing the road. I never appreciated this until I became a cyclist who has to awkwardly yield to cars because they just don't know to look for me. Finishing the trail would mean bringing order to that segment, so walkers, runners, cyclists, drivers, and neighbors can all enjoy the area without disturbing each other or the greenery.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,
Huan Zhou

Huan Zhou
PO Box 6383
Bellevue, WA 98008
5854025563

Lindsey Ozbolt

From: Ikaika bullock <l.ikaika.bullock@gmail.com>
Sent: Wednesday, January 25, 2017 11:05 AM
To: Lindsey Ozbolt
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Thank you Lindsey!

Ikaika Bullock

On Jan 25, 2017 10:32 AM, "Lindsey Ozbolt" <LOzbolt@sammamish.us> wrote:

Dear Ikaika,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
[425.295.0527](tel:425.295.0527)

-----Original Message-----

From: Ikaika Bullock [mailto:L.ikaika.bullock@gmail.com]
Sent: Tuesday, January 24, 2017 7:47 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

Cycling has changed my life. It has brought me closer nature, to my community, to my friends and family. The completion of the ELST and approving permit SSDP2016-00415 will enable me to share these experinces in a new place provided that the trail is completed.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Ikaika Bullock

Ikaika Bullock
21407 9th ave se
Bothell, WA 98021
[425-622-8703](tel:425-622-8703)

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:27 AM
To: 'jsgray@acm.org'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Jan,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Jan Gray [mailto:jsgray@acm.org]
Sent: Tuesday, January 24, 2017 5:36 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear Distinguished Sammamish Councillors,

I am writing to express my support for completing the ELST and approving permit SSDP2016-00415. Please approve the permit, as submitted.

For the warm six months of the year, I cycle on E Lake Sammamish from Issaquah to Redmond, once or twice a week. So far I have been lucky to have not been hit by a car or truck. Usually it is not a problem, but sometimes vehicles buzz by at high speed and quite close; sometimes they drift into the shoulder; and sometimes there is a hazard in the shoulder that forces me to ride for a stretch with busy car and truck traffic.

I have been so looking forward to the completion of the trail, with pavement, so that I may ride this stretch in a much quieter and safer setting.

Indeed when the paved trail is completed I will be able to take several other family members along who presently are afraid to ride alongside busy traffic -- with good reason!

Having this trail completed and paved will also help ensure I am able to keep enjoying riding this route well into my old age!

I hope the Sammamish City Council will appreciate that each Eastside city has its own role to play if we are all together to have a comprehensive network of safe and healthful multiuse trails that connect up all the Eastside communities. Just as Sammamish residents enjoy strolling or riding the Sammamish River Trail connecting Redmond to Woodinville, Bothell, and beyond, so will Issaquah and Bellevue and Redmond residents value reciprocal access to a safe and pleasant trail through Sammamish.

Thank you very much for your consideration of my letter.

Jan Gray
Bellevue, WA

Jan Gray
NE 37th Pl
Bellevue, WA 98005
4258618781

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:29 AM
To: 'Jleeinwa@leesinwa.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Joseph,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Joseph Lee [mailto:Jleeinwa@leesinwa.com]
Sent: Tuesday, January 24, 2017 6:18 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

The trail is a part of a regular bicycle training circuit I use to train a team of riders for the Seattle to Portland Ride. The trail portions provide safety not available on the parkway itself. Please approve the plan as submitted. Thank you!

Joseph Lee
4137 243rd Ln SE
Sammamish, WA 98029
425-281-1250

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:03 AM
To: 'Jim O'Neill'
Subject: RE: 60% Segment B plans comments

Dear Jim,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Jim O'Neill [mailto:jjjoneill@gmail.com]
Sent: Tuesday, January 24, 2017 10:09 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; Mimi's email <mmoneill53@hotmail.com>
Subject: 60% Segment B plans comments

January 24, 2017

Lindsey Ozbolt

Associate Planner at City of Sammamish

Re: 60% trail plans, Segment B

Hi Lindsey,

I'm Jim O'Neill, and my wife and I live at 141 E Lake Sammamish Shore Ln NE 98074, in the Shorelands neighborhood. The trail is adjacent to our property. The property is between stations 420 and 421 on the 60% plans.

I first want to express support for the SHO positions regarding the trails right-of-way and seeming disregard for some property owner's rights. While the proposed trail would not adversely affect my particular property

much, I would hope our city government will defend and assist those fellow homeowners who are quite adversely affected.

In my comments, I'll use the term the Lane for our section of E Lake Sammamish Shore Ln NE, as accessed at the driveway near station 420. I'll refer to the area immediately east of the Lane pavement to the edge of the proposed 18' of trail as the Buffer.

I would like to see the proposed trail be centered closer to if not at the center of the interim trail.

I would like to see some portion of the soccer field along stations 417 and 418 to remain open for our use in order to have some place to walk our dogs.

I would like to see the chain-link fence at the dispersion area moved closer east towards the trail. This would make it easier for me to maintain the area (trash, weeds etc) since the County is not usually Johnny-on-the-spot with this, and there is trash left fairly regularly.

Re: the dispersion area, I would like the surface to remain gravel. In my mind the greater need to ensure that water from the trail is absorbed before it breaches the paved portion of the Lane. I've heard some comments about plants that would help clean the runoff; if such clean runoff runs over the Lane, it will certainly carry oil and other contaminants from the Lane down my driveway and out to the lake. My property sits lower than those to the south, and the current runoff from the Lane entrance and the portion of the pavement along my southerly neighbor's property already is handled by my properties drainage system. I definitely do not want to see additional runoff, so I'd like to make sure that the Buffer area plus the dispersion area can handle the runoff from the trail. Perhaps canting the trail towards the wetlands would help.

In November of 2013 a group of Lane residents met with King County at their invitation to discuss replacement of the current narrow bridge on the Lane over Zaccuse Creek. The consensus was that yes, we'd like the County to replace the bridge. I have enclosed the meeting recap in this email. At that meeting, as referenced in the recap, our neighbor and longtime civil engineer Bill Ott proposed a cheaper alternative material which would also reduce the time the bridge would be unavailable. Also as referenced, the County proposed another such meeting when the 60% plans became available. I would definitely like to see this meeting happen, and would also like for representatives of the City attend.

Thank you for collecting our comments. Feel free to contact me if you have questions.

Jim O'Neill

jjoneill@gmail.com

425-898-1738



King County

Parks and Recreation Division

Department of Natural Resources and Parks

Stakeholder Meeting Summary East Lake Sammamish Master Plan Trail –South Sammamish Segment Contract No. C00796C13

November 21, 2013

4 to 5 p.m.

Sammamish Shore Lane Residents

Purpose of Meeting:

Explain King County's mitigation option to replace the culvert conveying Zaccuse Creek under Sammamish Shore Lane. Answer questions and gauge interest and support from Sammamish Shore Lane residents.

Meeting Summary:

Laura LaBissoniere, Public Information Lead, facilitated introductions and explained the meeting objectives. Jenny Bailey, Project Manager, Parametrix explained that King County is considering replacing the culvert conveying Zaccuse Creek as a potential mitigation option for the East Lake Sammamish Trail Project. Hans Berge, King County, emphasized the ecological benefit to Kokanee as identified by the Kokanee Work Group. Phoebe Johannessen, Water Resources Engineer, Parametrix explained the design option, described the construction impacts, and ongoing maintenance of the new bridge.

Meeting attendees generally supported King County's mitigation option to replace the culvert. The group was pleased to hear about the stream improvements and benefits to fish habitat. The group requested more information about load capacity and bridge materials. Below is a summary of attendees' questions and comments:

- What is the load capacity of the bridge?
 - Phoebe will look into this and provide an answer for Laura to send to the group.
- Could you consider a concrete structure? Several individuals were concerned about the quality and lifespan and noise of the proposed steel bridge and wood decking.
 - Phoebe will evaluate alternate materials and Laura will follow-up with attendees.
- What is the lifetime of the wood decking?
 - Phoebe answered, about 20 years.
- How wide is the bridge?
 - Phoebe answered 12' wide.
- What is the timeline for construction?
 - Phoebe and Hans answered, construction will coincide with the trail construction period and will occur during the fish window from July to September.
- Will the bridge accommodate emergency vehicles?
 - The team answered, yes.
- Will King County pay for the replacement culvert and bridge?

- The team confirmed, yes. King County will remove and replace the culvert as part of the project. Once complete, maintenance of the culvert and bridge would continue to be the responsibility of the homeowner(s).
- Attendees encouraged King County to contact Peter Weber and indicated that the culvert is located on his property.

Meeting attendees provided the following questions and comments about the trail design, construction, and the East Lake Sammamish Trail:

- What is the status and timeline of the trail design?
 - Jenny explained that King County is working towards the 60 percent design milestone and anticipates reaching 60 percent design early next year. Gina emphasized that we cannot provide specific information about trail design at this point and there will be opportunities for South Sammamish residents to get involved early next year.
- Could we wait to provide input on the culvert replacement until after we review design plans?
 - Jenny explained that King County must include mitigation in the 60 percent design plans.
- Several residents emphasized their desire to meet with King County before 60 percent design to share concerns and provide input on the trail design.
 - Gina emphasized comments are welcome at anytime and will be reviewed by the project team. They can be submitted through the project hotline or project e-mail. Gina offered to set a tentative meeting for early next year to discuss the trail design. She explained King County's design criteria, which includes avoiding and minimizing impacts to environmentally sensitive areas, meeting AASHTO standards for trail safety, steep topography, and working with a narrow corridor to design the trail. These design criteria can become major constraints when widening the total trail footprint from 10-ft wide to 18-ft wide.
- Several residents expressed concern for the loss of landscaping.
- Will King County remove landscaping to improve views along the trail corridor?
 - Gina, answered no. King County will only remove landscaping and or trees that conflict with trail construction, obscure sight lines at intersections or are a safety hazard.
- Do we need a permit for the driveway crossing?
 - Robert Nunnenkamp answered yes, following construction you will need to apply for a special use permit.
- What is the speed limit on the trail? How will speed limit be enforced?
 - Gina explained that the speed limit is 15 mph and signs will be installed throughout the trail corridor. King County will also work with the sheriffs' office to provide enforcement following construction.
- Will King County install stop signs along the trail?
 - Gina and Laura explained that the paved trail does not include stop signs. Gina explained the new trail design includes improved safety features at all intersections including the new concrete intersections and concrete warning bands to provide a visual cue to trail users approaching the intersections. Intersections also include consistent signage, bollards, clear sight lines, and stop signs for vehicles crossing the trail. Laura will send King County's stop sign policy to all meeting attendees.

Next Steps:

- Laura to contact Peter Weber.
- Phoebe and Jenny will provide more information about bridge materials and load capacity.
- Laura to send meeting summary and stop sign policy to attendees and offer follow-up meeting in February

RECEIVED
JAN 24 2017
CITY OF SAMMAMISH

Property of:

Joanne T. Pietromonaco

1711 East Lake Sammamish Place SouthEast

Sammamish, WA 98075

Joanne's 60 % plan protest letter

East Lake Sammamish Master Plan Trail South Sammamish Segment "B"

351+43

File name= BL1521075P19TO3AL-02;

Job # 554-1521-075- P19 T03

January 24, 2017

Joanne Pietromonaco's 60 % plan protest letter

Page 1/3

East Lake Sammamish Master Plan Trail South Sammamish Segment "B"
351+43

File name= BL1521075P19TO3AL-02; Job # 554-1521-075- P19 T03

From:

Joanne T. Pietromonaco
1711 East Lake Sammamish Place South East
Sammamish, WA 98075
425-392-5984
terri@videoi.com

To:

City of Sammamish, Atten: Lindsey Ozbolt
Community Development
802 228th Ave. SE, Sammamish, WA 98075
425-295-0527
lozbolt@sammamish.us

To:

King County Parks Department
Natural Resources & Parks (DNRP) Attn: Christie True
201 S. Jackson St., Seattle, WA 98104
206-477-4551
elst@kingcounty.gov
parksinfo@kingcounty.gov

To:

Parametrix Attn: M. Tsun
719 2nd Ave, Suite 200, Seattle, WA 98104
206.394.3700
fax: 855.542.6353

IMPORTANT NOTICE

Since the last part of the trail lies within the City of Sammamish limits, the residents by the lake front certainly need the loyalty and protection of the City of Sammamish.

Utility Rights

I have several issues of contention over this plan! My MOST immediate concerns are my UTILITY RIGHTS

✿ This is a very big issue to my property and their importance cannot be discounted.

What is the County going to do to protect my UTILITY LINES!

There is NO provision for my current ACTIVE and IN USE Water and Electric lines crossing under the Rail Road Trail that supply my home on your 60% plans.

See Picture #1.

My Utility lines run from the lake side pump house under the current trail and eastward up land to my home. The Trail splits my property in half.

See Picture #2.

In the early 1960's my user well went dry and I was forced to buy water rights from the State because the County had made no provision for Electric, Water or Sewage usage along portions of the Lake side water front. At that time the homes existed with wells and septic systems.

The plans indicate my utility lines will be buried under your new eighty foot long future embankment extending across the FULL width of my property. How will the County protect my active utility lines?

If the trail is moved nine feet westward from your current fence, the new shared stair and entrance will be built on top of my existing UTILITY LINES.

On your 60% plans my pump house is mislabeled as wood shed and erroneously placed. The pump house is located near the north property line.

Will I be charged a fee for my utilities crossing under the Rail Road Trail?

ACCESS ONTO and OFF RR TRAIL

On the East side of trail the 60% plans show the bottom of my stairs down the "thirty foot" (30') bank being covered with fill (--F--) and NO Access to existing trail is shown!

Picture # 3.

Where is a GATE? How are my stairs going to be modified?

On our new beach access stairs located on my north property line: WHO has access? WHO has the keys? Do we share a gate with our northern neighbor or WHAT? WHERE are the design plans? HOW wide? How many steps and What is the step height?

How do I get my boat trailer off the beach, up your new steps and thru the small gate? Do I have to barge?

How do I get my equipment down to maintain my beach front.

Will property owners be charged a user fee to cross your trail to access their divided property?

DESTRUCTION of Existing Thirty Foot Embankment

Why is this C/G (Cutting & Grubbing) necessary? The Thirty Foot Embankment is covered in fern, wild lilac, wild berry, wild black berry, wild cherry tree, plum tree, and other native flowering plants. WHY must it be cleared to the height depicted in the County Blue Prints? In the fifty-five years I have lived here this embankment has never eroded in any fashion? If the County decimates all these native plants and disturbs the land structure, how can they prevent land erosion? A Bulkhead and fence does not prevent erosion.

Picture # 4.

In this massive clearing, how will the County protect and repair my stairway down the thirty foot embankment?

TRAIL RIGHTS

King County has informed me of the County's taking of 8331 Sq. feet of my property dividing my property in half since 1998. I have no proof on my tax statements over the years of this taking. My yearly tax statements remain consistently the same to this date. My tax statement still says RR right-of-way not COUNTY right-of-way. The Government has not paid for any of this taking as proclaimed by law suit.

This leaves the QUESTION: Who will pay the liability and taxes on this trail? The Railroad carried their own liability.

King County has pink staked my trail property (showing center line of new trail) moving nine feet westward from the County's fence towards the waterfront. WHY IS THIS MOVEMENT EVEN NECESSARY? If you add the nine foot land extension plus the current fourteen foot trail plus the cutting into the thirty foot high embankment the total expanse is more than twenty five feet. This taking is more than the County's announcement of taking only eighteen feet. This is apparent on YOUR blue prints. Again I ask why is the nine foot extension necessary on my property when a neighbor two lots to the north (at 1635) is building a new house next to existing trail. Now where will the County put their nine foot extension on that property.

Pictures # 5, 6, + 7.

In my opinion King County has committed a Herculean "CON JOB". Every public picture displayed in the media portrays the trail as wooded and isolated! No pictures display the actual destruction of personal property, loss of PRIVACY, the removable of 1,000's of mature trees, or the homes or structures that are situated nearly on the trail.

When the County's orange property stakes are placed near Sammamish Parkway does that mean the County can take that land for parking and rest stops or whatever as the County has proposed and done to lakefront property owners?

PAVED SURFACES

An asphalt impervious surface so close to the waterfront is a very serious consideration. The County says their surface will be environmentally safe.

The asphalt surface has made crew trucks accessible and can drive two abreast as noticed after construction is completed. Police SUVs traveled the paved surface over the fourth of July. This constitutes motorized traffic and is not a trail but a thoroughfare roadway as per definition. However fire engines may have trouble entering the trail and there are no fire hydrants.

WATER RUNOFF

Water run offs are apparent in spite of County's two foot gravel drains on either side of trail. Water contamination is unavoidable with the trail and asphalt this close to the water. Seepage has always existed in this area. There is no real protection for water front and lake water quality under the County's proposed plans so close to the water.

ACKNOWLEDGED Thank You

I would like to compliment Kelly Donahue and Angie Schmidt for their patience, knowledge, and courtesy. Their help, approach, and conduct was greatly appreciated.

I thank them

Joanne T. Pietromonaco



Joanne Pietromonaco, 1711 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075

Picture #1.



Joanne Pietromonaco, 1711 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075

Picture #2.



Joanne Pietromonaco, 1711 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075

Picture #3



Joanne Pietromonaco, 1711 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075

Picture # 4.



Joanne Pietromonaco, 1711 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075

Picture # 5



Joanne Pietromonaco, 1711 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075

Picture # 6



Robert's 1635 E. Lk Sammamish Pl SE, Sammamish, WA

Picture # 7.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:06 AM
To: 'jeffy@tomecat.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Jeff,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Jeff Youngstrom [mailto:jeffy@tomecat.com]
Sent: Tuesday, January 24, 2017 11:13 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Please don't let the unfounded fears of a few homeowners prevent the completion of this facility that benefits recreational and commuting walkers and bicyclists in Sammamish, Issaquah, and Redmond.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Jeff Youngstrom
270 NE Birch St
Issaquah, WA 98027
4253913980

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:35 AM
To: 'Kendra.bohm@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Kendra,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Kendra Bohm [mailto:Kendra.bohm@gmail.com]
Sent: Tuesday, January 24, 2017 9:05 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk, run and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

I have personally been using this trail for the past 5 years. I run really long distances and appreciate the the safe passages that trails provide. I also appreciate the paves path on wet and cold days. Mud and gravel can be an issue to run on. My friends and I run around 5:30am during the week and safe trails are vital to our training especially in the winter months when it is dark so early in the morning. I vote to have this trail completed please.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike and run to travel to and through Sammamish. Please complete the trail.

Sincerely,

Kendra Bohm
12624 177th ave NE, Unit b
Redmond, WA 98052
971-219-6427

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:31 AM
To: 'Coxk501@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Kevin,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Kevin Cox [mailto:Coxk501@gmail.com]
Sent: Tuesday, January 24, 2017 7:06 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

I am a regular user of the trail, and work in Issaquah. I ride a road bike, and, when traveling on East Lk Sammamish, must navigate on and off the road because the trail is not complete.

Again, I am asking for the completion of the trail, and approval of any and all necessary permits.

Sincerely, Kevin Cox

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Kevin Cox
3200 Shorewood Dr
Mercer Island, WA 98040
206-234-3275

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:31 AM
To: 'keliandean@msn.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Keli,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Keli Dean [mailto:keliandean@msn.com]
Sent: Tuesday, January 24, 2017 7:12 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the East Lake Sammamish Trail and approving permit SSDP2016-00415.

Living in Redmond, our family enjoys using the ELST on a regular basis. It provides a safe and beautiful place to take my children for an easy, flat bike ride. Since they are in their teens now, we can actually do the 10 miles from our house to the boat launch at the south end and back.

Having the entire trail paved would not only be a convenience but doing so would mean that the entire trail is nice and wide, giving plenty of space for many different users at once. This eases the worries of parents who share the trail with more seasoned riders. Please approve the permit with the trail widths as proposed.

Although it isn't a concern for me directly, paving the trail also gives access to the outdoors to disabled users who would otherwise find it difficult to use a gravel trail and uncomfortable to share a narrower trail with serious cyclists. Everyone deserves to have access to the outdoors and the opportunity to enjoy nature in a safe place. Again, this doesn't concern me directly but it is an issue that matters to me as much as my family having access.

Lastly, the trail user and vehicle interaction is a huge concern. We as a family walk and bike around Redmond constantly and the hardest part is intersections. The proposed trail permit provides sight lines for good approach visibility for people on the trail and vehicles crossing the trail. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike.

Thank you for your consideration.

Keli Dean
17107 NE 80th St, Apt 15
Redmond, WA 98052
4258822463

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:27 AM
To: 'meetkushalk@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Kushal,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Kushal Kedia [mailto:meetkushalk@gmail.com]
Sent: Tuesday, January 24, 2017 5:38 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

I use this trail very often in the spring and summers, and it is a great place to ride my bike. However, I can't take my bike on gravel surfaces, so I have to turn back at the end of the paved section, or continue the rest of the way on the road. The completion of paving the trail would mean that I could more safely and enjoyably use the area's trail system.

Sincerely,
Kushal Kedia

Kushal Kedia
20619 NE 25th CT
Sammamish, WA 98074
4256145780

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:33 AM
To: 'Kathrynatellis@yahoo.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Kathryn,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Kathryn O'Neill [mailto:Kathrynatellis@yahoo.com]
Sent: Tuesday, January 24, 2017 9:00 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I am an avid runner and biker that would regularly utilize the trail. In addition, I feel that it is vital we provide the people of the area with easy to use bike and pedestrian paths that are not on road shoulders.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Kathryn O'Neill
12822 133rd pl ne
Kirkland, WA 98034
2067550581

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:40 AM
To: 'katytaylor@fit4mom.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Katy,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Katy Taylor [mailto:katytaylor@fit4mom.com]
Sent: Tuesday, January 24, 2017 9:18 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

My friends and I have trained for countless races along Lake Sammamish and quite like to run from Issaquah towards Redmond. As we've increased mileage, this is ever more difficult to do, as it's unsafe to run on the road, and the trail isn't complete. For safety and recreation, this trail needs to be completed.

Thank you,
Katy Taylor
Issaquah Resident and
Owner, FIT4MOM Issaquah

Katy Taylor
150 Big Bear Pl NW
Issaquah, WA 98027
2066831495

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:04 AM
To: 'kewallis@frontier.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Kenneth,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Kenneth Wallis [mailto:kewallis@frontier.com]
Sent: Tuesday, January 24, 2017 10:26 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

In particular the trail will be an excellent property enhancement and convenient amenity for those living along it.

Sincerely,

Kenneth Wallis
4432 Seahurst Avenue
Everett, WA 98203
4252572201

Lindsey Ozbolt

From: Larry Arcia <larryarcia@yahoo.com>
Sent: Wednesday, January 25, 2017 11:19 AM
To: Lindsey Ozbolt
Subject: Re: Please Approve the Permit for Segment 2B of the ELST

Great! Thank you for your reply.

Larry Arcia

From: Lindsey Ozbolt <LOzbolt@sammamish.us>
To: Larry Arcia <larryarcia@yahoo.com>
Sent: Wednesday, January 25, 2017 11:14 AM
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Larry,

I did and it has been included in the record, you should have received my response of receipt. I have been working through my emails this morning, so there may have been a delay.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Larry Arcia [mailto:larryarcia@yahoo.com]
Sent: Wednesday, January 25, 2017 11:11 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Re: Please Approve the Permit for Segment 2B of the ELST

I sent a second letter after the first one with a personal message about why this is important. Did you receive that one?

Larry Arcia
On Wednesday, January 25, 2017, 10:39 AM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

Dear Larry,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
[425.295.0527](tel:425.295.0527)

-----Original Message-----

From: Larry Arcia [mailto:Larryarcia@yahoo.com]
Sent: Tuesday, January 24, 2017 9:14 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Larry Arcia
400 NW 72nd ST
Seattle, WA 98117
[2063342684](tel:2063342684)

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 11:13 AM
To: 'Larryarcia@yahoo.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Larry,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your additional comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Larry Arcia [mailto:Larryarcia@yahoo.com]
Sent: Tuesday, January 24, 2017 9:17 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

As someone who has lost a friend who was cycling on the road, this is very important. It will save lives.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Larry Arcia
400 NW 72nd ST
Seattle, WA 98117
2063342684

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:00 AM
To: 'LR Peterson'
Subject: RE: ELST section B 60% comments

Dear Les,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: LR Peterson [mailto:lrpdds@msn.com]
Sent: Tuesday, January 24, 2017 9:08 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: ELST section B 60% comments

Hello Ms. Ozbolt,

I am submitting my comments to the King County ELST section B, 60% plan.

Attached to this email are my comments. If you have difficulty with receiving the attachment(s) please let me know. I will also be submitting my comments, in hard copy, later this week to your office. I look forward to questions or comments you may have for me regarding this matter.

Best regards,
Les Peterson
Parcel# 0624069065

Sent from [Mail](#) for Windows 10

Lester and Barbara Peterson
1801 East Lake Sammamish PL SE
Sammamish, WA 98075
lrpdds@msn.com
parcel # 0624069065

January 12, 2017

To:
Ms. Lindsey Ozbolt
City of Sammamish
lozbolt@sammamish.us

Regarding:
Public Comment for the
East Lake Sammamish Trail- Segment B, 60% trail plan (ELST-B)

Public Comments regarding ELST-B 60% Trail Plan
Parcel #. 0624069065
Line 347+00

My wife and I live at 1801 East Lake Sammamish PI SE, Sammamish Washington. I have lived and owned our home at this address since 1992. Our property is one of the parcels that is bisected by the trail and slopes down toward the lake with an elevation drop of approximately 70 feet from our street. My opinion is that bisected parcels will be disproportionately affected by the process of construction of ELST-B and the eventual increase in trail use, compared to non-bisected parcels. It would be reasonable to conclude that a trail constructed between a home and their lakeside property would be more impacted than a residence where the trail lies between the house and a street.

I think everyone would agree that ELST-B will create changes that will directly impact the owner/resident abutting the trail. I will address what I believe are some of the negative impacts.

A. Comments as it relates to our parcel specifically.

1) Location of access gates and steps:

The parcels which are bisected by the trail (which runs between the residence and the lake) are significantly affected by the access gate/step location. I request the City of Sammamish and King County to consider the following comments:

a. The current placement of access gates on the *interim trail* was place with the approval of King County, providing us reasonable access to cross the trail. Much of the landscaping, stairs, and gates that currently exists along the interim trail were placed by property owners with concern for safety, ease of access, privacy from the trail and providing visual and physical continuity between the bisected portions of their property.

b. The location of stairs down to the trail from residences was greatly influenced by the topography, this is especially true for the more sloped parcels such as ours. The elevation and steepness of the slope on our property prohibits us from relocating our stairs from the current location. When we built our home we spent a considerable amount of money for earthwork, grading, landscaping and the installation of poured concrete steps. (See photos 1,8,9). The stairs we have built allows us to have safe access down a very steep slope to the lake portion of our property. (See photo 1).

c. The access gate for us in the submitted plan, would require us to traverse the complete width of our property on the trail and to cross the trail to gain access to the lake side portion of our property. (See photos 2,4, Fig 1 delineated in pink). Therefore, the location, orientation and design of the access gate as submitted would create a significant physical barrier, safety concerns, and would place undue hardship on us, the residents.

I propose these possible solutions:

Option 1.

Place the ELST-B access gates at the current gate locations where the trail is bisecting the residence from the lake side property.

Currently there are access gates for each parcel, one to the residence side and directly opposite on the lake side. These gates allow property owners to access the trail and their property across the trail. The position of these gates were approved by King County at the time the interim trail was installed.

Benefits of having the ELST-B access gate at its current (interim trail) location:

- The stairs could be built perpendicular to the trail. The consequence of pairing adjoining property owners to a common gate is that it almost requires the stairway to be oriented parallel to the trail.
Stairway parallel to the trail require 90 degree turns in their design and thereby create problems for the stair user. The ability of the stair user to move large items such as canoes, kayaks, landscaping equipment, etc., would be difficult or impossible with trying to negotiate around the 90 degree corners. Stairs which cannot be navigated would be restricting property owner's access to their the property because there are no alternative routes to access their property.
- Orientation of the staircase perpendicular to the trail will provide more flexibility with regards to stair placement along the trail if needed because this orientation is narrower in a north/south dimension, in effect, a smaller footprint along the trail.
- A narrower north /south dimension of a perpendicular stairway would less likely encroach or damage existing infrastructure.
- Perpendicular stairways would be simpler to design and build, therefore more likely to be less expensive.
- Homeowners would be able to cross directly to the opposite access gate vs. having to traversing diagonally across the trail to the gate. For us we would have to cross almost the total width of our property. (See photo 2,4. fig 1).
- It would be safer for property owners and trail users if property owners could cross the trail in a most direct route. Imagine trying to traverse the trail with a canoe , raft or small children in tow simultaneously trying to avoid cyclists or runners.
- I think there are inherent and significant benefits of having the access gates on either side of the trail be directly opposite each other as much as possible. For instance, it would easier for police or medical response team to associate a gate on the trail with a specific residence if the lake side access gates are directly across from the residential side access gate.
An example: an accident on the beach (a drowning), the fire department arrives at the residence upland from the trail, they make their way down to the trail. they would rightly assume that gate directly opposite the residence is the lake side access gate for the residence. If the gate associated with the residence was 50 feet away it might not be as obvious.
- Having the opposing access gates directly across from each other gate creates continuity that is visual, physical and emotional, between the bisected parts of the property.
By pairing adjoining neighbors to a common access gates in the ELST-B plan, would essentially detach the lake side portion of the property from the residence for those in the bisected areas. This may not be the intent of the proposed plan, however, that is its effect. The effect is onerous and damaging to the property owner.

Option 2:

Change the order of pairing neighbors for the access gates.

It is my understanding that King County's goal is to reduce the number of access gates on the trail and, therefore, it is their aim to pair adjoining neighbors to a common access gate.

The distance between the Peterson and Sampson (neighbor to the south) gate is currently 35 feet (See photo 3). which is much less than the distance between the Peterson and Kilgore (neighbor to the north) gates currently 90 feet (See photo 4. fig.3).

First, I suggest that the access gate be relocated to the Peterson (0624069065)-Sampson's (0624069071) property line.

- This location will provide a better crossing point to the respective properties. (See photo 3, fig 2 delineated in red.
- An access gate at this property line would be much closer to the stairs coming down from both residences.
- As mentioned under option 1, there are benefits of having the access gates from the lake side and residence directly opposite, as much as possible.
 - Safety and convenience, less distance to traverse along the trail to reach the opposing access gate.
 - Easier for police or medical response to identify gates with residence.
 - Maintains visual, physical an emotion continuity of connectedness between the bisected portions of the property.
- This new location would be less likely to damage utilities (existing 4" drain, water and electric) which exist between the trail and the Peterson cabana (which is located below the residence and is lakeside of the existing trail). There are no known utilities near the Sampson/Peterson property line. The topography between Peterson and Sampson could make stair construction easier. There are no structures near where the stairs could be relocated. It is my recollection that there may be a number of utility lines near the property line between Chamberlin and Sampson properties.

Second, I suggest having the stairs for Kilgore join Lamont (0624069066) and Beluche (0624069058), and have the access gate placed where Lamont's gate is currently located (See fig 3).

- Note that the Lamont property is approximately ten feet wide, unusually narrow.

- The design and construction of this staircase could be like staircase #23 or 26 (description on page S3, S4 of 60% proposed plan.)]

There can be advantages for consolidating the Kilgore, Lamont and Beluche's access gate.

- This location will more closely line up with the property owners existing stairs/path. This location would be directly midway between the Kilgore-Beluche and directly across from the Lamont current access point to the trail (See photo 5 fig 3).
- The lower stair landings of the relocated stairs will terminate very close to the existing stairs for Kilgore and Beluche's walking path and landscaping on the lake side of the trail.
- No additional access gates will need to be constructed with reconfiguration.

I suggest that the access gate be relocated on the property line of Chamberlin (0624069039) and McKee (0624069106).

This location for the access gate may be more favorable for these property owners as well. In the currently proposed plan, the stair landing would terminate behind the Chamberlin cabin making it difficult to construct a path around their existing cabana, however, relocating the access gate between Chamberlin-McKee would allow for the staircase landing to end very near their present (pre ELST-B) stairs/path. At this location the construction of the stairs would be less likely to encounter existing utilities.

2) Regarding errors and omissions on ELST-B plan:

a) Page EX 9 (Existing Conditions Plan)

- Wetland mapping is inaccurate for our parcel, as submitted on the plan . (See photo 6,7 Fig 1 delineated in yellow). The area highlighted is inaccurate as to its dimensions and location. This area, the is lawn elevated 3 feet by a concrete retaining wall and planting bed.
- Stairs on the lake side of trail are omitted on the plan submitted. (See photo 6,7 delineated in red). Currently there are stairs which negotiate the steep slope from the interim trail to our lawn.

b) Page AL 14 (Plan Profile)

- Wetland mapping is inaccurate for our parcel, as submitted on the plan. See above.
- Existing stairs on lake side are omitted in plan that was submitted. See above.

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4) The location of the CG line on the residence side of the trail could cause the loss of the stairway (downhill from the residence to the trail) and therefore make portions of the property inaccessible to the residents. The County should be required to maintain the integrity of existing stairs or build suitable replacement to allow the resident safe access to all parts of their property. (See photo 1). Avoidance of the stairway during construction would be ideal.

5) The location of the CG line on the lake side of the trail:

- A portion (southern 3/4) of our concrete block retaining wall lies within the CG line. See photo 6,7. fig 1. delineated in green). This wall retains the hillside along the existing trail upland from our lawn. We would like the retaining wall to be preserved. If it is damaged, we would want it to be restored or replaced
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1) Damage, Disruption, or destruction may occur to our existing infrastructure such as existing stairs, retaining wall and landscaping during the ELST-B construction.

2) Damage, Disruption, or destruction to our existing water, electrical and drain lines which run under the current temporary trail during ELST-B construction. Any disruption or loss to these utility lines would prevent us, the property owners, from using the lake portion of our property and possibly our residence. (A crossing permit for utilities was acquired from BNSF prior to 1998, and a subsequent special use permit was acquired from King County (required to permit new construction from the City) and the special use permit was renewed with King County in 2014.) These utilities are necessary for the residence. If the utility lines are moved from their pre construction location, the homeowner should be consulted prior to their replacement.

Our utility lines pre-existed the trail by decades. What is the process to resolve the issue of damages done by construction? Will infrastructures and utilities that are affected be repaired or replaced and at whose expense? If infrastructure is damaged during the construction of ELST-B, how quickly will these infrastructures be replaced or repaired?

3) Parcels which are bisected by the trail, there may be damage or destruction to existing stairs which come down to the trail from the residence, preventing access to

our property. Any damage that renders the stairs non serviceable would prevent us having access to our property because stairs are necessary and the only means for us to navigate the steep slope. (See photo 1). If provided, where will the temporary access gates and temporary stairs be located during construction? Will each parcel have their own temporary gate, stairs and path?

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1) How will King County mitigate the impact of the ELST-B on property owner privacy?

The close proximity of the trail (public space) to private residential space, puts an undeniable burden on the adjoining property owner such as the diminishing or the loss of their privacy. The construction of ELST-B will destroy privacy structures such as landscaping and fencing which currently provide privacy for the trail neighbors from the trail. There is no indication King County will assist in repairing or reestablishing privacy that is diminished or lost.

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3) I have concerns regarding the **liability** and other legal issues the trail brings to the property owner/resident after completion of ELST-B. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs inside the ROW or only liable for what occurs on ELST (fence line to fence line)?

4) I am concerned that there will be more noise and louder noise after construction is completed for ELST-B as compared to the interim trail. This should be expected since there is an expectation of greater traffic and use, however, just by changing the trail surface from a gravel (soft surface) to blacktop (hard surface) will likely create louder noise.

Does the ELST-B plan, address noise issues, especially for areas where the trail bisects parcels (runs between the lake and the residence)?

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The issue of jurisdiction is confusing especially for areas where the trail bisects property.

I've been informed that property on either side of the trail right of way is under the jurisdiction of The City of Sammamish and the trail right of way is under King County jurisdiction, however it is much more complicated than that.

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- Or, does King County have jurisdiction for just the trail (inside the trail fences). Sammamish would have jurisdiction on the ROW on either side (east and west) of the trail fence? If that is the case, Sammamish has jurisdiction of land that King County claims (King County claims all of the ROW)?

- Does Sammamish and King County have an arrangement regarding jurisdiction along the rail corridor?

Policing in the City of Sammamish is currently contracted with the King County Sheriff Department and therefore jurisdictional issues may not be as relevant, however this arrangement is not permanent. Will trail neighbors face ambiguous police regulation, protection and enforcement in the future should Sammamish no longer be contracting with the King County Sheriff department for police service?

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D. Comments regarding King County rights beyond existing railway bed for ELST-B improvements:

1) I do not dispute King County's right to put in a trail. The U.S. Supreme Court ruling on rail banking (Rails to Trails) concluded that rail banking is constitutional. King County was eventually transferred the easement from Burlington Northern Santa Fe Railroad (BNSF) through the Rail Banking Act.

2) Should Sammamish even consider processing permits for anyone or entity when ownership of the property is in question?

King County publicly claims adamantly that they own the ROW, however, the ownership of the ROW is not settled. Final ruling by the courts regarding ownership of the ROW has not been completely adjudicated and at this time there are suits pending in this state and many in other states.

3) It is important to note that the BNSF railroad, in its many years of operation along the shores of Lake Sammamish, did not object, interfere or assert authority over the property owners when property owners place improvements in the ROW. Many of these improvements were not placed secretly. These improvements were done openly and in many instances after consulting with BNSF and with approval. These improvements obviously did not interfere with the operation and maintenance of the BNSF railroad line otherwise BNSF would have objected to the improvements and asserted their rights as holders of the easement and removed the improvements. Proof of this can be seen by the existence of numerous structures, homes, landscaping and other permanent improvements built on the ROW over the many years preceding "rails to trail". Should landowners adjoining the railroad corridor be held to a higher standard for King County's ELST than for BNSF railroad? The trail is in essence a placeholder, created by the Rail Banking Act, for the unlikely possibility a railroad would be re-established on the banked railroad corridor in the future.

Should the placeholder have greater powers than the entity its holding it for? I am no attorney, however, I've been informed that there is case law that has ruled on similar issues and the courts with rulings in favor of the property owners.

In conclusion, I hope that there is an appreciation of the how much impact the trail is going to have on its abutting neighbors and the that for the property owners with bisected property, these concerns are amplified. Trail issues or problems for us, unfortunately, are literally in our yards and in our faces.

I want the trail and I think we all are striving to create a wonderful and safe trail for everyone, however, building the trail should be done in a way that does not trample the rights of property owners.

Respectfully submitted,



Lester Peterson
Owner/occupant

*Attached are photo and drawings referenced in comments.

**If not photo and drawings are attached with this document then see attachment:
ELST-B comments-exhibits.pdf



Photo 1



Photo 2



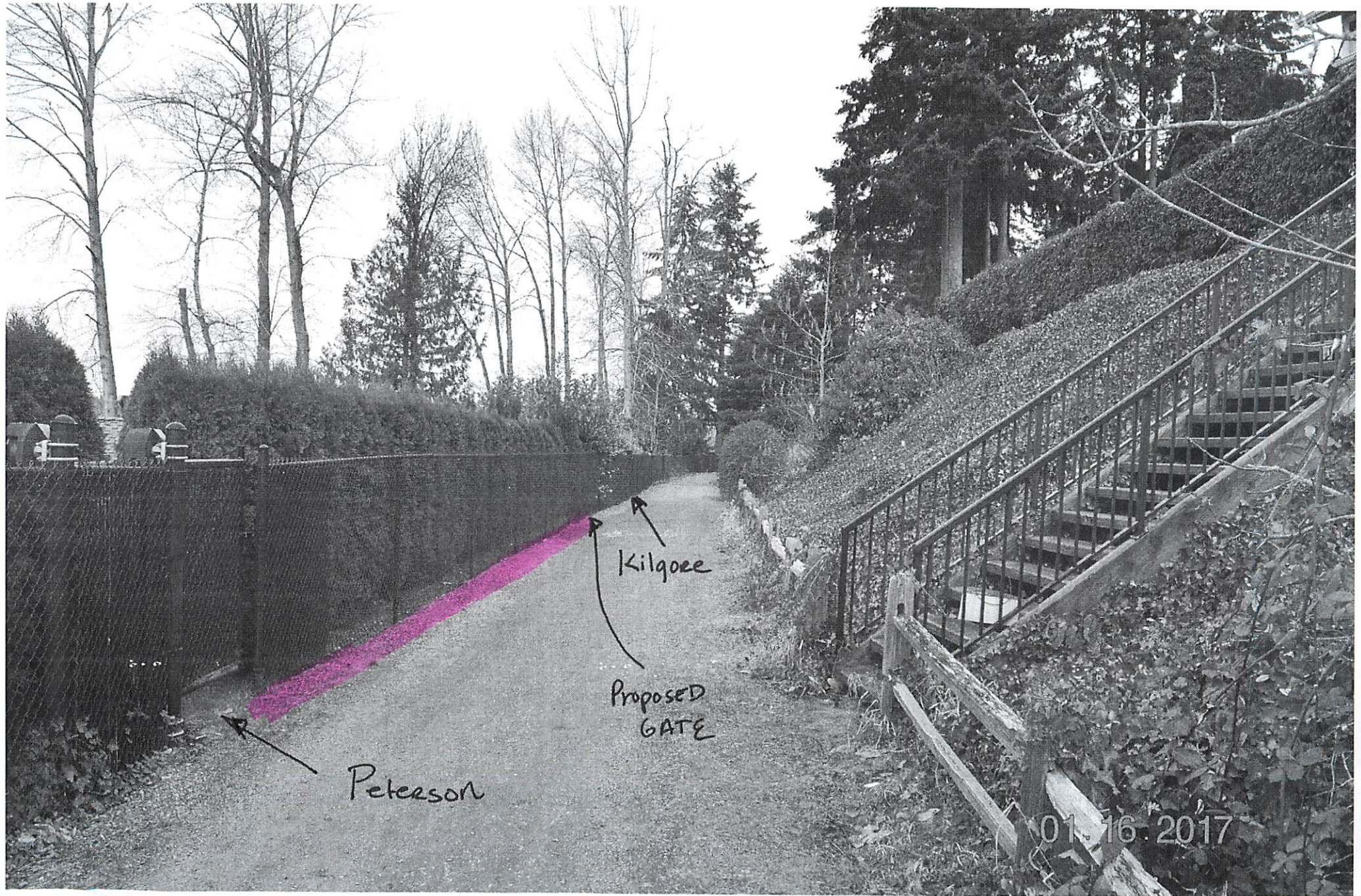
SAMPSON

Proposal to
relocate Access

01.16.2017

PETERSON

Distance Between
SAMPSON - Peterson - gate



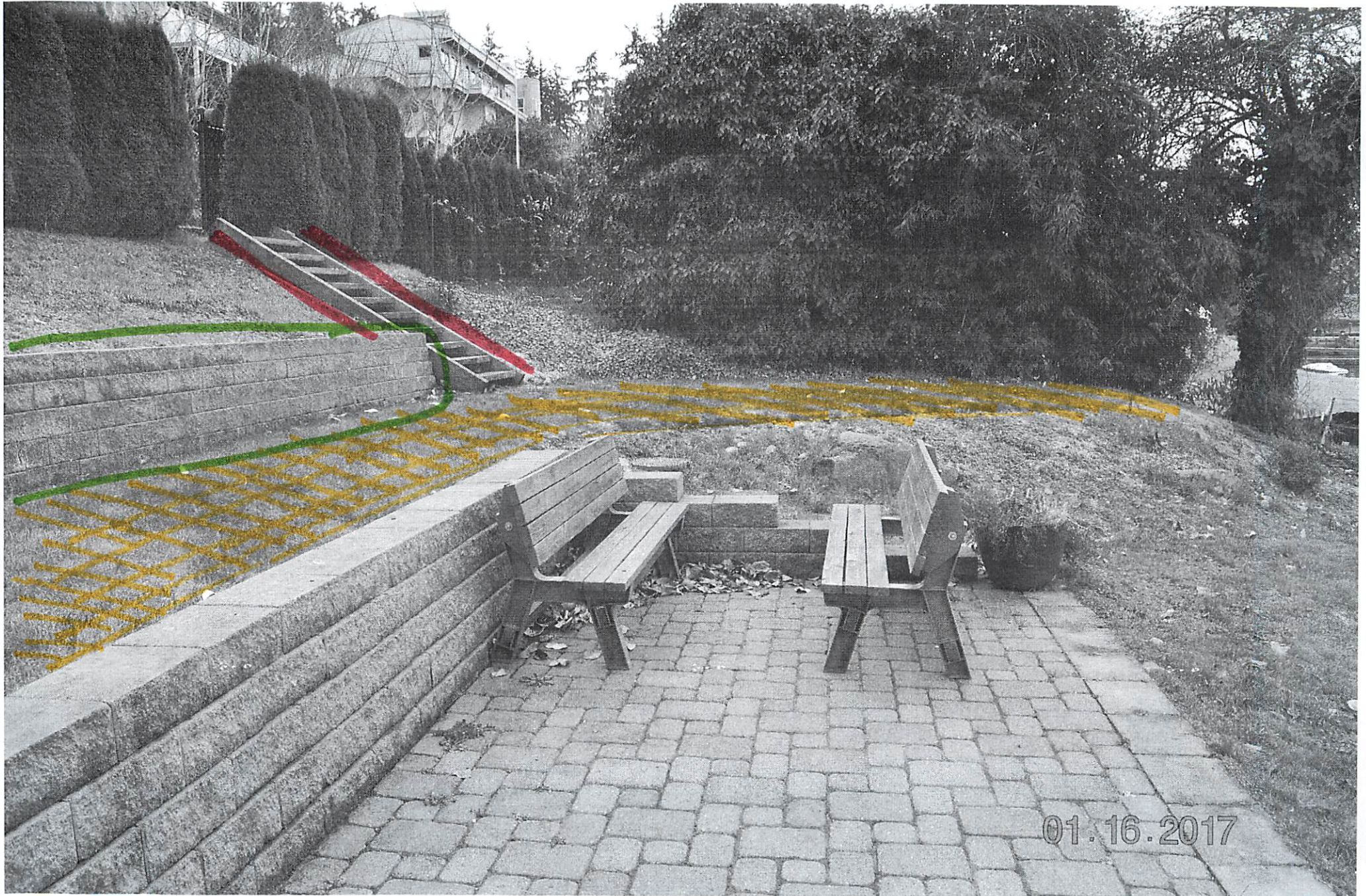
01.16.2017

Photo 4



01.16.2017

Photo 5



01.16.2017

Photo 6

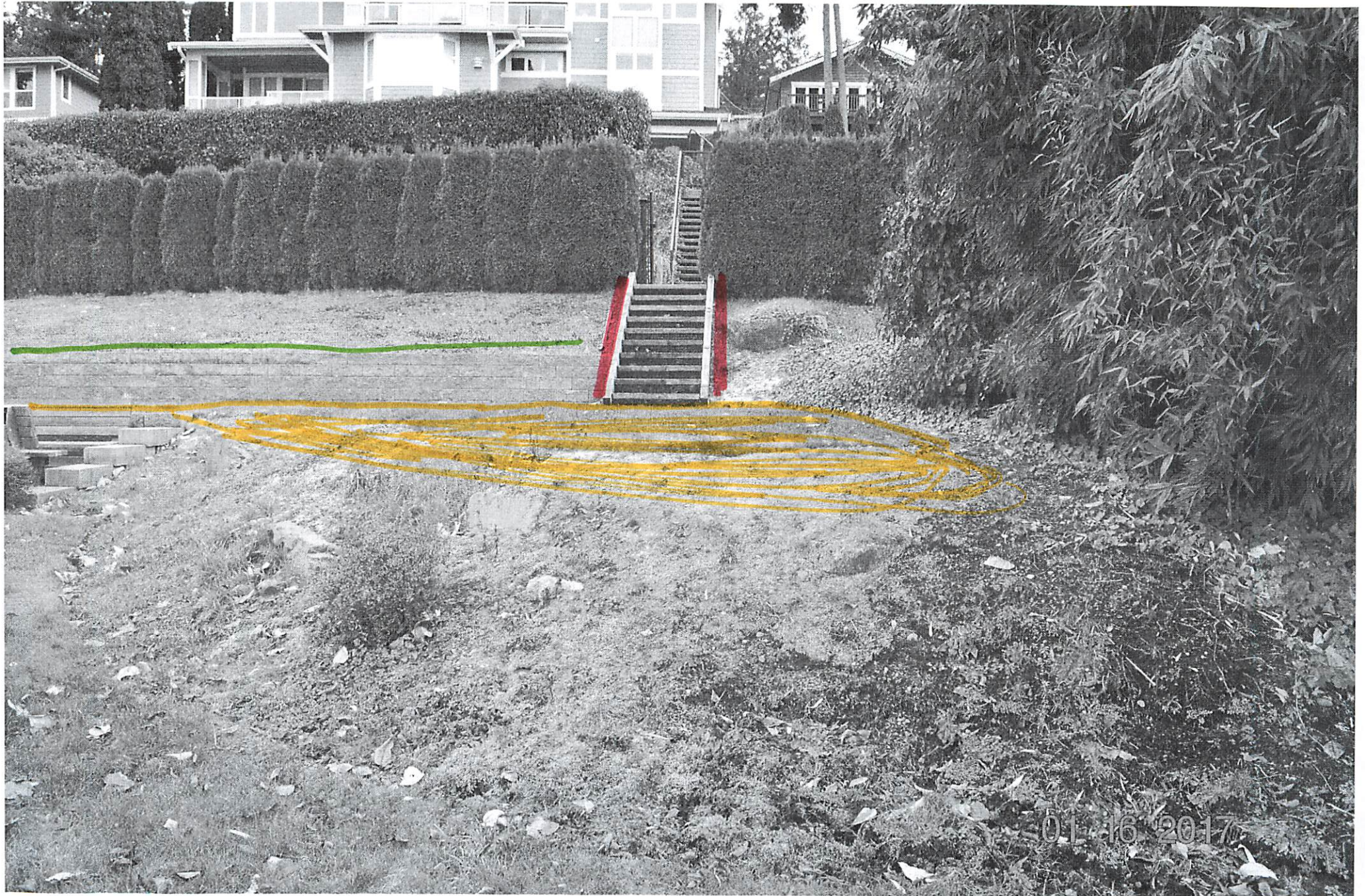


Photo 7



01.16.2017

UP VIEW OF
Concrete Steps

Photo 8



Concrete Steps Down
To Wooden Steps

Photo 9

0624069066

16

KILGORE LANCE C+MARILYN A
1731 EAST LAKE SAMMAMISH PL SE

0624069065

PETERSON LESTER R+BARBARA C
1801 EAST LAKE SAMMAMISH PL SE

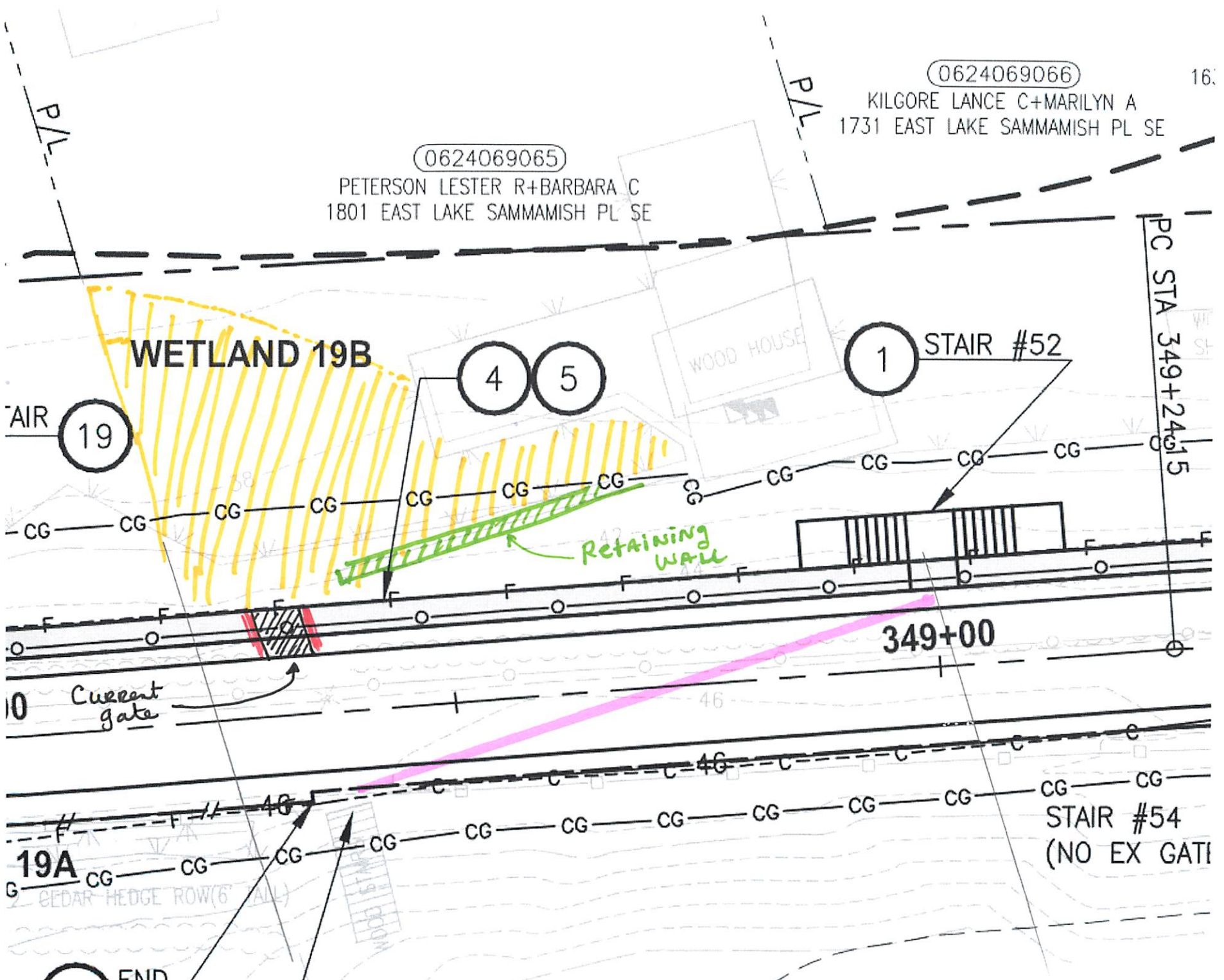


Fig # 1

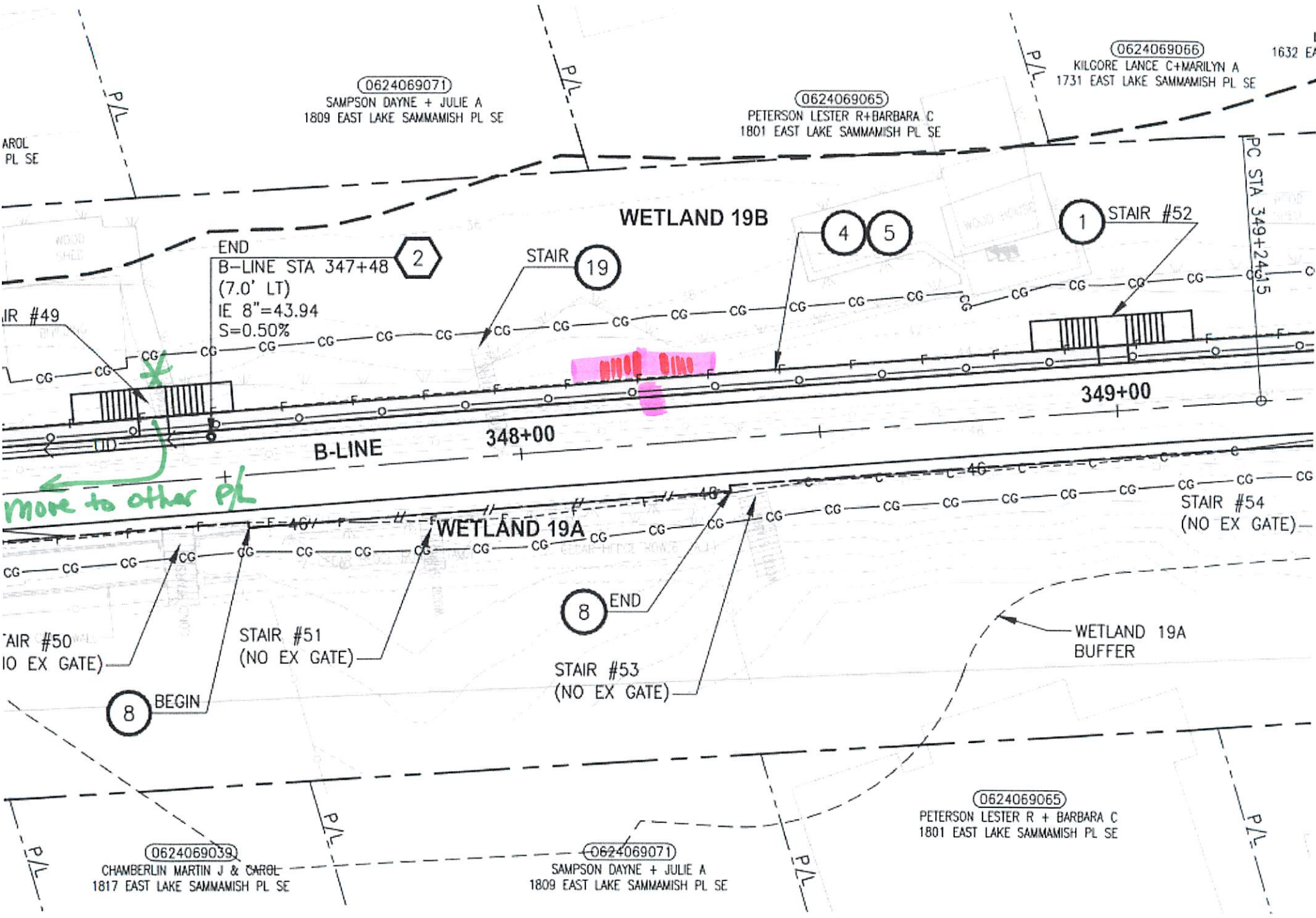


Fig # 2

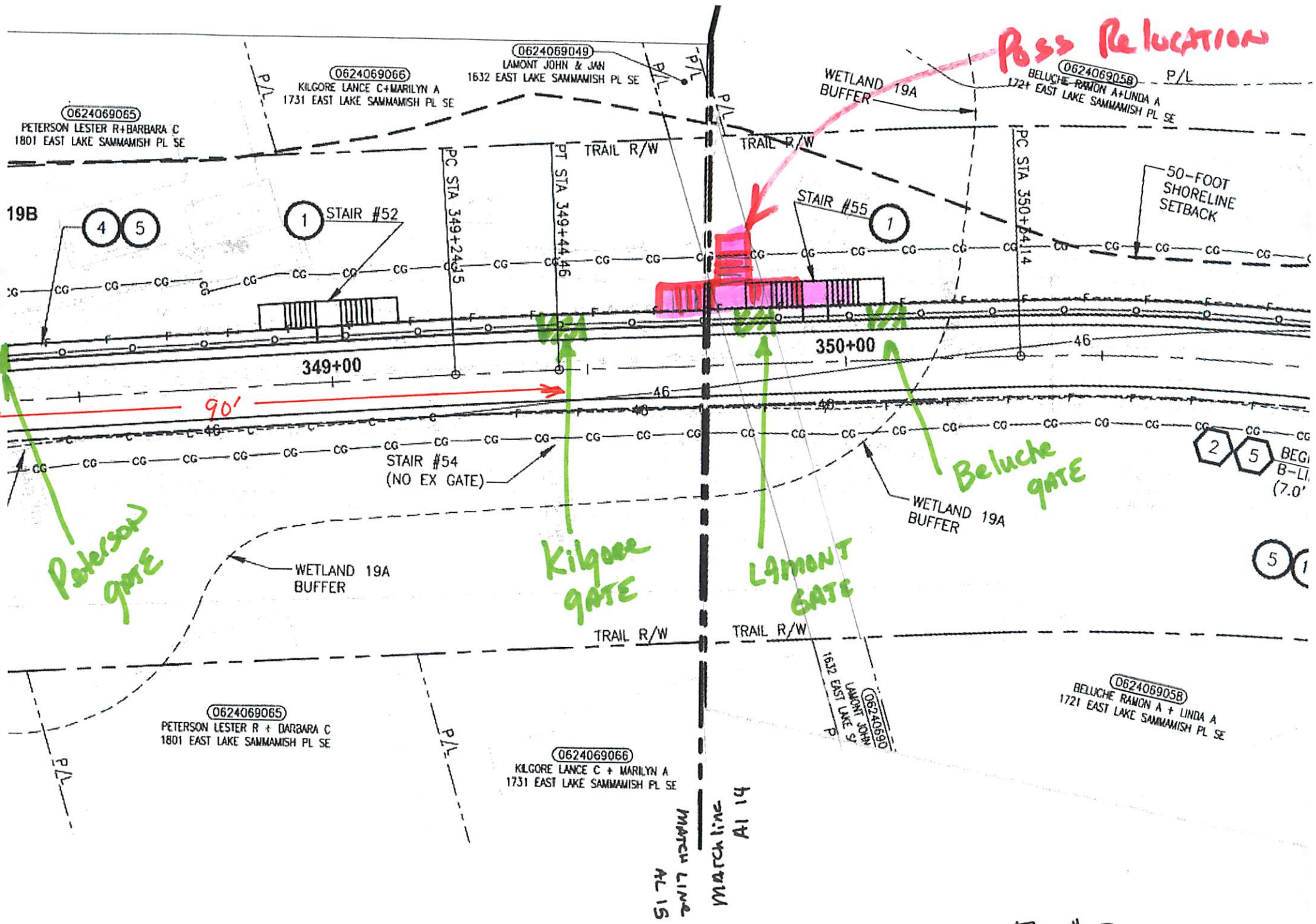


Fig # 3

Lester and Barbara Peterson
1801 East Lake Sammamish PL SE
Sammamish, WA 98075
lrpdds@msn.com
parcel # 0624069065

RECEIVED
JAN 24 2017
CITY OF SAMMAMISH

January 12, 2017

To:
Ms. Lindsey Ozbolt
City of Sammamish
lozbolt@sammamish.us

Regarding:
Public Comment for the
East Lake Sammamish Trail- Segment B, 60% trail plan (ELST-B)

Public Comments regarding ELST-B 60% Trail Plan
Parcel #. 0624069065
Line 347+00

My wife and I live at 1801 East Lake Sammamish PI SE, Sammamish Washington. I have lived and owned our home at this address since 1992. Our property is one of the parcels that is bisected by the trail and slopes down toward the lake with an elevation drop of approximately 70 feet from our street. My opinion is that bisected parcels will be disproportionately affected by the process of construction of ELST-B and the eventual increase in trail use, compared to non-bisected parcels. It would be reasonable to conclude that a trail constructed between a home and their lakeside property would be more impacted than a residence where the trail lies between the house and a street.

I think everyone would agree that ELST-B will create changes that will directly impact the owner/resident abutting the trail. I will address what I believe are some of the negative impacts.

A. Comments as it relates to our parcel specifically.

1) Location of access gates and steps:

The parcels which are bisected by the trail (which runs between the residence and the lake) are significantly affected by the access gate/step location. I request the City of Sammamish and King County to consider the following comments:

a. The current placement of access gates on the *interim trail* was place with the approval of King County, providing us reasonable access to cross the trail. Much of the landscaping, stairs, and gates that currently exists along the interim trail were placed by property owners with concern for safety, ease of access, privacy from the trail and providing visual and physical continuity between the bisected portions of their property.

b. The location of stairs down to the trail from residences was greatly influenced by the topography, this is especially true for the more sloped parcels such as ours. The elevation and steepness of the slope on our property prohibits us from relocating our stairs from the current location. When we built our home we spent a considerable amount of money for earthwork, grading, landscaping and the installation of poured concrete steps. (See photos 1,8,9). The stairs we have built allows us to have safe access down a very steep slope to the lake portion of our property. (See photo 1).

c. The access gate for us in the submitted plan, would require us to traverse the complete width of our property on the trail and to cross the trail to gain access to the lake side portion of our property. (See photos 2,4, Fig 1 delineated in pink). Therefore, the location, orientation and design of the access gate as submitted would create a significant physical barrier, safety concerns, and would place undue hardship on us, the residents.

I propose these possible solutions:

Option 1.

Place the ELST-B access gates at the current gate locations where the trail is bisecting the residence from the lake side property.

Currently there are access gates for each parcel, one to the residence side and directly opposite on the lake side. These gates allow property owners to access the trail and their property across the trail. The position of these gates were approved by King County at the time the interim trail was installed.

Benefits of having the ELST-B access gate at its current (interim trail) location:

- The stairs could be built perpendicular to the trail. The consequence of pairing adjoining property owners to a common gate is that it almost requires the stairway to be oriented parallel to the trail.

Stairway parallel to the trail require 90 degree turns in their design and thereby create problems for the stair user. The ability of the stair user to move large items such as canoes, kayaks, landscaping equipment, etc., would be difficult or impossible with trying to negotiate around the 90 degree corners. Stairs which cannot be navigated would be restricting property owner's access to their the property because there are no alternative routes to access their property.

- Orientation of the staircase perpendicular to the trail will provide more flexibility with regards to stair placement along the trail if needed because this orientation is narrower in a north/south dimension, in effect, a smaller footprint along the trail.
- A narrower north /south dimension of a perpendicular stairway would less likely encroach or damage existing infrastructure.
- Perpendicular stairways would be simpler to design and build, therefore more likely to be less expensive.
- Homeowners would be able to cross directly to the opposite access gate vs. having to traversing diagonally across the trail to the gate. For us we would have to cross almost the total width of our property. (See photo 2,4. fig 1).
- It would be safer for property owners and trail users if property owners could cross the trail in a most direct route. Imagine trying to traverse the trail with a canoe , raft or small children in tow simultaneously trying to avoid cyclists or runners.
- I think there are inherent and significant benefits of having the access gates on either side of the trail be directly opposite each other as much as possible. For instance, it would easier for police or medical response team to associate a gate on the trail with a specific residence if the lake side access gates are directly across from the residential side access gate.

An example: an accident on the beach (a drowning), the fire department arrives at the residence upland from the trail, they make their way down to the trail. they would rightly assume that gate directly opposite the residence is the lake side access gate for the residence. If the gate associated with the residence was 50 feet away it might not be as obvious.

- Having the opposing access gates directly across from each other gate creates continuity that is visual, physical and emotional, between the bisected parts of the property.

By pairing adjoining neighbors to a common access gates in the ELST-B plan, would essentially detach the lake side portion of the property from the residence for those in the bisected areas. This may not be the intent of the proposed plan, however, that is its effect. The effect is onerous and damaging to the property owner.

Option 2:

Change the order of pairing neighbors for the access gates.

It is my understanding that King County's goal is to reduce the number of access gates on the trail and, therefore, it is their aim to pair adjoining neighbors to a common access gate.

The distance between the Peterson and Sampson (neighbor to the south) gate is currently 35 feet (See photo 3). which is much less than the distance between the Peterson and Kilgore (neighbor to the north) gates currently 90 feet (See photo 4. fig.3).

First, I suggest that the access gate be relocated to the Peterson (0624069065)-Sampson's (0624069071) property line.

- This location will provide a better crossing point to the respective properties. (See photo 3, fig 2 delineated in red.
- An access gate at this property line would be much closer to the stairs coming down from both residences.
- As mentioned under option 1, there are benefits of having the access gates from the lake side and residence directly opposite, as much as possible.
 - Safety and convenience, less distance to traverse along the trail to reach the opposing access gate.
 - Easier for police or medical response to identify gates with residence.
 - Maintains visual, physical and emotion continuity of connectedness between the bisected portions of the property.
- This new location would be less likely to damage utilities (existing 4" drain, water and electric) which exist between the trail and the Peterson cabana (which is located below the residence and is lakeside of the existing trail). There are no known utilities near the Sampson/Peterson property line. The topography between Peterson and Sampson could make stair construction easier. There are no structures near where the stairs could be relocated. It is my recollection that there may be a number of utility lines near the property line between Chamberlin and Sampson properties.

Second, I suggest having the stairs for Kilgore join Lamont (0624069066) and Beluche (0624069058), and have the access gate placed where Lamont's gate is currently located (See fig 3).

- Note that the Lamont property is approximately ten feet wide, unusually narrow.

- The design and construction of this staircase could be like staircase #23 or 26 (description on page S3, S4 of 60% proposed plan.)]

There can be advantages for consolidating the Kilgore, Lamont and Beluche's access gate.

- This location will more closely line up with the property owners existing stairs/path. This location would be directly midway between the Kilgore-Beluche and directly across from the Lamont current access point to the trail (See photo 5 fig 3).
- The lower stair landings of the relocated stairs will terminate very close to the existing stairs for Kilgore and Beluche's walking path and landscaping on the lake side of the trail.
- No additional access gates will need to be constructed with reconfiguration.

I suggest that the access gate be relocated on the property line of Chamberlin (0624069039) and McKee (0624069106).

This location for the access gate may be more favorable for these property owners as well. In the currently proposed plan, the stair landing would terminate behind the Chamberlin cabin making it difficult to construct a path around their existing cabana, however, relocating the access gate between Chamberlin-McKee would allow for the staircase landing to end very near their present (pre ELST-B) stairs/path. At this location the construction of the stairs would be less likely to encounter existing utilities.

2) Regarding errors and omissions on ELST-B plan:

- a) Page EX 9 (Existing Conditions Plan)
 - Wetland mapping is inaccurate for our parcel, as submitted on the plan . (See photo 6,7 Fig 1 delineated in yellow). The area highlighted is inaccurate as to its dimensions and location. This area, the is lawn elevated 3 feet by a concrete retaining wall and planting bed.
 - Stairs on the lake side of trail are omitted on the plan submitted. (See photo 6,7 delineated in red). Currently there are stairs which negotiate the steep slope from the interim trail to our lawn.
- b) Page AL 14 (Plan Profile)
 - Wetland mapping is inaccurate for our parcel, as submitted on the plan. See above.
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2) Should Sammamish even consider processing permits for anyone or entity when ownership of the property is in question?

King County publicly claims adamantly that they own the ROW, however, the ownership of the ROW is not settled. Final ruling by the courts regarding ownership of the ROW has not been completely adjudicated and at this time there are suits pending in this state and many in other states.

3) It is important to note that the BNSF railroad, in its many years of operation along the shores of Lake Sammamish, did not object, interfere or assert authority over the property owners when property owners place improvements in the ROW. Many of these improvements were not placed secretly. These improvements were done openly and in many instances after consulting with BNSF and with approval. These improvements obviously did not interfere with the operation and maintenance of the BNSF railroad line otherwise BNSF would have objected to the improvements and asserted their rights as holders of the easement and removed the improvements. Proof of this can be seen by the existence of numerous structures, homes, landscaping and other permanent improvements built on the ROW over the many years preceding "rails to trail". Should landowners adjoining the railroad corridor be held to a higher standard for King County's ELST than for BNSF railroad? The trail is in essence a placeholder, created by the Rail Banking Act, for the unlikely possibility a railroad would be re-established on the banked railroad corridor in the future.

Should the placeholder have greater powers than the entity its holding it for? I am no attorney, however, I've been informed that there is case law that has ruled on similar issues and the courts with rulings in favor of the property owners.

In conclusion, I hope that there is an appreciation of the how much impact the trail is going to have on its abutting neighbors and the that for the property owners with bisected property, these concerns are amplified. Trail issues or problems for us, unfortunately, are literally in our yards and in our faces.

I want the trail and I think we all are striving to create a wonderful and safe trail for everyone, however, building the trail should be done in a way that does not trample the rights of property owners.

Respectfully submitted,



Lester Peterson
Owner/occupant

*Attached are photo and drawings referenced in comments.

**If not photo and drawings are attached with this document then see attachment:

ELST-B comments-exhibits.pdf



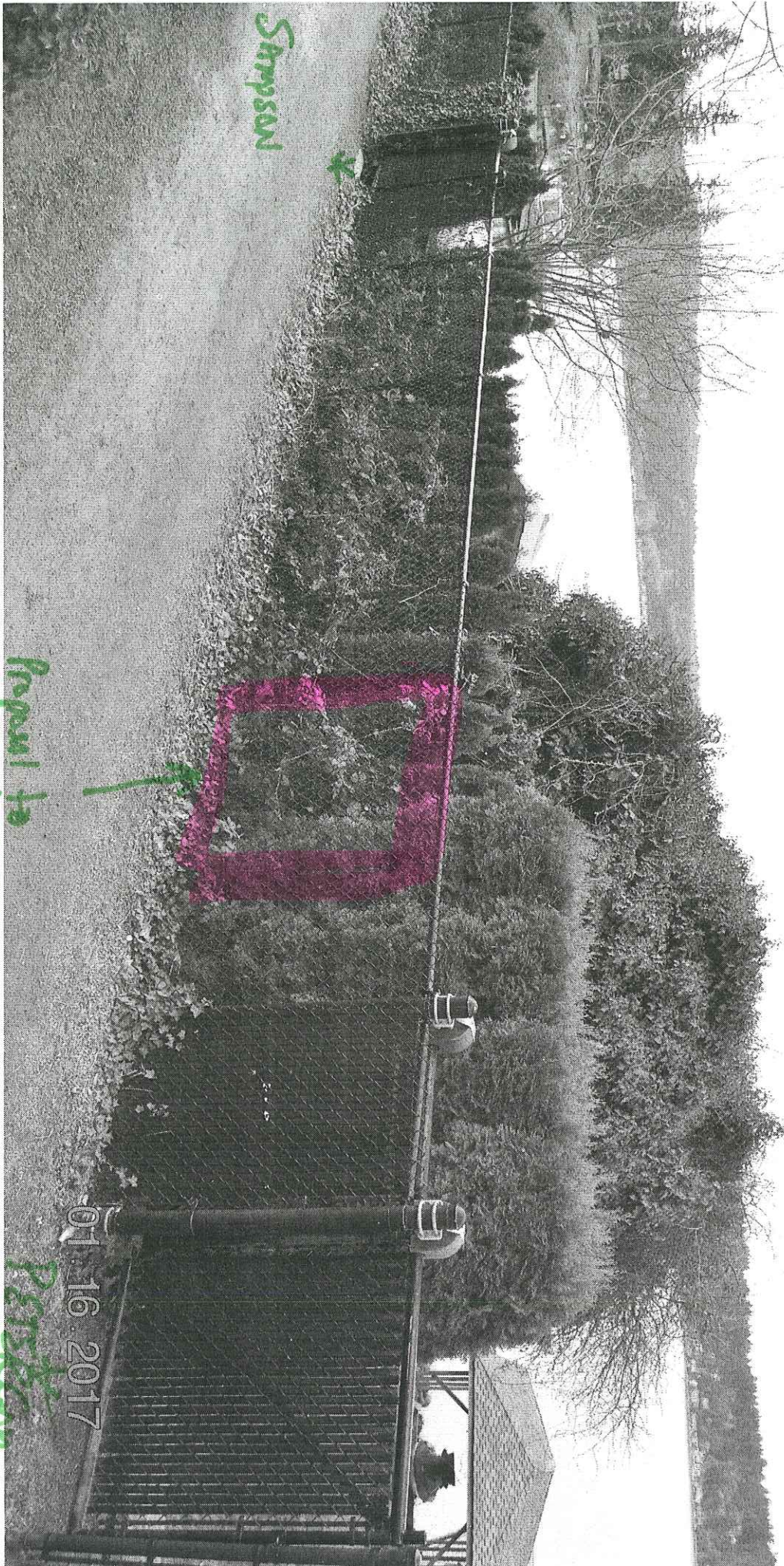
Photo 1



01 16 2017

Photo 2

17



Simpson



Proposed to Relocate Access

01 16 2017

PETerson

Distance Between Simpson - Peterson gate

Photo 3

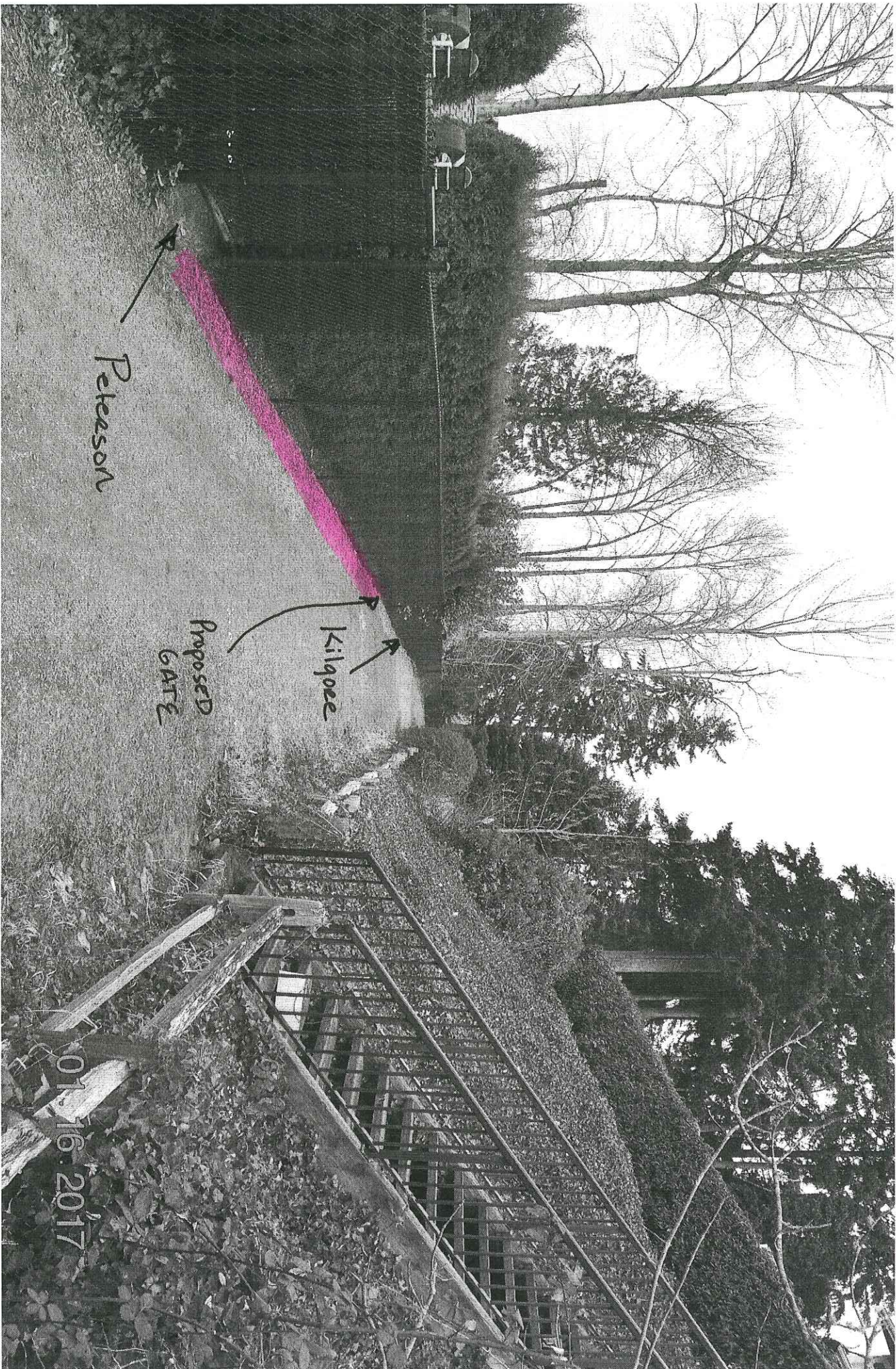
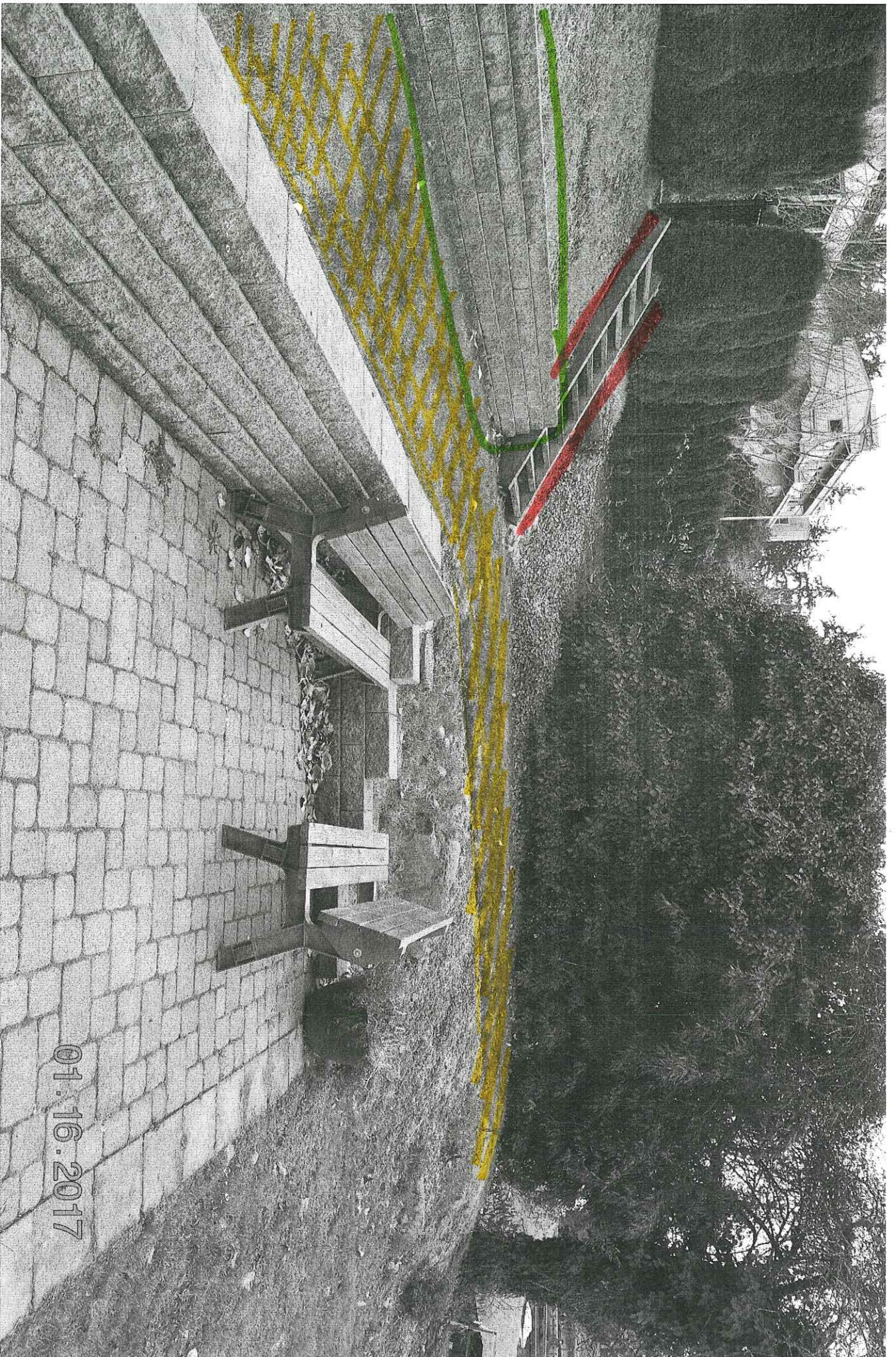


Photo 4



01.16.2017

Photo 5



01.16.2017

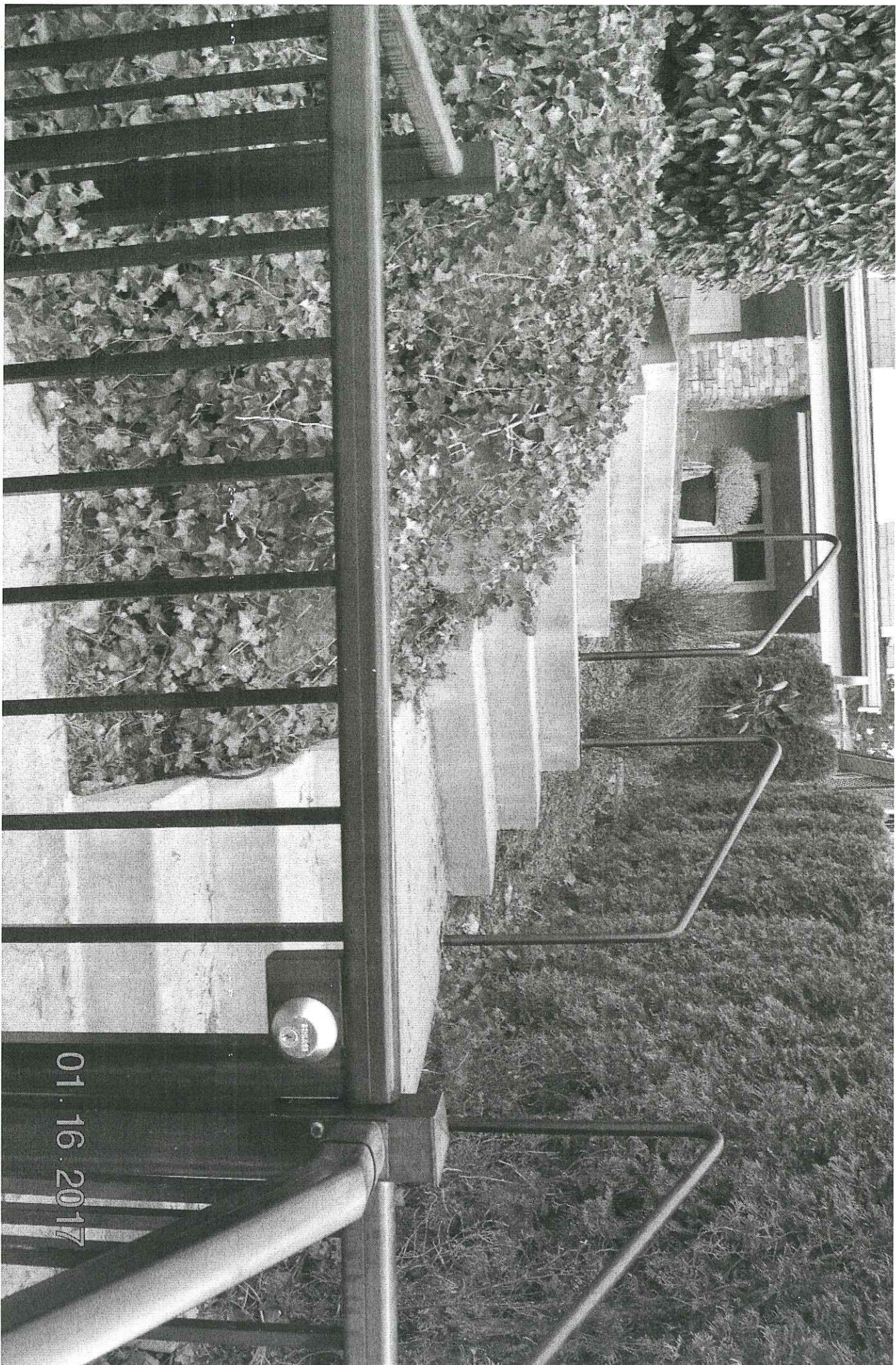
Photo 6



01/16/2017

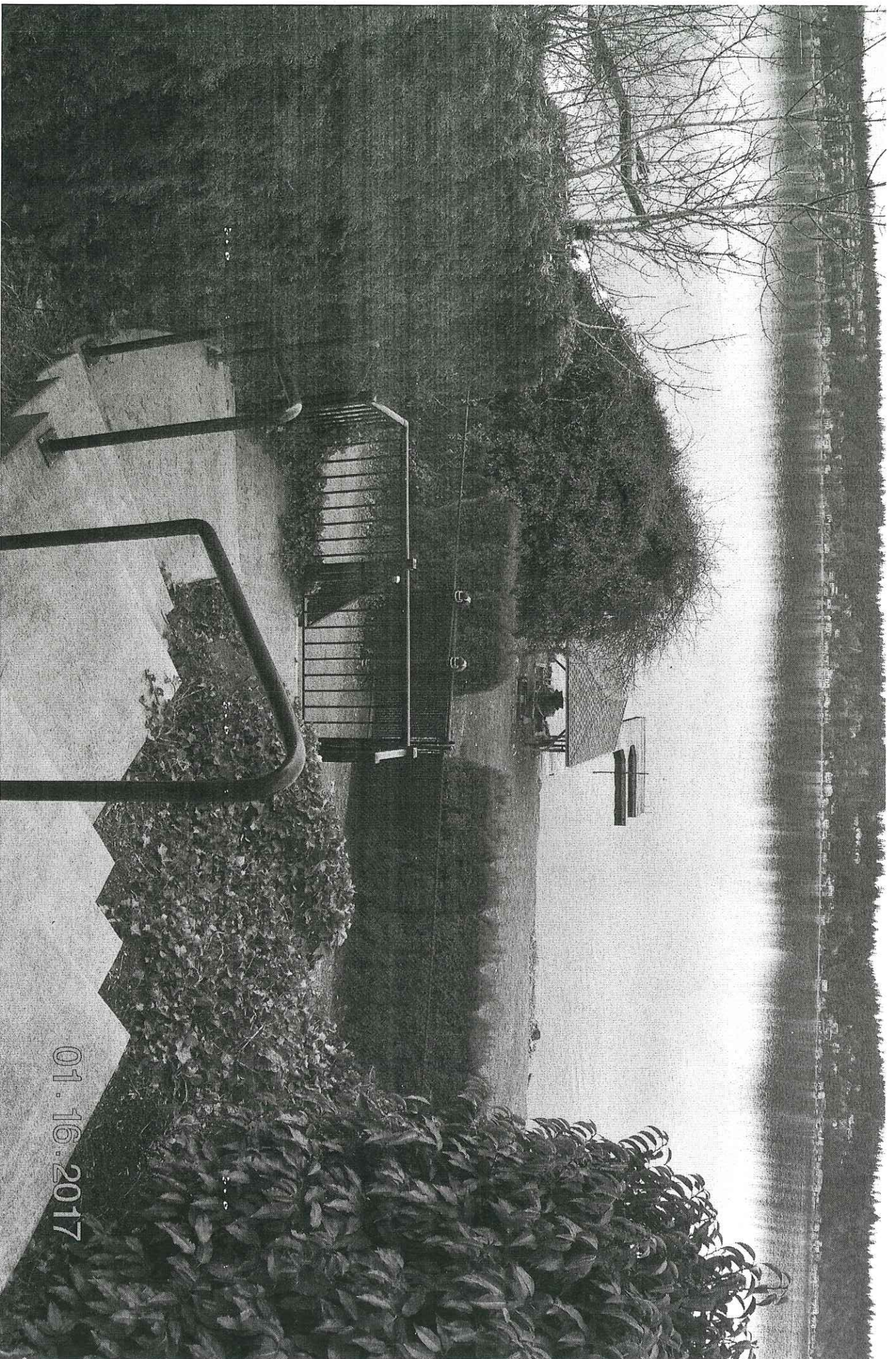
Photo 7

UP VIEW OF
Concrete Steps



01.16.2017

Photo 8



Concrete Steps Down
To Wooden Steps

01.16.2017

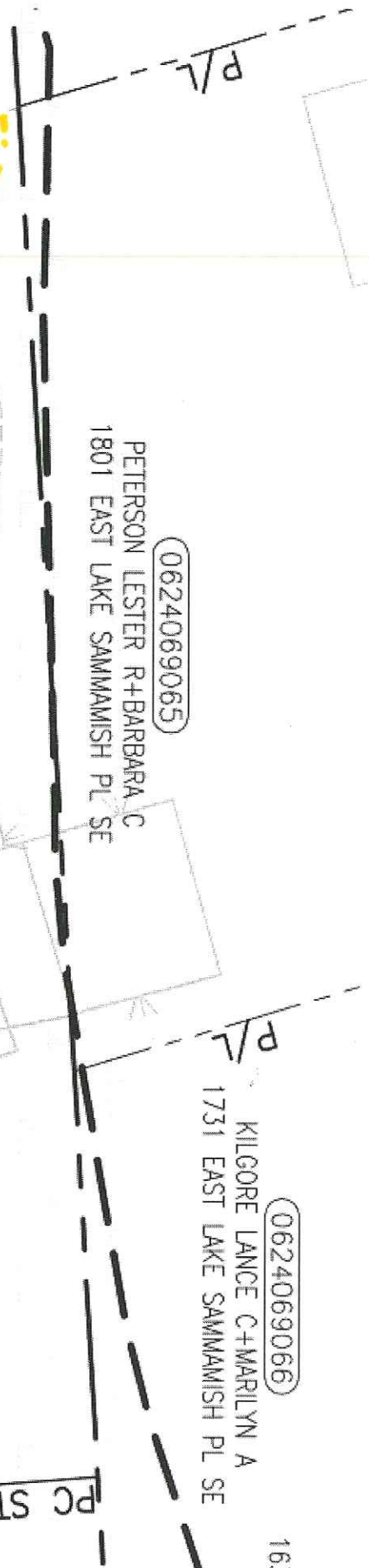
Photo 9

KILGORE LANCE C+MARILYN A
1731 EAST LAKE SAMMAMISH PL SE

(0624069066)

PETERSON LESTER R+BARBARA C
1801 EAST LAKE SAMMAMISH PL SE

(0624069065)



WETLAND 19B

AIR (19)

(4) (5)

(1) STAIR #52

349+00

10 Creevent gate

Retaining wall

STAIR #54
(NO EX GATI)

19A

GEORGE HEDGE ROWING

FMIN

Fig # 1

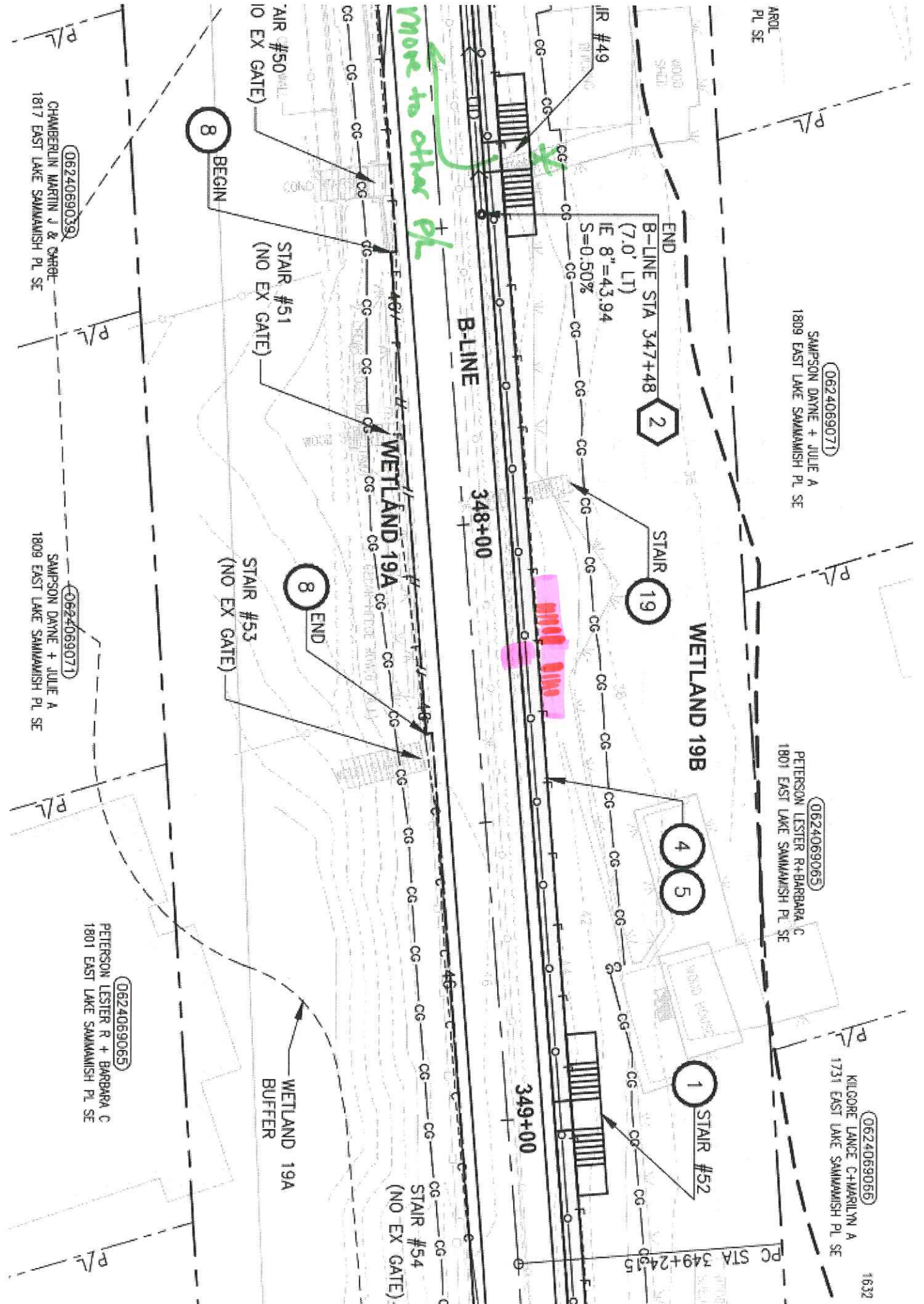


Fig # 2

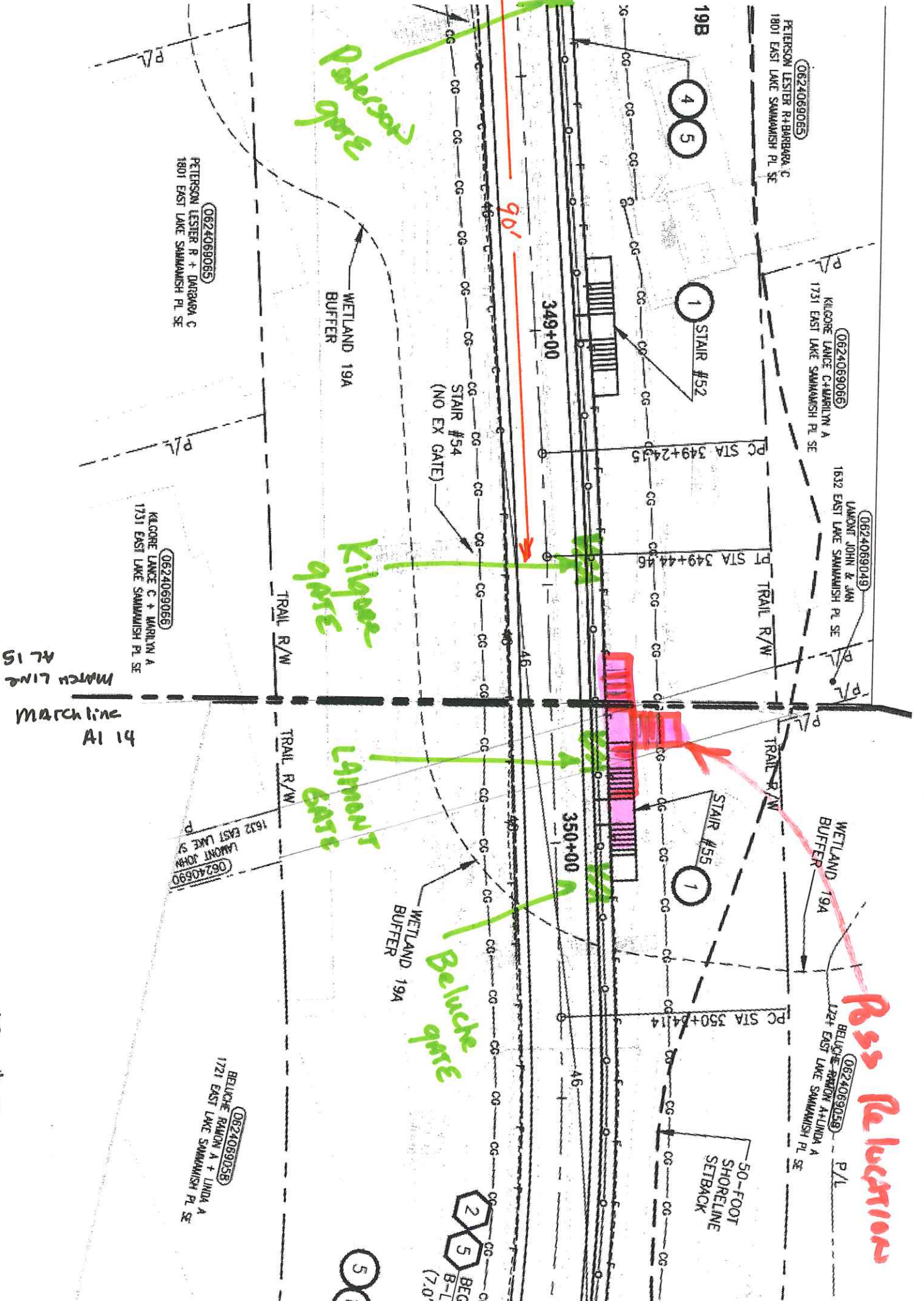


Fig # 3

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:07 AM
To: 'Abernathy, Michael J.'
Subject: RE: King County SSDP Permit--South Sammamish Segment B Homeowners comments regarding 60% Design Plan

Dear Michael,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Abernathy, Michael J. [mailto:michael.abernathy@merck.com]
Sent: Tuesday, January 24, 2017 12:08 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: King County SSDP Permit--South Sammamish Segment B Homeowners comments regarding 60% Design Plan

Lindsey, I am writing to you today to share my comments and concerns in regards to the 60% completed plans for the East Lake Sammamish Trail – Segment 2B. I am a lakeside resident with the trail identification beginning with station 327.0 and runs 60 feet to the North of that marker (Page AL10 of 60% plans). Our physical address is 2331 E. LK Sammamish PL SE.

My wife and I have been Lakeside residents for almost 20 years and had an opportunity to work closely with the County to mitigate issues relative to beach access and fencing during the interim trail construction to ensure safety as well as security for private property and possessions located on each side of the trail. Robert Nunnenkamp and Robin Cole strived to come to solutions that worked for the trail users as well as the trailside residents. I have spoken briefly with Gina Auld in regards to the paved trail and ask that the same courtesies are extended by the county as the final trail plans are put into place.

My concerns are as follows;

1. Our stairs to access the lake labelled #33 are listed to be eliminated during construction. We would need to be assured that while these stairs will be removed during construction, we will be able to work with the County to put in a new set of stairs to maintain our access to the lakeside of the trail.
2. Currently there is fencing on each side of the trail within our property that we permitted with the county that will be removed during construction. The current 60% design does not have fencing on either side of the trail in this area. We would need to be assured that either the County will put fencing in or we would have the ability to put fencing in, either of which would have gates on both sides to provide access across the trail within the 60 lineal feet that the trail runs North starting at station point 327.0.

3. When the house and dock were built in the 1960's power and water were installed to the lake side of the trail. We would need to be assured that the water and electrical service would be maintained or replaced during construction.
4. Our understanding is that the trail corridor will be closed for up to two years during construction and the 60% plan shows a solid 6 foot fence blocking the corridor with no access points to cross to get to the lakeside of our property. We would need to be assured reasonable access to the lakeside during construction.

Attached are a few pictures of the trail corridor showing the current fences, stairs and lake access that will be impacted during and after construction of the paved trail.

Thank you for the opportunity to provide comments in regards to SSDP2016 – 00415 and we request that before the city approves the permit request, these issues be addressed and that we are assured by the county that we will continue to have access across the trail during construction and when the trail is completed.

Michael Abernathy
425-890-9688
MichaelJAbernathy@gmail.com

Michael J. Abernathy RPh.
Customer Team Leader
Merck & Co., Inc.
MVX # 30100
Office 425-657-0497
Cell 425-890-9688
Michael.Abernathy@Merck.com



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90' ON TRAIL 321407W

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:26 AM
To: 'mandar.dj@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Mandar,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Mandar Joshi [mailto:mandar.dj@gmail.com]
Sent: Tuesday, January 24, 2017 5:15 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Mandar Joshi
317 112th ave ne, 1214
bellevue, WA 98004
4252839858

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:32 AM
To: 'kapfhammerm@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Marissa,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Marissa Kapfhammer [mailto:kapfhammerm@gmail.com]
Sent: Tuesday, January 24, 2017 7:50 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Marissa Kapfhammer
707 B 18th Ave S
Seattle, WA 98144
9146101162

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:02 AM
To: 'latimermatt@hotmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Matthew,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Matthew Latimer [mailto:latimermatt@hotmail.com]
Sent: Tuesday, January 24, 2017 9:19 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

I am a long time Sammamish resident who uses this trail regularly. It's an important safety and convenience improvement that will benefit both cyclists like me and others in Sammamish and the Puget Sound.

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Matthew Latimer
1629 215th Place SE
Sammamish, WA 98075
2065959274

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:14 AM
To: 'marg2009@comcast.net'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Margaret,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Margaret Moore [mailto:marg2009@comcast.net]
Sent: Tuesday, January 24, 2017 3:23 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

My husband and I cycle regularly in the area, and we need a safe route that is separate from the busy E. Lk. Sammamish Road in order to get out, stay fit and enjoy our beautiful lake. Marymoor Park is such a great regional resource and Lk. Sammamish State Park is as well. A safe, off-road route connecting the two parks would be a terrific enhancement to the City of Sammamish, making this city a more livable, attractive place to be.

Please approve the permit, as proposed, with expediency.

Sincerely,

Margaret Moore
7771 57th Ave NE
Seattle, WA 98115
206-696-5090

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:14 AM
To: 'Mike Schmidt'
Subject: RE: Comments on ELST South Segment B (STA 375 - 380)

Dear Mike,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Mike Schmidt [mailto:MikeSch@msn.com]
Sent: Tuesday, January 24, 2017 2:18 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: 'Jackie Schmidt (jackiesch@msn.com)' <jackiesch@msn.com>
Subject: Comments on ELST South Segment B (STA 375 - 380)

To Lindsey Ozbolt and other interested parties,

I am submitting comments on the proposed trail and fish passage changes included in the South Sammamish Segment B 60% plan. As part of researching and producing this commentary and feedback I reviewed the plan documents, discussed the various plan details and concerns with our neighbors, and also visited the City of Sammamish City Hall to discuss some of these issues with King County representatives in person. The neighbors in this discussion have expressed similar concerns and include the 10 homeowners of Whileaway Court who share ownership of the common private driveway that would be effected by this proposal.

I would also like to point out that in addition to living in the area for the past 20 years where the proposed changes would effect, I have also been very active in contributing to research and preservation of Kokanee salmon both in Pine Lake Creek but also in other capacities in the Sammamish water basin. I am also a volunteer member of the Kokanee Work Group lead by David St. John.

Given the quantity of feedback I have gathered I think it best to present the information in bullet form, after which I will comment further on a few of the key points.

New culvert under Whileaway court (reference pages AL39, FP1, and WP9):

- Good for the fish!

- Good for improved water flow, drainage, and creek flooding mitigation
- Property rights concerns
 - Most proposed construction is within private road (519710TRCT) that is not part of the trail ROW. All home owners have a shared ownership in this tract, so owner consent is required.
 - Why does the proposed construction extend into privately owned Gill Trust lots 5197100135 and 5197100130 instead of remaining within the shared driveway 519710TRCT?
- It is very important to preserve the two massive ancient redwood trees at the west exit of the culvert, near 11+00 on the p-line and adjacent to rock walls #1 & #2. Does the “M” designation on the tree removal plan for these two trees reflect concern?
- Earth walls #42 and #43
 - Chain link fencing is not visually acceptable, would need a more aesthetically pleasing and natural fence choice that fits the style of the neighborhood and the beautiful natural surroundings of the creek passing there.
 - Length of “earth walls” is concerning, why are they so long?
 - In particular the south starting point of wall #43. That starting point should be moved at least 5 feet farther north. As it is located now it is likely to be a back-up hazard for cars backing out of the driveway from the 903 residence and turning to back up to the north.
 - Why does wall #42 run so far to the north, seems this could be substantially reduced?
- What is the relationship of culvert replacement plans to trail plans (tied together, different projects, timelines?)
- How does funding work, all paid for by King County?
- How will all the utilities be routed and what will the effect on utilities be during construction?
 - Gas, water, sewer are all underground in the road where culvert resides (as are cable and power in other road areas in the construction zone)
 - Current plan would require removal/replacement of power pole near south edge culvert. Could power on these poles be moved underground as part of this work?
 - FYI: There is a separate proposal for a fire hydrant to be added north of the proposed fish passage culvert work on 519710TRCT. This work should be coordinated.
- How will people have access to their homes during culvert/road construction?
- Road grading and drainage is an important concern. We already have issues with water on the road flowing towards residence driveways, in particular the driveways of 903, 909, or 915, so we would appreciate any grading changes improve upon the drainage conditions.
- Concern about current design reducing parking availability.
- What are landscape plans for this area after culvert replacement?

New trail plan (reference pages AL20 and LA12):

- Is it necessary for the trail around 378+00 to meander into and destroy existing delightful landscaping adjacent to 929?
 - Plan will destroy numerous large very mature Rhododendrons, Oregon Grape, Aspen, and Fir trees
 - Can the meander be avoided here or moved somewhere else along the trail?
 - At minimum can the meander be reduced to preserve more of the mature trees and bushes?
 - If infringement on wetlands is a concern, the designation of the area east of the trail here as wetland 23C is questionable. Can this be reevaluated and the plans changed to avoid destruction of the Rhododendron, Oregon Grape, Aspen and Fir trees?
- Where grass area is replaced just south of Driveway #10 access, please ensure only very low growing plants are added to the enhancement area to replace the grass. This is required for good visibility onto trail and parkway from the driveway.

To expand on some of the key points I will first focus on the new culvert plans under Whileaway court. One concern here is it is important to preserve the two large, majestic, redwood trees that are planted here just to the west of the culvert. I am pleased to see that, to my understanding, feedback given to folks planning the culvert changes during an onsite meeting in April of 2016 (Kelly Donahue from King County and several representatives from Parametrix) was

incorporated. It appears the plans have offset the new proposed culvert further away from the two redwoods in order to reduce the disturbance to the tree roots during required excavation. The trees were planted in the 40's and are a keystone of the landscape in our neighborhood, they must be seen in person to be fully appreciated and cannot be sacrificed!

We are also very interested in the improved fish passage that the new culvert will provide, and in particular the increased capacity the new culvert will have in allowing storm water to pass through. The old/current culvert there is much smaller and has been a concern of ours for plugging and overflowing.

We have additional concerns about several other details of the proposed plan outlined above, in particular the chain link fencing and earth walls. It's important to us that the new culvert aesthetically look very pleasing and fit into the neighborhood landscaping and natural look and feel. Chain link fencing does not meet that requirement, we would like this to be changed to some other suitable more natural material. It appears the earth walls will be constructed of precast concrete blocks which will mostly be buried down to the road surface level, and only exposed where the cut of the creek bed slopes down. If so, we believe this would be suitable if they did not have chain link fence attached.

My final point for the culvert plans is that I want to emphasize that in this section, unlike the trail ROW, the proposed changes to the culvert occur on private property. There are important property rights and consent that need to be adhered to here.

Secondly I would like to comment further on the trail deviation outlined in AL20. We are dismayed to see that the current plan has the trail diverting to the west such that a significant and very beautiful naturally landscaped area will be destroyed by the trail. The area has been maintained for nearly 20 years in its current state, and contains many native plants and trees including other much older vegetation including mature Rhododendrons, Oregon Grape, Aspen, and Fir trees. We would ask that as much of that landscaping be preserved as is possible. Are there changes that can be made to the trail path in this section that can avoid or minimize that destruction? Can it be moved more towards the existing trail path or shifted in some other way? If the reason for the diversion is due to the designated wetland 23C east of the trail in this section, then we would respectfully request that this designation be reevaluated. It really does not look like a wetland, it is a hill sloping down with a ditch carrying water away north and south. It would also be very illustrative for folks in charge of planning the trail in this section to come down and see the current state and landscaping in person if that hasn't been done already. The landscaped area is well worth preserving and it would be a terrible waste to destroy it.

Overall, we are happy to see the trail plans progress, and we see several benefits to the fish passage culvert work as well. We welcome and encourage a dialog between the county trail planners and our neighborhood to discuss the concerns, adjust the plans, and make some beneficial changes.

Can you please provide more information in your response to this email regarding how the feedback will be processed, how it will be communicated to king county, how we will hear about incorporation of the feedback, and if there is additional opportunity for feedback after any changes are considered and made? Also, sharing the timeline of the entire review process leading up to eventual approval and construction would also be helpful.

Thanks for your attention and consideration, and please let us know if you have any questions. We appreciate your follow-up on this matter.

--Mike & Jackie Schmidt

903 East Lake Sammamish Shore Lane SE
Sammamish, WA 98075
425 836 3259

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:25 AM
To: 'Nancy Way'
Subject: RE: East Lake Sammamish Segment B

Dear Nancy,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Nancy Way [mailto:nancy.way77@gmail.com]
Sent: Tuesday, January 24, 2017 5:09 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: kelly.donahue@kingcounty.gov; Lyman Howard <lhoward@sammamish.us>; City Council <citycouncil@sammamish.us>
Subject: East Lake Sammamish Segment B

Lindsey-

I understand that you are taking all the public comments on the permits for the final B Segment of the East Lake Sammamish trail and that these are due to the City Council by January 27.

Attached is my letter comment.

Can you please confirm receipt and circulate it as required.

Thank you so much,

Nancy Way

3451 E. Lk. Sammamish Shorelane NE
Sammamish, WA 98074
January 24, 2016

Lindsey Ozbolt
Associate Planner
City of Sammamish
Sammamish, WA 98075
lozbolt@sammamish.us

Re: East Lake Sammamish Trail Segment 2B—SSDP2016 & ELST parking SSDP2016-00414

Ms. Ozbolt,

As a resident along the East Lake Sammamish Trail for 30 years and trail advocate for the past 18 years, I am writing to express my support for approving permits SSDP2016-00415 for the trail and SSDP2016-00414 for the Inglewood Hill Parking Lot.

Let me reflect first on a personal story.

I will never forget walking along the North Sammamish segment shortly after the construction of that segment was completed in 2011. I encountered a neighbor who had been a violent opponent of the trail and who often criticized me for my support. Before construction, he complained that the trail was taking land he thought should be his and completion of it would invade his privacy with walkers peering into his windows. He even thought trail users would increase crime in the neighborhood or ask to use his bathroom.

“I can’t believe how great this is now that we have it,” he said. “We have recreation on both the backside (trail) and frontside (lake) of the house.” The front door to his home was within 15 feet of the trail and trail users crossed his private drive. But he had become a complete convert, walking his dog on the new trail daily and meeting neighbors he didn’t know before. He even confessed he’d lost a little weight since he wasn’t driving his dog to the park for a walk every day.

And the story doesn’t end here. Several years later, when his home was on the market, I even noticed the posted real estate flyer. It said: “Right on the East Lake Sammamish Trail!” The trail was a selling advantage.

I want to make three points with this letter: 1) The East Lake Sammamish Trail, once completed in its entirety, will be a tremendous asset for the City of Sammamish and shoreline homeowners, 2)

Completed sections have already become a tremendous shoreline property owner asset, and 3) The trail should be built to industry standards (AASHTO) for safety reasons.

City of Sammamish Asset

The Sammamish Council and staff have a long history of rubbing two pennies together to make a nickel for parks acquisition. You have been highly successful at convincing longtime property owners to donate their land, and you have received property acquired by other jurisdictions.

Yet, here is perhaps your biggest coup to date -- an 11-mile shoreline trail built to the highest standards within the City of Sammamish and **ALL** at the expense of King County. Why isn't the City doing everything in its power to bring this multimillion dollar amenity to fruition? Particularly when a few complaining lakeshore property owners, squatters on King County (public) property who are using every legal tactic to delay the project, have been defeated in court at every turn for the past 18 years?

Let's not let a final push of obfuscation and half truths at the last minute delay things further. The Sammamish Homeowners Organization (SHO) admitted in a letter sent to shoreline property owners last month that they were at the legal end of their effort to defeat the trail. They encouraged shoreline property owners to attend council meetings and protest. Don't be buffaloed.

The City of Sammamish and City Council are dreaming of an Emerald Necklace trail linking Sammamish Parks and plateau communities, a project that is going to take years and probably hundreds of thousands of dollars to complete. Here is a nearly-completed and all-expense paid trail at our doorstep, and you are considering stonewalling with further permit delays? This makes no sense.

Lake Shore Neighborhood Community Asset

This brings me back to the story I began my letter with.

Before final construction completion of "our" trail, specifically the Redmond segment, the Lake Sammamish shoreline and upland hillside was a disconnected neighborhood. Now, we are getting to know our neighbors as people are out walking and bicycling and pushing baby carriages along its length. Instead of driving, we use the trail to access the Redmond and Issaquah Farmer's markets, Lake Sammamish State Park, Marymoor Park and Sammamish Landing, one of the City of Sammamish's jewels. We are having more potlucks, BBQ's and dinner parties with each other. Our children, who used to be motored to visit their friends in the neighborhood, can now bicycle to see their school bus buddies. We have become a community.

Fears that the trail would destroy our neighborhood have faded and are now laughed at. Boats, old cars and junk that people were storing on what is King County property have been sold or are in storage. People are proud that the neighborhood looks tidier and cleaner with new native landscaping paid for and maintained by King County and the City of Sammamish.

Contrary to some lakeshore property owner charges that the completion of this final segment of the trail (Segment B) will destroy the environment, evidence from the Redmond segment shows it will enhance it on a large scale on multiple fronts.

Residents in the Redmond segment are driving less, as I've already stated. But if we consider that more homes would have/could have been built on what is now the completed segment, the East Lake Sammamish Trail has protected a huge ribbon of green along our City's namesake lake. Views from the East Lake Sammamish Parkway to the lake have been preserved, enhancing the visual quality of our neighborhood and City. The alternative future of a wall of private homes along the lake would have been a disaster.

Trees that would have been removed for home construction also have been saved. As you know, King County's plan for this last Segment B of the trail retains 65% of the significant trees vs. 35% that developers and homeowners must retain. Mitigation for this next segment of the trail will enhance several hundred acres of wetlands and improve fish passage for salmon with new culverts and fisheries enhancements. Six new culverts are planned for this final trail section seeking permits.

And let's reflect back 20 years ago when a freight train used to rumble along East Lake Sammamish between Redmond and Issaquah. The train was charming and thoroughly enjoyed by my children, but crews regularly sprayed toxic chemicals along the right-of-way to control vegetation. There were several dangerous derailments, impacting private property owners. There were also several track replacement projects with crews, heavy equipment and materials in the right-of-way for months.

Again, we should be thanking the various individuals, private non-profits and King County for having the foresight to save the rail corridor for public use and our neighborhood!

Safety First

The variety of users on the East Lake Sammamish Trail – walkers, people pushing strollers, bicyclists and even motorized wheelchairs – requires a trail built to this highest of standards. This means a 12-foot trail with 2-foot shoulders on each side. Most walkers and even pairs of bicyclists like to move along side by side so that they can talk. One companion tucks behind the other when someone wants to pass or for oncoming traffic. Still, there is barely enough room with 12 feet and the shoulder provides a further safety zone.

Before the northern (Redmond) section of the trail was widened and paved, I was clipped by a bicyclist from behind when I was on foot and he had to choose between me and another oncoming cyclists. We need all 12 feet.

Another critical safety element is proper sightlines for crossings. Drivers must have a clear vision of trail users. Though most fast bicyclists use the Sammamish Parkway, some runners and skaters are moving at a pretty good speed. Drivers will learn to slow down when they cross the trail, but they must be able to see.

Conclusion

It is time for the City and council to show leadership on the East Lake Sammamish Trail, a project clearly wanted by most of citizens and a project thoroughly vetted legally and environmentally. Let's get this thing done!

Thank you,

A handwritten signature in blue ink that reads "Nancy Way". The signature is written in a cursive, flowing style.

Nancy Way

CC: Kelly Donahue, King County; Lyman Howard, City of Sammamish; Sammamish City Council

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:52 AM
To: 'hiyayaywhopee@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Nick,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Nick Woods [mailto:hiyayaywhopee@gmail.com]
Sent: Tuesday, January 24, 2017 11:30 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I am a resident of Northeast Seattle who regularly bikes all over King County. I've wanted to get see your city for a while, but there's no safe way for me to get there, since I don't own a car. Completing the trail will allow me to spend a little money grabbing lunch over on the far side of Lake Sammamish, which I'm sure is something we can all get behind.

Have you ever tried to pass kids on a bike? They're not known for behaving predictably. Please approve a 12-foot trail with 2-foot shoulders to give me enough room to maneuver around them.

Building a trail without crossing priority kind of defeats the purpose of building the trail in the first place. Please make sure the trail has priority when crossing roads and driveways, and provide good sight lines for everyone to minimize my chances of being made into a pancake by an F150.

Please approve the permit, as proposed, with expediency. It's my understanding that you've been at this for a while, and the only way to put the issue to rest is to build the thing.

Sincerely,

Nick Woods
5242 1/2 12th Ave NE
Seattle, WA 98105
7574044842

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:29 AM
To: 'tejeda.osvaldo@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Ozzy,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Ozzy Tejada [mailto:tejeda.osvaldo@gmail.com]
Sent: Tuesday, January 24, 2017 6:37 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Ozzy Tejada
12701 SE 41ST PL 323
BELLEVUE, WA 98006
4255907039

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:26 AM
To: 'pushpak.karnick@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Pushpak,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Pushpak Karnick [mailto:pushpak.karnick@gmail.com]
Sent: Tuesday, January 24, 2017 5:14 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

As a citizen of the City of Sammamish, and an avid biker, I feel it is my duty to encourage healthy living practices in my neighborhood. My group of friends often bike around the Lake, and often have to negotiate hazardous traffic, especially around the traffic circle going up 43rd St. Having a complete trail, built as per the safety standards prescribed will allow a safe passage for bikers, runners, citizens to use a dedicated path that does not compromise on their safety. I appeal to you, on behalf of all concerned citizens, to approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

As a corollary, I would also like to voice my sincere protest against special groups who would like to influence how the local government uses its land. I can certainly understand concerns regarding safety for citizens living along the trail, but such issues have been addressed before, and in an effective fashion. I would like to draw your attention to the newly developed section of the Burke-Gillman Trail going towards Seattle from Kenmore, where high fencing and proper signage has made the multi-use trail safe, and most importantly, a resource that all members of the society can share.

Thank you for your attention in this matter.

Pushpak Karnick
1521 212th Ave NE
Sammamish, WA 98074
4804145149

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:25 AM
To: 'pwlathrop@aol.com'
Subject: RE: Lake Sammamish Trial

Dear Patrick,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: pwlathrop@aol.com [mailto:pwlathrop@aol.com]
Sent: Tuesday, January 24, 2017 5:13 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Lake Sammamish Trial

Dear Sir,

My name is Patrick Lathrop. I am an owner of property located at 2927/2921 E. Lk. Samm. Pkwy. This property is adjacent to the proposed trail and is situated between the trail and the waterfront of Lake Sammamish. After reviewing the recent trail plans, I have a few questions regarding the impact the trail will be to my land.

First, in the area in which my property lies, the topography does not allow for the full trail width. This is due to the steep slope both on the east side of the railway corridor and the slope down to my property on the west side, that slope being created by the railroad placing ballast when the track was originally laid. With these restrictions, the plan shows that the paved section of the trail will be laid between the county installed fence at the top of the ballast slope on the west side and a short railroad tie wall on the east side. This short wall has been in place since before I purchased the land over 40 years ago.

My questions are regarding how the trail interacts with my current access routes. It appears from the plan that a stair pad will be placed in line with the present staircase that leads down to my land. Will this simply be an asphalt block that will align with the stairs and fence gate? On the east side, will the tie wall be left in place? Even more important, will there be any change to the 10 foot wide parking strip above the tie wall and does the county plan to restrict my access to that strip? On the topic of parking and access, the road that leads down to my land angles down parallel with the trail due to the steep slope. At the bottom, I must pull forward far enough to then reverse into my parking strip. This takes some distance. The plan is showing that a "rest stop" bench is to be placed in the area that I normally use to make that reversal. Does the county then intend to remove the area that I have used these last 40 years to access my land?

Although the plan does seem to allow for my present access corridors to remain intact (except for the "rest stop"), I would like assurances that in fact I will still be able to get to my property.

Thank you,

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:43 AM
To: 'Paul Lederman'
Subject: RE: Trail Drainage Question

Dear Paul,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Paul Lederman [mailto:paul@drlederman.net]
Sent: Tuesday, January 24, 2017 9:46 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: elst@kingcounty.gov
Subject: Trail Drainage Question

Hi,

I have a question regarding how you are planning to deal with rainwater/surface water runoff around SE 26th and East Lake Sammamish Shore Lane SE. This is an area around the trail where the plan is to eliminate the ditch and place an underground pipe to manage/control the water.

My questions are listed in the attached letter.

I am not sure if I should direct the questions to King County or the City of Sammamish.

I have cc'd both.

I look forward to hearing back from someone.

Regards,
Paul Lederman
East Lake Sammamish property owner

Lindsey Ozbolt

From: Ryan Hammond <ryan.c.hammond@gmail.com>
Sent: Wednesday, January 25, 2017 12:00 PM
To: Lindsey Ozbolt
Subject: Re: East Lake Sammamish Trail Segment 2B

Lindsey,

Thank you for your reply.

Best,

Ryan Hammond
Mobile: (206) 851-9225
RyanCHammond@Gmail.com

On Jan 25, 2017, at 10:42 AM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

Dear Ryan,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Ryan Hammond [<mailto:ryan.c.hammond@gmail.com>]
Sent: Tuesday, January 24, 2017 9:36 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: East Lake Sammamish Trail Segment 2B

Hello Lindsey,

I received a notice in the mail about the subject project. Reading through this prompted me to ask why this is necessary? When I moved here I had real excitement about a gravel trail in our world of paved and surfaced everything. The trail appears to be perfectly usable. I see people using the gravel covered surface for biking, walking, and running all summer when I am on runs. What I like about the trail is the off road nature. The gravel is so much easier on my joints and I cannot see how the money to pave this surface is justified so long there is a perfectly usable trail in place. I would appreciate it if you brought some clarity to why this project is necessary. At first glance I am against allocating funds to a project of this nature.

Thank you,

Ryan Hammond

Mobile: (206) 851-9225

RyanCHammond@Gmail.com

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:45 AM
To: 'saeed abtahi'
Subject: RE: ESLT segment 2B design

Dear Saeed,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: saeed abtahi [mailto:msabtahi@gmail.com]
Sent: Tuesday, January 24, 2017 10:08 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: ESLT segment 2B design

Hi Lindsey,

My property is located at 2033 East Lake Sammamish Place SE, which is next to the trail and part of segment 2B. I have reviewed the 60% plans, in particular sheets 16,17,44,45,87,99 and 112 which relate to area adjacent to my property and my neighbors. I have the following concerns and questions:

- The chain-link fence on the west side of the trail (Sections 339 to 342) will be removed during construction. Why is there is no plan to replace it?
- The wooden fence to the east side of the trail (Section 339) will be removed during construction. Why is there no plan to replace it?
- The Gate to the west of the trail (Section 338 + 50) provides access to private recreation areas. This must not be blocked off during construction.
- The rest area shown on page 45 of the 60% plan (Section 341) appears to be very costly to build due to slopes and potential erosion of steep banks. Why doesn't the County build this rest on the east side of the trail which is fairly flat THUS less impact to environment
- There will be less grading, retaining wall construction, fill, and drainage work on the east side of the trail.

I would appreciate to receive your comments and feedback, especially as it relates to the rest stop design, which is very puzzling. Thank you.

Saeed Abtahi

(425) 869-1212 office

(206) 484-0028 Cell

(425) 869-6795 Fax

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:33 AM
To: 'Scott Boggs'
Subject: RE: Please Approve the Permit for the East Lake Sammamish Trail

Dear Scott,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Scott Boggs [mailto:smboggs@live.com]
Sent: Tuesday, January 24, 2017 8:26 PM
To: City Council <citycouncil@sammamish.us>; Lindsey Ozbolt <LOzbolt@sammamish.us>; Kelly.donahue@kingcounty.gov
Subject: Please Approve the Permit for the East Lake Sammamish Trail

As an avid cyclist, this is a resource all of us should be able to enjoy.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike.

The trail alignment, AS PROPOSED in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

I would respectfully request that you approved this permit as soon as possible.

Scott Boggs

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 9:49 AM
To: 'shudson51@outlook.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Scott,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Scott Hudson [mailto:shudson51@outlook.com]
Sent: Tuesday, January 24, 2017 7:08 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and not approving permit SSDP2016-00415.

I completely support the idea of having a bike option from Seattle to the foothills of the Cascades however I disagree the trail users should have priority when crossing traffic. I also believe the city should not pave the path and add shoulders.

A trail like the eastside corridor is perfect even for commuters and we don't mind stopping for traffic, we just like the safe option of riding through Kirkland and Bellevue. Thanks for considering the bike path however spending tax dollars on unnecessary additions is a mistake.

Thanks for your time,

Scott Hudson
Bike commuter on the eastside

Scott Hudson
13632 41st Ave SE
Mill Creek, WA 98012
(206)310-9294

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 11:43 AM
To: 'sarah ness'
Cc: David Pyle
Subject: RE: Sammamish 60% Design Comments_Ness Property

Dear Sarah,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

We are currently not conducting site visits. If you would like to set up a half hour meeting to meet at City Hall please let me know.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: sarah ness [mailto:skness@hotmail.com]
Sent: Tuesday, January 24, 2017 5:45 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lawrence H. Ness <larryness@yahoo.com>; Andy Ness <andyne@comcast.net>; Mom <janebz3@comcast.net>
Subject: Sammamish 60% Design Comments_Ness Property

Good afternoon Ms. Ozbolt,

On behalf of myself, Larry Ness, Andy Ness, and Jane Ness, please find attached comments regarding our Lake Sammamish property and the ELST 60% design drawings.

Kindly confirm receipt of this email and one attachment.

We would also like to request a meeting to discuss these issues in person at our property. Please contact me to schedule a date and time.

Kind regards,
Sarah Ness
(206) 618-7896

REFERENCE: NESS PROPERTY – STATIONS 454+00 - 455+00

Listed below, are comments concerning the above referenced property and the 60% design drawings. We hope to be able to work with the County Designers to come up with a mutually agreeable solution to the issues listed.

COMMENT #1: SHED LOCATION

The current 60% design drawing show a clearing and grubbing (CG) line extending approximately 25 feet from the back of the current guardrail west towards the lake. We currently have a shed located within the CG line. This shed has been in this location for decades and is the single point of entry for the electricity and cable to our property and to the property that is adjacent to the north. Removal of the shed will be extremely problematic as the property is steeply graded and the shed is actively being used as storage.

- If they County demands the shed be removed, is the County covering the removal cost?
- How will the County ensure our property will still have access to electricity and cable?
- If the shed is removed, will the County return the shed to its original location?

Mitigation Strategy: The plans show that the CG line is not consistent in its width from the guardrail suggesting that there is room for variation. We request that the shed be able to remain in its current location.



View of the shed west of the trail, inside the fence line.



View of the shed from the east, trail view.

COMMENT #2- PARKING

The 60% plans show the guardrail moving approximately 5 feet to 6 feet east of its current location. This movement results in a significant loss to our parking area. As is, the parking area is used by two separate properties and is already quite narrow, moving the guardrail this distance would effectively eliminate parking in this area altogether. There are no other available parking locations for this property. In this section of the East Lake Sammamish Parkway, the shoulder is very narrow and not wide enough to safely park a vehicle. We have had a guest previously attempt to park in this location resulting in a hit and run accident that totaled the parked vehicle. The Parkway is not safe for adults and children entering and exiting their cars and trying to unload coolers and beach and water equipment. The Parkway also has bicycle traffic along the shoulders, which a parked car would interfere with, forcing bicycles into the road. There is not any street parking available within a safe and reasonable distance to our property location.

Mitigation Strategy: One side of the parking area is deeply covered with blackberry bushes. If the County limits the location of the guardrail by 1-2 feet and clears out the blackberry bushes and installs a structural earth wall, we may be able to recover the needed space.



Parking area view facing south

Lake Sammamish Trail Comments



Parking area view facing north with a view of the blackberry bush hill.



Section of the blackberry bush hill, with the Parkway above.



View of the Parkway facing north directly above our property, shoulders are not wide enough for a vehicle.

COMMENT #3 PROPERTY ACCESS – STAGING AREA

The 60% plans indicate that our parking area may be used as a staging area during construction. We need assurance that the parking area will be in as good or better condition during and after construction.

Additionally, as space is limited in this area we need a clear understanding of how we will access our property during construction.



The parking area is small and extremely limited.

COMMENT #4 PROPERTY ACCESS – STAIRS

The plans show a joint stairway to enter our property and the southern adjacent property. We want to retain our separate entrances.

COMMENT #5 FENCE

In anticipation of the planned chain link fence to be installed on the west side of the trail, we would prefer a taller fence in order to provide privacy. In lieu of this, we would like to build our own fence immediately adjacent to the chain link fence.

Additionally, we need to have a 12 foot opening in the chain link fence near the location of our shed in order to move items in/out. A sliding type gate would be sufficient.

COMMENT #6 GUARDRAIL GAP

The 60% plans indicate that there will be a walk-through gap in the guardrail of approximately 5 feet to access our property. We request the gap be widened to 12 feet. We regularly move items to and from our property, such as water equipment, and need a larger space to provide safe clearance.

Comment #7 Waterline

The waterline box for our property is within the CG line and has been located in this spot for decades.

- If they County demands the waterline be removed, is the County covering the removal cost?
- How will the County ensure that our property will still have access to water?
- Will the County return the waterline box to its original location?

Mitigation Strategy: The plans show that the CG line is not consistent in its width from the guardrail suggesting that there is room for variation. We request that the waterline be able to remain in its current location.



The waterline box is west and immediately adjacent to the trail.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:44 AM
To: 'sudha@ieee.org'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Subramania,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Subramania Sudharsanan [mailto:sudha@ieee.org]
Sent: Tuesday, January 24, 2017 9:49 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

I currently ride on the partially completed trail coming all the way from Woodinville. I respect the residents, the walkers, and other cyclists. When completed, this is going to be a great trail for all of us to enjoy, including the residents along the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Subramania Sudharsanan
19345 132nd PL NE
Woodinville, WA 98072
425-415-1280

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:34 AM
To: 'Tlblues@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Terry,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Terry Bridges [mailto:Tlblues@gmail.com]
Sent: Tuesday, January 24, 2017 9:04 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Terry Bridges
16004 NE 195th Street
Woodinville, WA 98072
425-256-1317

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:51 AM
To: 'Tim.w.mccabe@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Timothy,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Timothy McCabe [mailto:Tim.w.mccabe@gmail.com]
Sent: Tuesday, January 24, 2017 10:41 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Biking all of our various trails is one of my favorite things to do. Having biked the area in question I know it is not very good for a lot of bike types and frequently has wet and muddy sections. It is a beautiful area but currently not very friendly to a lot of users. There's never been a time that I haven't been out and seen all manner of walkers, bikers,

runners, and little ones enjoying the trails. Our trails are a huge asset to the community and help give people a way to get outside and see and enjoy the beautiful place we live.

Sincerely,

Timothy McCabe
NE 170th St
Shoreline, WA 98155
4802973497

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:10 AM
To: 'Vicky Clarke'
Subject: RE: Cascade Bicycle Club's Comments re: SSDP for the ELST Segment 2B

Dear Vicky,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Vicky Clarke [mailto:vickyc@cascadebicycleclub.org]
Sent: Tuesday, January 24, 2017 1:17 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; Donahue, Kelly <Kelly.donahue@kingcounty.gov>; City Council <citycouncil@sammamish.us>
Cc: Jeff Aken <jeffa@cascade.org>
Subject: Cascade Bicycle Club's Comments re: SSDP for the ELST Segment 2B

Dear Lindsey,
Please find enclosed Cascade's comments on the shoreline permit for segment 2B.
Thank you,
Vicky

Vicky Clarke
East King County Policy Manager
[360.731.4467](tel:360.731.4467)



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[Member registration is now open](#) for many of our signature events, rides and tours!



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January 23, 2017

Lindsey Ozbolt, Associate Planner

Sammamish City Hall

801 228th Avenue, SE

Sammamish, WA 98075

RE: Cascade Bicycle Club's comments regarding the Shoreline Substantial Development Permit (SSDP) for the East Lake Sammamish Trail Segment 2B

Dear Lindsey,

I'm writing on behalf of Cascade Bicycle Club's (Cascade) over 17,000 members – over 1,200 of whom live in Sammamish, Issaquah or Redmond – to express strong support for completing the East Lake Sammamish Trail (ELST). With this permit for trail segment 2B, the City of Sammamish and King County will be one step closer to completing design for the final link in a 44-mile regional trail network that extends from Puget Sound all the way to the foothills of the Cascades.

When paved, the trail will bring economic and health benefits, as well as transportation and recreation choices to residents of Sammamish and the region. It will be designed for people of all ages and abilities, whether walking with friends or commuting to work or enjoying views of lake Sammamish. It will complete the connection between Issaquah, Sammamish and Redmond and tie into the regional trail network that truly goes from the mountains to sound.

This is an opportunity to create a safe, comfortable, connected trail that works for all users. Cascade supports a trail that meets AASHTO design standards. It should be at a minimum a 12' wide paved surface, with at least 2' gravel shoulders and a 1' clear zone on each side of the trail. The AASHTO Guide to Bicycle Facilities, 4th Edition specifically calls out that wider pathways (greater than 11') are advisable when significant use by children is expected, and for paths that serve a high percentage of pedestrians amongst other uses.

At crossings, priority should be assigned to the trail, due to generally higher volumes of use than the driveways and roadways, with yield or stop controls applied to the roadway approaches as recommended in the AASHTO Guide to Bicycle Facilities, 4th Edition. Cascade also recommends using the calculation in the King County *ELST Sight Distance Triangles Memorandum from March 2014*, to ensure that all crossings of driveways are consistent and safe for all users along both approaches. The design speed of 20mph outlined in the memo is in line with AASHTO guidance and improves safety.

A well-designed trail, built to national standards, will uphold the goals of the Shoreline Master Program by protecting our shoreline areas and providing for public enjoyment. We thank the City for your leadership on this important project that will greatly benefit everyone in our community and region, and I sincerely hope you will support the SSDP2016-00415 permit for the East Lake Sammamish Trail Segment 2B.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Aken". The signature is fluid and cursive, with the first name "Jeff" being more prominent than the last name "Aken".

Jeff Aken
Regional Planning Director
Cascade Bicycle Club

CC:
Lyman Howard, Sammamish City Manager
Members of Sammamish City Council
Gina Auld, KCDNRP

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:45 AM
To: 'mashvk@hotmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Vijay,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: Vijay Pandrangi [mailto:mashvk@hotmail.com]
Sent: Tuesday, January 24, 2017 10:08 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

My name is Vijay and I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415. I am an avid biker, more bike lanes add safety and curb traffic.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Vijay Pandrangi
20427 126th AVE NE
Bothell, WA 98011
4254892068

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Wednesday, January 25, 2017 10:28 AM
To: 'billbail@hotmail.com'
Subject: RE: Please Approve the Permit for the 2B segment of the E Lake Samm Trail

Dear William,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----

From: William Bailey [mailto:billbail@hotmail.com]
Sent: Tuesday, January 24, 2017 6:05 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for the 2B segment of the E Lake Samm Trail

Dear

Sammamish City Council-

My wife and I have lived in Sammamish for roughly fifteen years now and, as nearby residents of the trail, we were excited when the first segment opened. In fact, knowing that the trail would one day be developed was a significant factor in our decision to move to Sammamish.

We have two children and frequently use the trail. Our two children learned to ride their bikes there and have recently been getting big enough to ride to the Sammamish Landing Park. If you visit the trail on a weekend it's easy to see how popular it is with the community. The current design of the trail is very user friendly and that has made it easy for our children to safely use the trail (and for me to use as I often navigate the trail in the dark when bike commuting). If the trail is optimized for private homeowners and not trail users the utility of the the trail will be greatly diminished. If it is inconsistent in arbitrary sections, we can no longer explain to our children how to navigate the trail safely. Consistency is core to the safety of any transportation design-- and especially so in the trail. Please approve the permit, as submitted.

Residents along the trail lost the fight to prevent the trail several years ago-- please don't let them continue to prolong this anymore-- it's been many years of wasted time and legal battles. Let's wrap this up at get to building the trail so that we can all enjoy it... before our children grow old.

Sincerely,
William Bailey and Sylvia Mollerstrom

William Bailey
2206 E Lake Sammamish PKWY NE
Sammamish, WA 98074
4257618595