

## Lindsey Ozbolt

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**From:** Lindsey Ozbolt  
**Sent:** Monday, February 6, 2017 12:53 PM  
**To:** Peggy Michael Reddy  
**Subject:** Re: see you on Tuesday

Dear Peggy,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

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

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From: Peggy Michael Reddy <reddy@benefits-consulting.com>  
Sent: Saturday, January 28, 2017 3:15 PM  
To: 'ELST Master Plan'; Lindsey Ozbolt  
Cc: 'Mike Schmidt'; 'Gene Beall'; 'Adam Eaton'  
Subject: see you on Tuesday

Dear Kelly: At your request with regard to "Wetland 23C, we called the Corps with disappointing results. I sent an email to Kathy Curry the Corps and called Kathy asking the Corps to review and to consider re-categorizing of "Wetland 23C". Kathy returned my call and indicated that they were NOT reviewing this Wetland and that they are NOT reviewing the trail plan except certain "jurisdictional" boundaries, whatever that means. Kathy made it very clear that we have NO authorization to ask the Corps to review the "Wetland 23C". In fact, Kathy asked us to contact the County (or Jeff Meyer of Parametrix) to address this issue. So we are back to you. Who has the power, knowledge, and information as to what needs to be done to give this Section 23C a review?

Also, I understand from the Corps that it is up to the County to mitigate any impacts to "Wetland 23C" if the trail location remains in its current location, rather than to move it further west. Who has knowledge of the process we need to follow to address our request to keep the trail in its current location and to mitigate any impacts?

No more wild goose chases please!!!

I accept your invitation to meet me at my property on Tuesday the 31st at 9:00 a.m. to address the County stakes on my property before I remove them. Attached again are both the boundary line adjustment of 1999 and the Site Survey. The Quit Claim Deed was recorded at King County. Please contact the County recording office for the official document.

Thank you, Peggy

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

From: Curry, Kathryn E CIV USARMY CENWS (US) [mailto:Kathryn.E.Curry@usace.army.mil]  
Sent: Friday, January 27, 2017 9:39 AM  
To: Peggy Michael Reddy <reddy@benefits-consulting.com>; 'ELST Master Plan'  
<ELST@kingcounty.gov>; lozbolt@sammamish.us  
Cc: 'Karrah Penk (Benefits Consulting Services LLC)'  
<karrah@benefits-consulting.com>  
Subject: RE: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

Peggy,

I can only relay that we have not been requested to review Wetland 23C at this time. On wetlands we have been asked to review, at this time we are only looking at whether or not they are jurisdictional (regulated) wetlands, streams or ditches, and in some cases we are also looking at the location of jurisdictional wetland, stream or ditch boundaries. We are not reviewing or commenting on project design, location, etc.

Where the project design impacts jurisdictional features, I expect that the applicant will be, at some time in the future, submitting documentation to the Corps for a nationwide permit and providing mitigation for impacts to jurisdictional features.

Regards, Kathy

Kathryn E. Curry, PWS  
Regulatory Branch, Seattle District  
USACE  
206-764-5527  
Kathryn.E.Curry@usace.army.mil

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

From: Peggy Michael Reddy [mailto:reddy@benefits-consulting.com]  
Sent: Friday, January 27, 2017 9:24 AM  
To: Curry, Kathryn E CIV USARMY CENWS (US) <Kathryn.E.Curry@usace.army.mil>; 'ELST Master Plan'  
<ELST@kingcounty.gov>; lozbolt@sammamish.us  
Cc: 'Karrah Penk (Benefits Consulting Services LLC)'  
<karrah@benefits-consulting.com>  
Subject: RE: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

Very odd..thanks but they specifically told us to contact you.

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

From: Curry, Kathryn E CIV USARMY CENWS (US) [mailto:Kathryn.E.Curry@usace.army.mil]  
Sent: Friday, January 27, 2017 9:22 AM  
To: Peggy Michael Reddy <reddy@benefits-consulting.com>  
Cc: Karrah Penk (Benefits Consulting Services LLC) <karrah@benefits-consulting.com>  
Subject: RE: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

Peggy,

Thank you for your email. As I have relayed to Mike Schmidt, Wetland 23 C is not currently part of our review scope. I encourage you to engage with the County and City regarding your concerns about the project design.

Regards, Kathy

Kathryn E. Curry, PWS  
Regulatory Branch, Seattle District  
USACE  
206-764-5527  
Kathryn.E.Curry@usace.army.mil

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

From: Peggy Michael Reddy [mailto:reddy@benefits-consulting.com]  
Sent: Friday, January 27, 2017 7:45 AM  
To: Curry, Kathryn E CIV USARMY CENWS (US) <Kathryn.E.Curry@usace.army.mil>  
Cc: Karrah Penk (Benefits Consulting Services LLC) <karrah@benefits-consulting.com>  
Subject: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

Hi Kathy: My name is Peggy Reddy. I'm a property owner adjacent to the proposed trail at the location referenced by my neighbor Mike. Attached are my comments to the County and City.

In follow-up Mike's comments we believe the designation of the Section 23C as a wetland may not be correctly categorized and has very negative consequences fully described in my impassioned appeal. We appreciate your review and your reconsideration of Section 23C's "wetland" designation. If, after review by the USACE, it still remains a "wetland" designation please advise what authorizations and opportunities we have to be granted an exception. Thank you for your time.

Peggy

Peggy Reddy

929 ELS Shore Lane SE

Sammamish, WA 98075

206.484.14845

From: Mike Schmidt  
[mailto:IMCEAEX-\_O=FIRST+20ORGANIZATION\_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP  
+28FYDIBOHF23SPDLT+29\_CN=RECIPIENTS\_CN=0002010000008164@eop-nam02.prod.p  
+28FYDIBOHF23SPDLT+rote  
ction.outlook.com]

Sent: Thursday, January 26, 2017 6:02 PM  
To: Kathryn.E.Curry@usace.army.mil  
Subject: East Lake Sammamish Trail Segment B Wetlands 23C

Hi Kathy, my name is Mike Schmidt and I am a resident in Sammamish along the Sammamish Trail Segment 2B near station 380. This week I provided feedback regarding details of the proposed Sammamish Trail Segment B plans in our neighborhood to Lindsey Ozbolt and Kelly Donahue, and Kelly suggested that I could contact you regarding the disposition of the habitat in the trail ROW in our neighborhood. I have also included the feedback I sent to the City/County in the attached email if you would like additional context.

My understanding is that you are in the process of reevaluating the Trail Segment 2B area, and in particular evaluating what areas are considered wetlands. I was very pleased to hear this, and I would like to draw your attention in particular to Wetland 23C located near station 378 on sheet AL20. My concern with this area's designation as a wetland is for two reasons:

1) To the untrained eye it does not look like wetlands, nor does there appear to be any wetland flora in the area. It is effectively a blackberry covered hill sloping away from the Sammamish Parkway that ends in a drain ditch at the east edge of the current trail. Besides the previously mentioned blackberries there are also tall grasses and a few scraggly trees in the area. When I compare this area to the area directly south of it (section 376) that is not currently designated as wetlands the soil composition and plants look quite similar, with the possible exception that the area further south has more trees as you continue south. In any case, since you are reevaluating this area that gives me some hope that the current designation in the trail plans might be erroneous, which leads me to my second point.

2) It is my understanding that the current designation of this area as Wetland 23C may have caused the design for the new path of the trail to divert to the west of the current interim trail, away from currently designated Wetland 23C. Although preservation of wetlands (as currently designated) is understandable, this has the terrible side effect of wiping out over 150 feet of beautiful landscaping which includes 4 mature Aspen trees and 5 mature fir trees, in addition to a host of mature Rhododendrons, Oregon Grape, and other plants. Just standing there on the trail and looking down it at either side, it becomes very clear which part should be preserved and which should be used for the trail bed.

I hope that as part of evaluating the area you will keep this feedback in mind, and hope that both the determination of wetlands can be changed, as well as hopefully redirecting the trail back to the east closer to following the current trail bed as it does just south of this area at segment 377.

This would allow the preservation of the highly desirable plants and mature trees in this area.

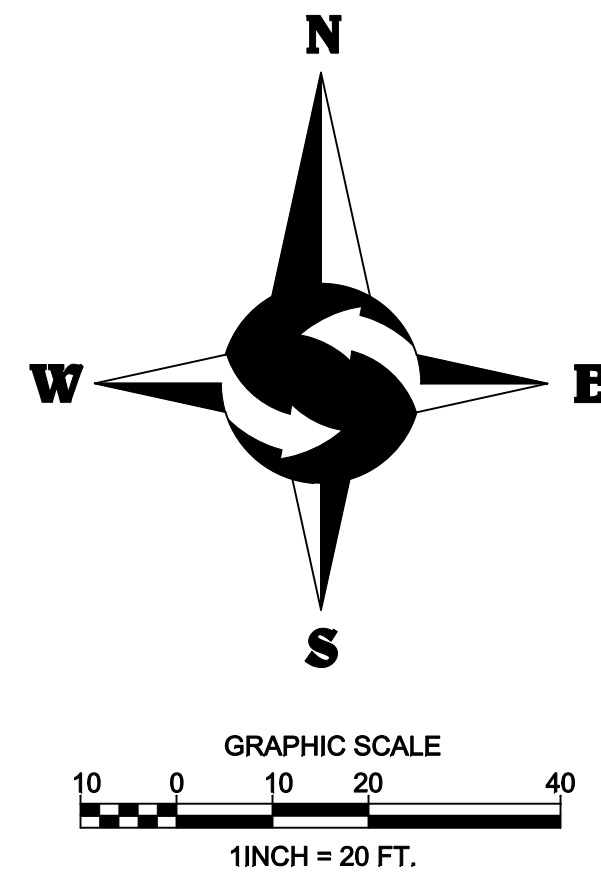
Thank you for your consideration, and please let me know if I may provide any further clarification or if you would like to meet in person at the site to discuss this further.

--Mike Schmidt

903 East Lake Sammamish Shore Lane SE

Sammamish, WA 98075

425 836 3259



**LEGAL DESCRIPTION**

LOT A OF KING COUNTY BOUNDARY LINE ADJUSTMENT NO L99L3056, AS RECORDED IN VOLUME 133, PAGE 139, UNDER RECORDING NUMBER 19991101900003, RECORDS OF KING COUNTY, WASHINGTON.

SITUATE IN THE CITY OF SAMMAMISH, COUNTY OF KING, STATE OF WASHINGTON

**BASIS OF BEARINGS**

KING COUNTY BOUNDARY LINE ADJUSTMENT NO L99L3056, AS RECORDED IN VOLUME 133, PAGE 139, UNDER RECORDING NUMBER 19991101900003, RECORDS OF KING COUNTY, WASHINGTON. ACCEPTED RECORD BEARINGS BASED ON FOUND MONUMENTS.

**GENERAL NOTES**

1. THIS SURVEY WAS COMPLETED WITHOUT BENEFIT OF A CURRENT TITLE REPORT. EASEMENTS AND OTHER ENCUMBRANCES MAY EXIST ON THIS PROPERTY THAT ARE NOT SHOWN HEREON.
2. INSTRUMENTATION FOR THIS SURVEY WAS A 3-SECOND NIKON NPL 362 TOTAL STATION. PROCEDURES USED IN THIS SURVEY MEET OR EXCEED STANDARDS SET BY WAC 332-130-090.
3. THE INFORMATION ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE IN JANUARY 2013 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THAT TIME.
4. UTILITIES SHOWN ON THIS SURVEY ARE BASED UPON ABOVE GROUND OBSERVATIONS AND AS-BUILT PLANS WHERE AVAILABLE. ACTUAL LOCATIONS OF UNDERGROUND UTILITIES MAY VARY AND UTILITIES NOT SHOWN ON THIS SURVEY MAY EXIST ON THIS SITE.
5. ALL MONUMENTS WERE LOCATED DURING THIS SURVEY UNLESS OTHERWISE NOTED.

**FLOOD ZONE DESIGNATION**

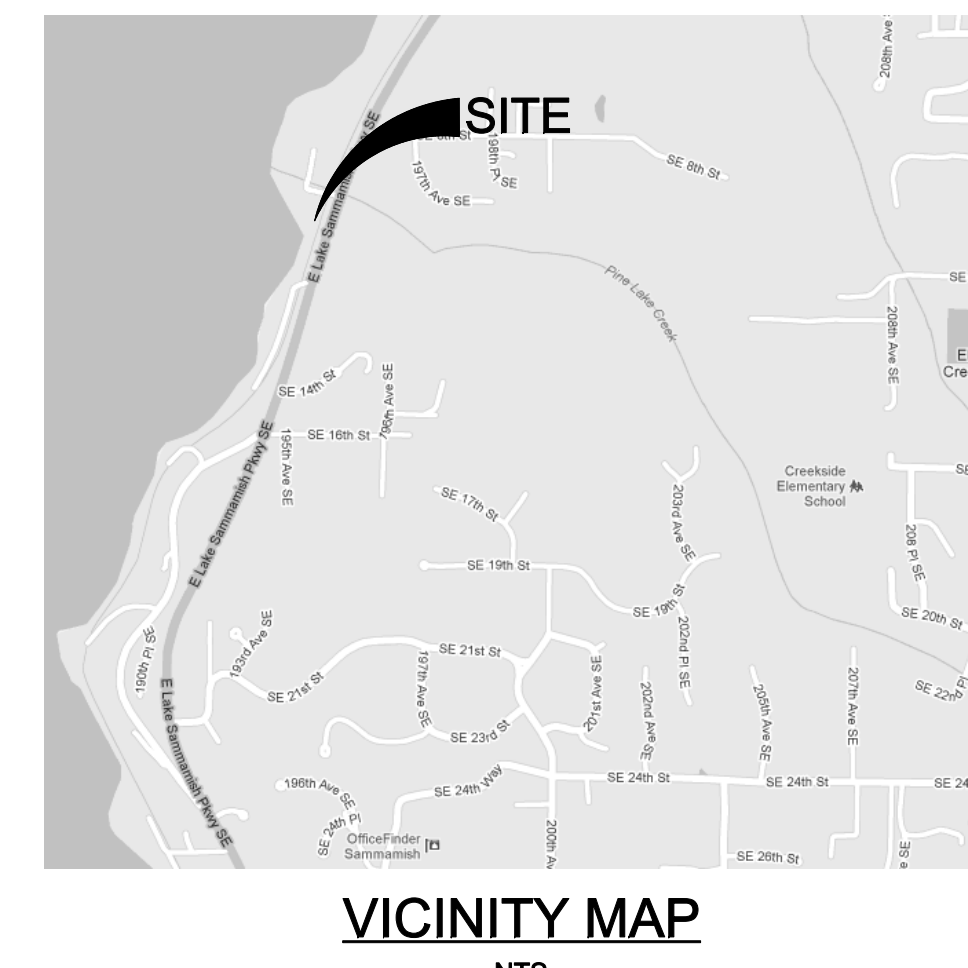
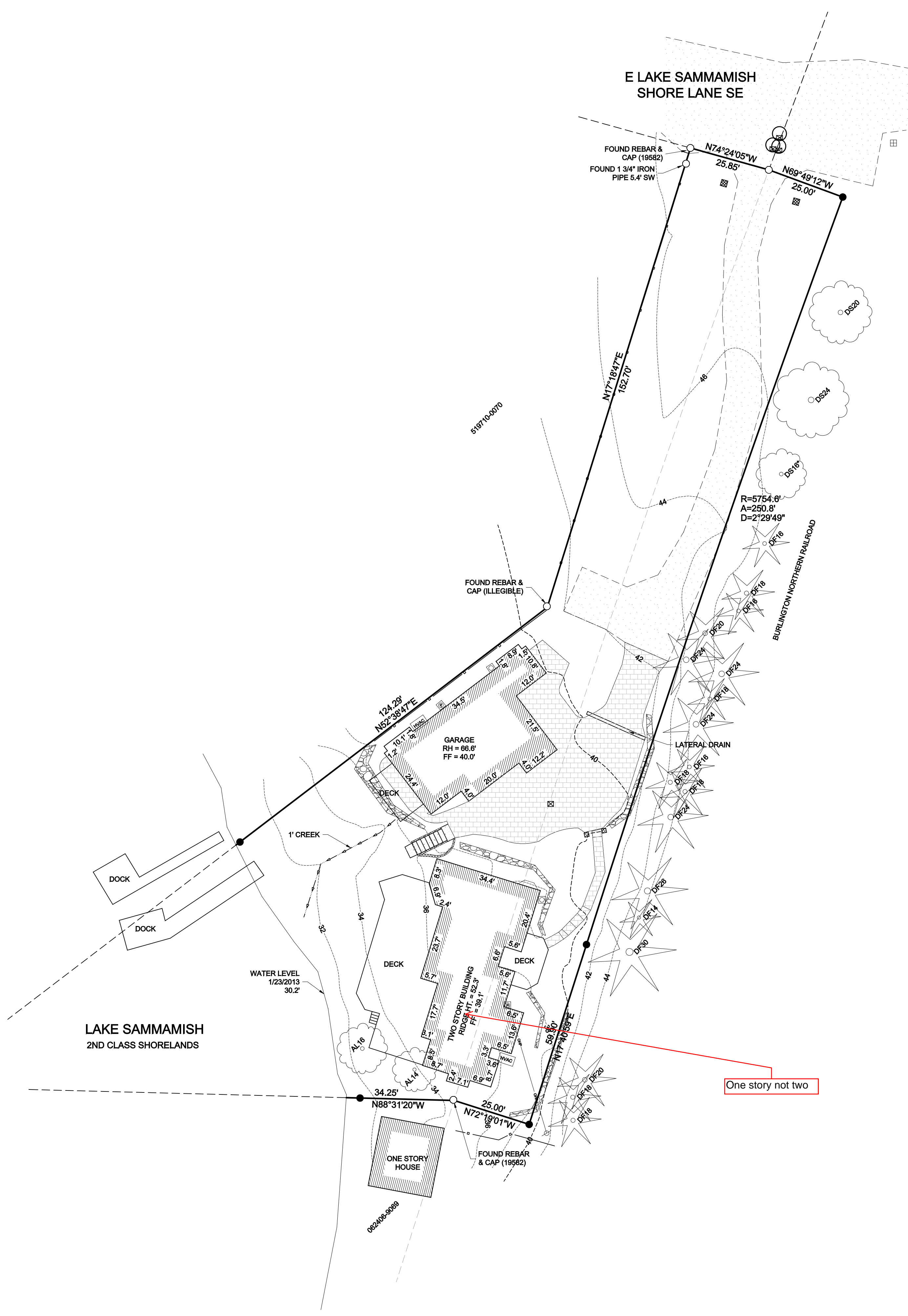
FLOOD ZONE DESIGNATION = X, AREA DETERMINED TO BE OUTSIDE OF 500-YEAR FLOOD PLAIN, ACCORDING TO FLOOD INSURANCE RATE MAP (FIRM) NO. 53033C0680 F, COMMUNITY NO. 530074 (UNINCORPORATED KING COUNTY), PANEL 0880, SUFFIX F, REVISED MAY 16, 1995, KING COUNTY, WASHINGTON, AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA). A PORTION OF THE LOT IS ALSO WITHIN FLOOD ZONE DESIGNATION = AE (BFE 33' NGVD 29 - 36.59' NAVD 88)

**VERTICAL DATUM & CONTOUR INTERVAL**

ELEVATIONS SHOWN ON THIS DRAWING WERE DERIVED FROM INFORMATION PROVIDED BY WCCS SURVEY CONTROL DATABASE.

POINT ID NO. 2355  
REBAR & 1" ALUMINUM CAP ON THE EAST SHOULDER OF E LAKE SAMMAMISH PARKWAY, SOUTH OF THE INTERSECTION WITH EAST LAKE SAMMAMISH SHORES.  
ELEVATION: 59.357 FEET (18.092 METERS) NAVD 88

2.0' CONTOUR INTERVAL - THE EXPECTED VERTICAL ACCURACY IS EQUAL TO 1/2 THE CONTOUR INTERVAL OR PLUS / MINUS 1.0' FOR THIS PROJECT.



**LEGEND**

- FOUND MONUMENT AS DESCRIBED
- FOUND REBAR AS DESCRIBED
- SET 5/8" X 24" IRON ROD W/1" YELLOW PLASTIC CAP
- ⊠ POWER METER
- ⊕ UTILITY POLE
- ⊖ GUY WIRE
- ⊗ TELECOMMUNICATION 150' MONOPOLE
- ⊙ SANITARY SEWER MANHOLE
- ⊙ STORM DRAIN MANHOLE
- ⊠ CATCH BASIN
- ⊠ HVAC UNIT
- ⊠ UTILITY VAULT
- ⊙ SEPTIC TANK LID
- ⊠ MAILBOX
- ⊠ GAS METER
- ⊠ LIGHT VAULT
- ⊠ LIGHT POLE
- ⊠ WATER METER
- CLEAN OUT
- ⊠ STREET SIGN
- ⊙ FIRE HYDRANT
- ⊠ WOOD FENCE
- ⊠ CONCRETE WALL
- ⊠ BRICK SURFACE
- ⊠ CONCRETE SURFACE
- ⊠ GRAVEL SURFACE
- ⊠ ROCKERY
- AL ALDER
- DF DOUGLAS FIR
- DS DECIDUOUS
- \* DENOTES MULTI TRUNK

**PROJECT INFORMATION**

SURVEYOR:	SITE SURVEY & MAPPING, INC. 10115 214TH AVE NE REDMOND, WA 98053 PHONE: 425.298.4412
PROPERTY OWNER:	PEGGY REDDY 929 E LAKE SAMMAMISH SHORE LANE SE SAMMAMISH, WA 98075
TAX PARCEL NUMBER:	519710-0075
PROJECT ADDRESS:	929 E LAKE SAMMAMISH SHORE LANE SE SAMMAMISH, WA 98075
ZONING:	R-4
JURISDICTION:	CITY OF SAMMAMISH
PARCEL ACREAGE:	20,500 S.F. (± 0.471 ACRES) AS SURVEYED, UPLANDS OF HIGH WATER.

NE 1/4, NE 1/4, SEC 06, TWP 24N, RNG 6E, W.M.



DATE	REVISION	DRN

**TOPOGRAPHIC SURVEY**  
PEGGY REDDY  
929 E LAKE SAMMAMISH SHORE LANE SE  
SAMMAMISH, WA 98075

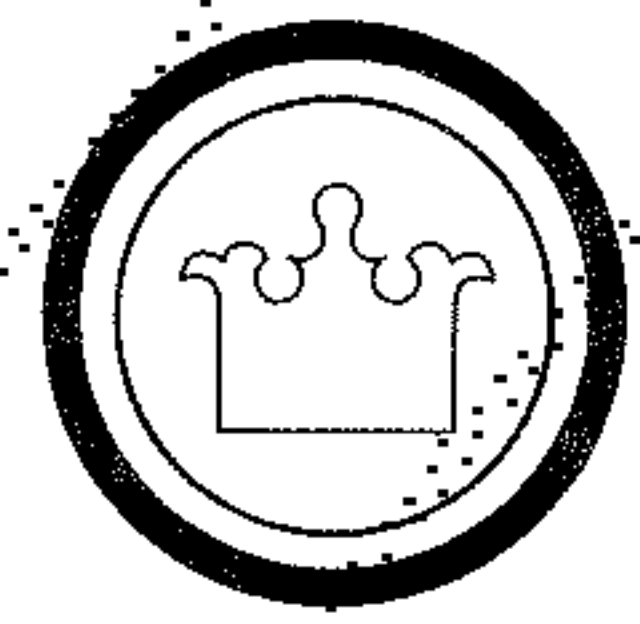
PROJECT NO.	12-410
DRAWN BY:	EFJ
CHECKED BY:	TNW
DATE:	01-23-13
SHEET	1 OF 1

1999 1101900003

KING COUNTY, WASHINGTON

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133 139



BOUNDARY LINE ADJUSTMENT NO. L99L3056

DECLARATION

KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNER(S) OF THE LAND HEREIN DESCRIBED DO HEREBY MAKE A BOUNDARY LINE ADJUSTMENT THEREOF PURSUANT TO RCW 58.17.040 AND DECLARE THIS ADJUSTMENT TO BE THE GRAPHIC REPRESENTATION OF THE SAME...

James J. Reddy, Peggy M. Reddy
Name JAMES J. REDDY Name PEGGY M. REDDY

Name \_\_\_\_\_ Name \_\_\_\_\_
Name \_\_\_\_\_ Name \_\_\_\_\_

State of Washington
County of \_\_\_\_\_

I certify that I know or have satisfactory evidence that signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

Signature of Notary Public
Dated
My appointment expires

State of Washington
County of \_\_\_\_\_

I certify that I know or have satisfactory evidence that signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

Signature of Notary Public
Dated
My appointment expires

APPROVAL

DEPARTMENT OF DEVELOPMENT AND ENVIRONMENTAL SERVICES
RECOMMENDED FOR APPROVAL THIS 20th DAY OF OCTOBER 1999

KING COUNTY DEPARTMENT OF ASSESSMENTS
Examined and approved this 1st day of NOVEMBER, 1999

SCOTT NOBLE King County Assessor
Deputy King County Assessor

RECORDING NO.

NOTES:

- 1) OLD LOT "A" KNOWN AS TAX LOT 519710-0075
2) OLD LOT "B" KNOWN AS TAX LOT 0624069013
3) THIS BOUNDARY LINE ADJUSTMENT WAS ACCEPTED REVIEWED AND APPROVED BY KING COUNTY AS AN ANCILLARY PERMIT TO KING COUNTY BUILDING PERMIT NO. B99A1796

FND. REBAR & CAP S 38° E, 0.4' FROM CALC'D POSITION LS No. 19582
FND. REBAR & CAP S 54° E, 0.6' FROM CALC'D POSITION LS No. 19582

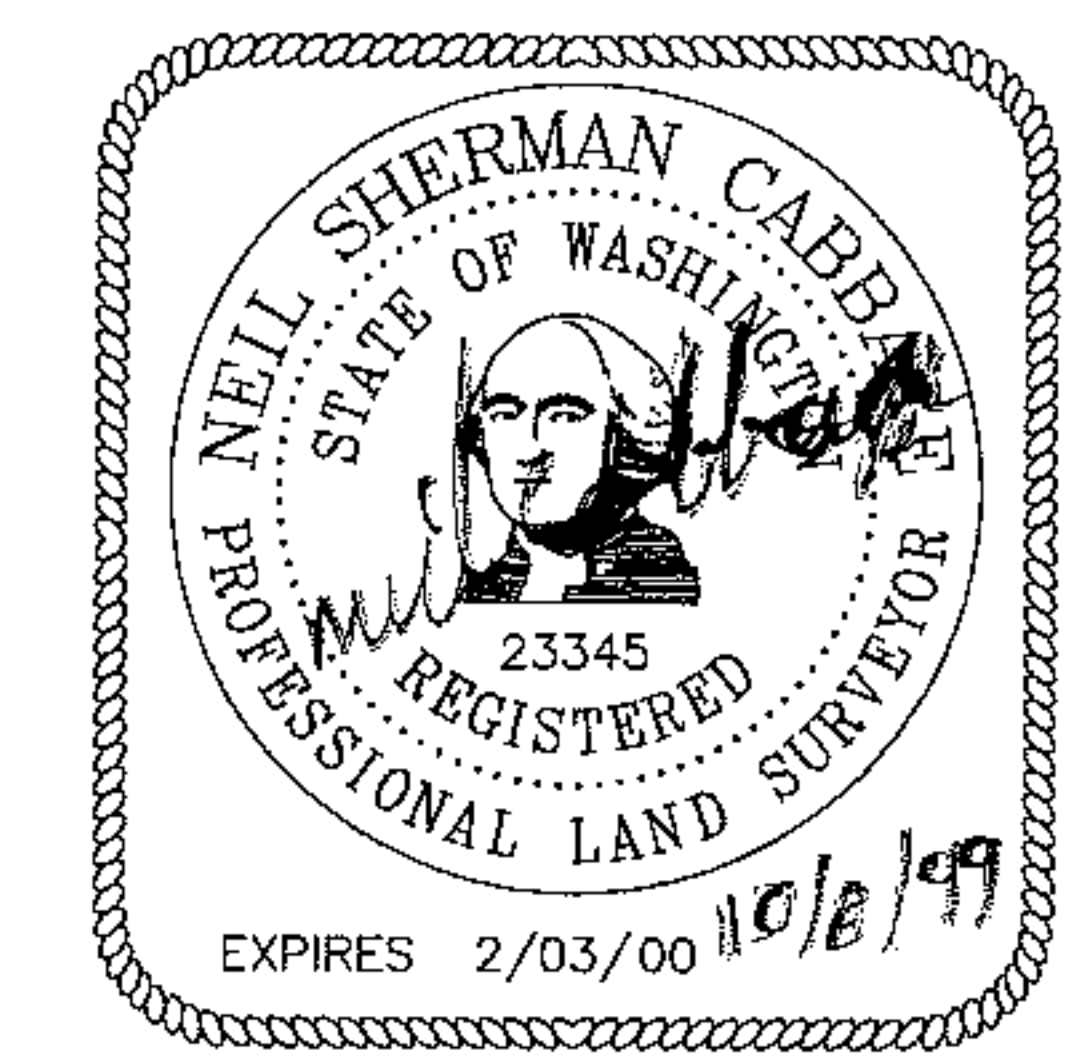
LAKE SAMMAMISH
2ND CLASS SHORELANDS

N88°31'20"W (PER PLAT)
N88°31'20"W

HORTON DENNIS AND ASSOCIATES
320 2ND AVE. SOUTH
KIRKLAND, WASHINGTON 98033
(425) 822-2525

LAND SURVEYOR'S CERTIFICATE

This BOUNDARY LINE ADJUSTMENT correctly represents a survey made by me or under my direction in conformance with state and county statutes in MAY, 1999



Neil Cabbage
Certificate No. 27345

LEGEND

- SET LINE STAKE W/TACK
X SET PK NAIL
● FOUND REBAR OR PIPE AS NOTED
(C) CALCULATED VALUE

BASIS OF BEARINGS AND HDA SURVEY: BASED ON FOUND LOT CORNERS SET BY MODAWELL & ASSOCIATES, PER SURVEY FOR STEVE GRAVES, DATED 6/24/97, JOB NO. 97115.

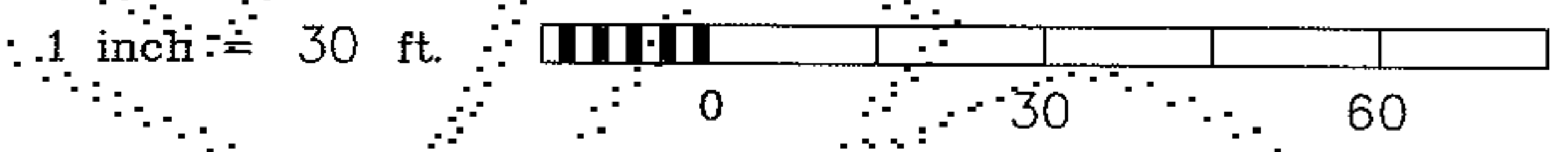
LEGAL DESCRIPTION

OLD LOT "A"
THAT PORTION OF TRACTS 15 THROUGH 19, MASON'S LAKESIDE REPLAT, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 37 OF PLATS, PAGE 55, IN KING COUNTY, WASHINGTON, LYING EASTERLY AND SOUTH-EASTERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF TRACT 19, RUNNING THENCE EASTERLY ALONG THE NORTH LINE OF SAID TRACT, 42.10 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 16° 14' 00" WEST 152.70 FEET; THENCE SOUTH 51° 34' 00" WEST 108.90 FEET TO IRON PIPE ON SHORELINE OF LAKE SAMMAMISH AND ON TRACT LINE BETWEEN TRACTS 14 AND 15; TOGETHER WITH SECOND CLASS SHORELANDS ADJOINING.

OLD LOT "B"
A PORTION OF BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY'S (FORMERLY NORTHERN PACIFIC RAILWAY COMPANY) SNOQUALMIE BRANCH LINE RIGHT-OF-WAY BEING 100.00 FEET WIDE OVER AND ACROSS GOVERNMENT LOTS 1, 2, AND 3 AND THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 24 NORTH, RANGE 6 EAST, W. M.; LESS PORTION THEREOF IN SAID GOVERNMENT LOT 3 AS DEEDED TO PATRICK AND VICKI BURNS UNDER RECORDING NUMBER 9701221277 AND TOGETHER WITH THAT PORTION OF SAID RAILWAY COMPANY'S 200 FOOT WIDE BRANCH LINE RIGHT-OF-WAY OVER AND ACROSS GOVERNMENT LOT 4 IN SAID SECTION 6; LESS PORTION DEEDED FROM NORTHERN PACIFIC RAILWAY COMPANY TO ALEX KOLL UNDER RECORDING NUMBER 2402400. ALL IN KING COUNTY, WASHINGTON

CITY OF SAMMAMISH APPROVALS
APPROVED THIS 25th DAY OF October 1999
Allen S. Jahn
CITY ENGINEER CITY OF SAMMAMISH



APPROVAL NOTES:

THIS REQUEST QUALIFIES FOR EXEMPTION UNDER KCC 19.08.112. IT DOES NOT GUARANTEE THAT THE LOTS WILL BE SUITABLE FOR DEVELOPMENT NOW OR IN THE FUTURE. THE LEGAL TRANSFER OF THE PROPERTY MUST BE DONE BY SEPARATE INSTRUMENT, UNLESS ALL PARCELS ARE UNDER THE SAME OWNERSHIP.

PORTION OF

NE 1/4, NE 1/4, SEC. 6, TWP. 24N., RGE. 6E., W.M.

Table with columns: DWN. BY, DATE, JOB NO., CHKD. BY, SCALE, SHEET, OF

RECORDER'S CERTIFICATE

filed for record this 1st day of Nov., 1999 at 2:11 M in book 133 of 2000 at page 135 at the request of

NEIL CABBAGE SURVEYOR'S NAME
W. Allen Washington Supt. of Records

VOL./PAGE

## Lindsey Ozbolt

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**From:** Peggy Michael Reddy <reddy@benefits-consulting.com>  
**Sent:** Monday, February 6, 2017 2:46 PM  
**To:** Lindsey Ozbolt  
**Subject:** Thank you! Again!

Wonderful. Thanks again. Deeply appreciated!

Peggy Reddy  
206.484.4845

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

From: Lindsey Ozbolt [mailto:LOzbolt@sammamish.us]  
Sent: Monday, February 06, 2017 1:10 PM  
To: Peggy Michael Reddy <reddy@benefits-consulting.com>  
Subject: Re: Thank you!

Dear Peggy,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your additional comments have been received and will be considered.

Regards,

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

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From: Peggy Michael Reddy <reddy@benefits-consulting.com>  
Sent: Tuesday, January 31, 2017 3:01 PM  
To: 'ELST Master Plan'; Lindsey Ozbolt  
Cc: 'Gene Beall'; Karrah Penk (Benefits Consulting Services LLC)  
Subject: Thank you!

Thanks Kelly for arranging for the surveyors to visit my property and review the County stakes this morning. I'm glad we are in agreement and that the County stakes are placed to mark its 50 foot ROW above my property as well as my 25 foot boundary line adjustment ROW purchase. We are good on that score.

I know the comment period has ended but I hope the Count and City will add the following because we were advised this morning that the County trail design moved the trail centerline which is not the prior railroad center line.

. Just south of driveway #10 the trail moves both westward away from the designated "wetland" and eastward into the wetland. I understood that the move westward into the existing landscaping (adjacent to my property) was to avoid the wetland. This seem contradictory or rather ironic that within a few feet where the trail meanders westward to avoid the wetland it then swerves directly into the wetland. Mitigating



the wetlands must be an option if the trail wanders both ways. I ask for reconsideration to keep the trail location in its current location moving neither east or west except to accommodate the width requirement of the new trail. Thank you. (The attached picture is the location of where the trail is expected to be moved to the west of the split-rail fence.)

. Further, the proposed chain link fence will prevent duck migration (they walk, not fly) to the other side of the trail for nesting and breeding. Can either we use the split rail fence or elevate the bottom of the chain link to allow the ducks to pass under? Thank you.

Attached is the letter I gave to you this morning to be included, if possible, with these additional comments.

Thanks for your patience! Peggy Reddy, 929 ELS Shore Lane SE

Peggy Michael Reddy  
P. O. Box 2088  
Issaquah, WA 98027  
206.484.4845



January 26, 2016

FROM:

Peggy Michael Reddy  
929 East Lake Sammamish Shore Lane SE  
Sammamish, WA 98075  
Phone: 206.484.4845  
Tax parcel ID #51970-0075-00, 06246-9013-06

TO:

Kelly Donahue / email: [ELST@kingcounty.gov](mailto:ELST@kingcounty.gov)  
Community Engagement /King County Department of Natural Resources  
1.888.668.4886

Re: ADJACENT TRAIL PROPERTY OWNER.

Lindsey Ozbolt

Mon 2/6/2017 12:28 PM

To: PORTER PORTER <PORTER.LP@hotmail.com>;

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

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

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**From:** PORTER PORTER <PORTER.LP@hotmail.com>

**Sent:** Friday, January 27, 2017 7:42 PM

**To:** Lindsey Ozbolt; ELST Master Plan

**Subject:** ADJACENT TRAIL PROPERTY OWNER.

Hi

HERE ARE MY COMMENTS.

THE 2 MAIN COMMENTS HAVE TO DO WITH MY WATER LINE THAT GOES UNDER THE TRAIL TO THE VPPCA BEACH. PLEASE DO NOT DESTROY THIS WATER PIPE.

AND

THE PICNIC AREA IN FRONT OF MY HOUSE IS NOT PREFERRED BUT IF REALLY NEED LEAVE IT WHERE IT IS ON THE WATER SIDE.

THANKS FOR YOUR TIME.

PORTER

All caps is called PORTER font - NOT YELLING.

Ms. Lindsey Ozbolt  
City of Sammamish

Regarding: East Lake Sammamish Trail - South Sammamish Segment B 60% Design Plan

Thank you to the City of Sammamish and King County for providing the opportunity for homeowners to comment on the trail design plans. We really appreciate the chance to communicate openly about this important project. Here are our comments regarding the trail sections adjacent to our property.

- 1. Sections 339 to 342:** There is currently a chain-link fence bordering the west side of the trail. Our understanding is that this fence will be removed during the clearing phase, and there does not appear to be a replacement fence in the design plans. There is a relatively steep slope to the west of the trail that presents a safety hazard here. It would be easy for a cyclist to ride off the trail while glancing up to enjoy the lake view, and tumble down 30 feet of embankment. We would like to see the chain-link fence re-installed or replaced.
- 2. Section 339:** There is currently a small wooden fence bordering the east side of the trail. Our understanding is that this fence will also be removed during the clearing phase, and there does not appear to be a replacement fence in the design plans. This fence provides separation between the trail and a private driveway. We would like to see this fence re-installed or replaced in order to maintain the security of the private driveway.
- 3. Section 338+50:** The Gate to the west of the trail provides access to private recreation areas on the lake. We would like to make sure that this gate is not blocked off by the security fencing installed during the construction process.
- 4. Section 341+50:** There is currently a chain-link fence to the east of the trail that largely lies outside of the CG zone. This fence provides separation between the trail and a private driveway. At 341+50, the CG zone moves to the east and crosses this fence for approximately 50 feet. Therefore, that section of the fence will likely be removed for construction. We would like to see that section of chain-link fence re-installed in order to maintain the security of the private driveway.
- 5. Section 338:** There is an intersection here where two private driveways cross the trail and go into two residences. The plan calls for this intersection to be re-built with patterned concrete. We currently have trail users wandering up the private driveways, either intentionally or unintentionally. We would like to see adequate signage placed here to ensure that trail users realize that the driveways are private (they look like roads leading up the hill) and that this area provides no ingress or egress to the trail.

Respectfully,

William H. Cormier (whcormier@comcast.net)  
Melissa Rooth-Cormier  
2021 E Lake Sammamish Pl SE

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 12:54 PM

To:beersxx@aol.com <beersxx@aol.com>;

Dear Robert,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: Robert Beers <beersxx@aol.com>

Sent: Saturday, January 28, 2017 11:41 PM

To: Lindsey Ozbolt

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.

I often ride Redmond/Issaquah trail but having to go to the highway for that part that is still dirt is a real pain. I have not heard of any complaints of home owners along the completed hard surface part of the trail. Please help provide a safe trail for all riders & walkers.

Sincerely,

Robert Beers  
18123 NE 91st Ct  
Redmond, WA 98052  
206-909-2449

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:14 PM

To: rchapanis.fun@gmail.com <rchapanis.fun@gmail.com>;

Dear Roger,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: Roger Chapanis <rchapanis.fun@gmail.com>

Sent: Thursday, February 2, 2017 9:42 AM

To: Lindsey Ozbolt

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,

Roger Chapanis

3520 220th Place SE

**SB-796**



Sammamish, WA 98075  
4255575387

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:04 PM

To: rondorn.fish@gmail.com <rondorn.fish@gmail.com>;

Dear Ronald,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

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From: Ronald Dorn <rondorn.fish@gmail.com>

Sent: Monday, January 30, 2017 8:56 AM

To: Lindsey Ozbolt

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.

Completion of the ELST is critical to increasing safety, reducing congestion and promoting alternative forms of travel. I am a frequent user of the completed portions of the ELST. I am extremely pleased with the work completed to date and look forward to the time I can travel safely and efficiently between Issaquah and Redmond.

Please approve the permit, as proposed, with expediency.

Sincerely,

Ronald Dorn

9109 156th PI NE

Redmond, WA 98052

4258854486

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 12:24 PM

To: rotamiser@gmail.com <rotamiser@gmail.com>;

Dear Robert,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: Robert Hansen <rotamiser@gmail.com>

Sent: Friday, January 27, 2017 5:34 PM

To: Lindsey Ozbolt

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 lived in this area since 1977 and have been hearing since then that there will be a trail built where the tracks were. King County has been more than gracious to homeowners who have helped themselves to OUR public right of way by building structures with no setbacks and using the ROW for their driveways front yards and landscaping. Most all of this was done without any ROW use permits and anyone who did so is lucky the county isn't reclaiming ALL of their ROW. It is the pinnacle of hypocritical to help oneself to the public right of way and then complain that the public users are too close. This has been litigated and these owners have all been compensated for the square footage where the ROW overlaps. You people are wasting taxpayer money at the behest of a few well healed owners and will be voted out if you don't approve this, it'll be a great example of Democracy in action. You are lucky that no-one has done a proper story with the entire history and the real details of this trail and the residents that are trying to hold this up. The public will be outraged when they learn the real details about these residents having greatly enriched themselves with no setback buildings and blatant use of the ROW to make viable housing where that wasn't a possibility if they'd followed the rules. The real story will piss off the D's and R's alike.

Robert Hansen  
4441 190th Ave SE

**SB-798**

Issaquah, WA 98027  
425 641 8198

# Re: East Lake Sammamish Trail

Richard Lowthian <LowthianRA@AOL.com>

Mon 2/6/2017 9:05 PM

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

Lindsey,

Thank you for your response to my e-mail and for your consideration of a complete East Lake Sammamish Trail.

Rick

> On Feb 6, 2017, at 12:50 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:  
>  
> Dear Richard,  
>  
> 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).  
>  
> Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.  
>  
> Regards,  
>  
>  
> Lindsey Ozbolt  
> Associate Planner | City of Sammamish | Department of Community Development  
> 425.295.0527  
> \_\_\_\_\_  
> From: Richard Lowthian <LowthianRA@AOL.com>  
> Sent: Saturday, January 28, 2017 11:18 AM  
> To: City Council; Lindsey Ozbolt; Kelly.donahue@kingcounty.gov  
> Subject: East Lake Sammamish Trail  
>  
> Gentle Folk,  
>  
> Please support the completion and opening of the East Lake Sammamish Trail to the public. The trail system here in King County seems to be one of the best in the country. The East Lake Sammamish Trail contributes greatly to that system. A while back, I set out from my home in Redmond to bicycle to Issaquah seeing that the trail appeared to be open leaving Marymoor Park. After riding most of the way south along the lake, I was greatly disappointed to be detoured off of the trail to the road which was busy with afternoon commute traffic. Although I could have proceeded along the road, the point of the ride - a pleasant and safe outing to be rewarded with a milkshake at the XXX in Issaquah - was lost. I have not been back to this trail since. A trail to nowhere is pointless.  
>  
> Thank you for your consideration and support for a complete East Lake Sammamish Trail.  
>  
> Rick Lowthian



# Re: East Lake Sammamish Trail Segment 2B: Request permit SSDP2016-00415 Approval

Lindsey Ozbolt

Mon 2/6/2017 1:00 PM

To: Shelly Bowman <shellybowman@hotmail.com>;

Dear Shelly,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

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

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**From:** Shelly Bowman <shellybowman@hotmail.com>  
**Sent:** Sunday, January 29, 2017 8:56 AM  
**To:** Lindsey Ozbolt  
**Cc:** Shelly Bowman  
**Subject:** Fwd: East Lake Sammamish Trail Segment 2B: Request permit SSDP2016-00415 Approval

Hi,  
Council Member Valdemara let me know you were reviewing all comments, so as I did not include you in my original email to Sammamish Council, I am forwarding this to you now. See below.

Thank you,  
Shelly Bowman

----- Original message -----

From: Shelly Bowman <ShellyBowman@hotmail.com>  
Date: 1/27/17 11:54 PM (GMT-08:00)  
To: 'dgerend@sammamish.us', Ramiro Valderrama-Aramayo <RValderrama-Aramayo@sammamish.us>, 'thornish@sammamish.us', 'khuckabay@sammamish.us', 'bkeller@sammamish.us', 'cmalchow@sammamish.us', 'todell@sammamish.us', lhoward@sammamish.us, jbon@sammamish.us

Cc: Shelly Bowman <shellybowman@hotmail.com>

Subject: East Lake Sammamish Trail Segment 2B: Request permit SSDP2016-00415 Approval

Dear Sammamish Council Members, City Manager and Staff,

Everyone is excited to see the efforts towards completion of the Segment A of the Eastlake Sammamish Trail. All of my friends in Sammamish and the neighboring cities (Redmond and Issaquah) are thrilled that soon the Eastlake Sammamish Trail maybe completed. I have reviewed the 60% design plans of Segment B, and **I urge you to approve the permit SSDP2016-00415** and finish the Eastlake Sammamish Trail.

My Sammamish friends are part of the 52,253 Sammamish citizens (from a 2015 census estimate), most of which are not lucky enough to live along our beautiful Lake Sammamish, that will benefit by the amazing views of the lake they will have while recreating on a safe trail with healthy PNW vegetation borders. The already completed trail to the north and south are a huge value to nature and the wellbeing of hard working citizens.

To your advantage, the ELST design plans show huge benefits to the City of Sammamish and are in alignment with your vision statement of "*a community of families with vibrant natural features and outstanding recreational opportunities*". Below are a few examples of the benefits and alignment that have been noticed:

- King County(KC) will maintain 65% of the existing significant trees. This is 30% more than the city's new tree retention requirement
- KC plans on replacing the current vegetation that is removed with native plants, trees, and shrubs benefiting the environment and green space for citizens to thrive
- KC will remove private monoculture arborvitae encroachment which is not only unsightly, but unhealthy to our wildlife will be replaced with a healthy PNW landscape
- KC will be replacing 6 fish culverts that are salmon friendly
- KC will provide 26 new driveway improvements that will be properly graded, cement aprons to driveways costing thousands of dollars each
- KC will provide two parking lots for residents without direct access to their homes
- Residents along the trail will experience a well proven increase in property value by living along a national standard trail:
  - Studies from all over the country confirm property values of homes adjacent to recreational bike and walking trails increase significantly.
  - Availability of trails is number 3 on a list of 39 features looked for by home buyers.
  - Real estate agents will always highlight trails in the list of home for sale
  - Recreation trails have been shown to increase property values (taxable home value) by at least \$5,000.
  - Currently there are 2 empty lots where realtors tout the advantages of the trail. One is 0.14 acre going for \$2,000,000 and states "East Lake Samm trail access is steps away across the lane." The other is 0.31 acres, \$1,750,000 and states "Walk out your front door to the nearby East Lake Sammamish walking & biking trail Recreation trails have been shown to increase property values (taxable home value) by at least \$5,000.
  - As an example, my families key bucket list items when buying our most recent home was to live alongside one of our amazing trails, but frankly even in the woods of Kirkland along the new Kirkland Corridor Trail, land plot prices were significantly more expensive than elsewhere.

Another win for the city of Sammamish is that the ELST plans appear to align with your city's comprehensive plan relating to both parks and transportation:

- Goal P.1 Provide a network of parks, trails, athletic fields, and open spaces that delivers a variety of active and passive recreational opportunities to the Sammamish community.
- Objective P.1.1 Provide barrier-free (ADA-compliant) access...
- Objective P.3.9 Plan non-motorized trail systems for pedestrian and bicycle access throughout the City and connect adjoining communities through regional linkages.
- Policy T.4.11 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low income populations.



- Policy T.4.8 Integrate the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

Further, as a point of city pride, Sammamish City may again benefit if they receive the designation of a Bike Friendly City by the League of American Bicyclists with the completion of their AASHTO standard trail. I am sure you are aware that both Redmond and Bellevue have already achieved this acknowledgement as leaders in our Eastside Region. This is a coveted status as it is attractive to healthy intelligent families looking to live in a safe, vibrant community.

On a personal note, I believe your great city will benefit from trail clean up and enforcement of public property protection in Segment B. For example, my family enjoys riding or walking from our amazing Redmond Connection down the north end of the Eastlake Sammamish Trail which are beautifully landscaped with PNW vegetation. However, once we reach the gravel segment of the trail. the experience then changes greatly for us and many others that we have talked with. The main reason is that It is sad to see the blatant disrespect that about 20 private home owners show for our public lands spanning the 100ft path. I am angered that these folks appear to be clear in their efforts to steal public property by grossing overstepping their boundaries of their estates. They have built ugly fences, planted horrific monoculture shrub trees, stored cars and boats and knowingly planting garden plots on our public property. Folks can be fined or worst, imprisoned for stealing the property of others. It is time for these folks, including the ones that had "temporary usage passes" to honor the public property boundaries. Trail or train, there is 100 ft of public land that travels through the land and unless King County is suddenly going to permit all King County Residents the "pass" to plant pea patches or store our kayaks or extra cars on public lands, it is time for Sammamish Council and King County to "clean up" our public land and remove the private items and restore the land to a beautiful PNW landscape that benefits the birds, bees, the fish and the lake and the Sammamish and neighboring users of this wonderful public lands. There should be no special treatment for wealthy home owners encroaching on public property. I look forward to you reclaiming our land for public use. From the picturesque natural setting of the KC completed trail to the north and south of Segment B, it is clear that Sammamish stands to benefit immensely from the naturalization of the 100 ft wide segment being restored to nature's use and the publics use.

On a cost note, it is unimaginable how many tax dollars in Sammamish and King County have been spent over 17 years fighting to allow a few private home owners to "take" public property vs awarding the majority of the Sammamish citizens the rights and benefit to a joyous national standard trail, a greenway in your city which will bring so many benefits to the majority of your people. Nothing is being taken away from the private home owners that bought lake front property along a railroad line. Instead, they are receiving a windfall and should be rejoicing more than anyone that they get a fabulous trail with beautiful landscaping instead.

Sammamish Council, the value and benefits to completing this trail are abundant, so please approve the permit as proposed for Segment B of the trail. Reward your citizenry and the neighboring friends of Lake Sammamish by completing the Eastlake Sammamish Trail so everyone will be able to safely enjoy outdoor activities with their families very soon.

Thank you for consideration.

Kind Regards,

Shelly Bowman

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:19 PM

To: sarah.lee1207@gmail.com <sarah.lee1207@gmail.com>;

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: Sarah Lee <sarah.lee1207@gmail.com>

Sent: Saturday, February 4, 2017 9:29 PM

To: Lindsey Ozbolt

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.

My children and I frequently make use of various portions of the current trail. As a mother of young children, who often walks our very active dog, I am concerned about the safety of the trail, as the permit allows for.

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,

Sarah Lee,  
12-year Sammamish Resident

Sarah Lee  
1026 224th Ave NE  
Sammamish, WA 98074  
4258946803

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 12:52 PM

To: Sktothpat@gmail.com <Sktothpat@gmail.com>;

Dear Susan,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: Susan Toth Patiejunas <Sktothpat@gmail.com>

Sent: Saturday, January 28, 2017 3:26 PM

To: Lindsey Ozbolt

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 live near the trail and use it to walk and bike. As a resident of Sammamish and a user of the trail, I believe a complete trail benefits the community.

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 its interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Susan Toth Patiejunas  
1609 205th PI NE  
Sammamish, WA 98074  
425-241-5531

# Re: Please Approve the Permit for Segment 2B of the ELST

tom radley <tomradley@msn.com>

Mon 2/6/2017 1:08 PM

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

## Thank You!

---

**From:** Lindsey Ozbolt <LOzbolt@sammamish.us>

**Sent:** Monday, February 6, 2017 1:01 PM

**To:** tomradley@msn.com

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

Dear Tom,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

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

---

From: Tom Radley <tomradley@msn.com>

Sent: Sunday, January 29, 2017 1:08 PM

To: Lindsey Ozbolt

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.

I am a volunteer Trail Ambassador for this trail with King County. I ride this trail once or twice a week. Since they paved the two ends of the trail, I noticed a vast increase of usage of this trail. The biggest increase has been families with small children. They are not able to ride on the gravel trail.

I lived on Lake Sammamish for 30 years and was for this trail since the beginning. Many of my neighbors were against, but once it was built they changed their minds and used the trail. If you pave it they will come.

The people that are now opposing the paving have one reason and one reason only. Where they live the easement goes from the centerline of the trail to the lake. They did not pay for waterfront and do not own waterfront. If they can keep the number of people down that use the trail, it

helps them when they go to sell. They use to have to cross the RR tracks to get to the lake. Anything that they can do to stop or impede the trail is to their personal gain.

Do the right thing for all the people and approve this permit.

Sincerely,

Tom Radley  
23736 NE 127th St.  
Redmond, WA 98053  
2064099792

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:18 PM

To: Tim.miyuki@gmail.com <Tim.miyuki@gmail.com>;

Dear Tim,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

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From: Tim Riley <Tim.miyuki@gmail.com>

Sent: Friday, February 3, 2017 4:51 PM

To: Lindsey Ozbolt

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 rides around Lake Sammamish regularly, having the trail completed will significantly increase the likelihood that I return home safely and do not end up as a hood ornament. Too frequently I have been "buzzed" by drivers who fail to give 12 inches of space to me much less the 3 feet required by law. Those situations are very scary and I'm glad my wife doesn't witness them or she'd make me ride indoors only.

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 considering this request.

**SB-804**



Sincerely,

Tim Riley  
11629 se 64th street  
Bellevue, WA 98006  
5036806023

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:05 PM

To:travis.spangle@gmail.com <travis.spangle@gmail.com>;

Dear Travis,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

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From: travis spangle <travis.spangle@gmail.com>

Sent: Monday, January 30, 2017 10:20 AM

To: Lindsey Ozbolt

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,

travis spangle

**SB-805**

620 ward st  
seattle, WA 98109  
206 295 1528

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:12 PM

To:owenyo@hotmail.com <owenyo@hotmail.com>;

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: William Sutton <owenyo@hotmail.com>

Sent: Wednesday, February 1, 2017 12:38 PM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

First, I would like to extend a very gratuitous THANK YOU for the work thus far in completing sections of the East Lake Sammamish trail! It is a wonderful addition to the King County trail system and a model for future efforts of this kind.

I would also like 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.

Please approve the permit, as proposed, with expediency.

Sincerely,

William D. Sutton  
Seattle, WA

William Sutton  
108 5th Ave. S. #602  
Seattle, WA 98104  
206-714-0066

# Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 12:29 PM

To: maatnosniw@gmail.com <maatnosniw@gmail.com>;

Dear Winson,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

---

From: Winson Taam <maatnosniw@gmail.com>

Sent: Friday, January 27, 2017 8:10 PM

To: Lindsey Ozbolt

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, a resident of Sammamish for 17 years, urge you to approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail and can enjoy this wonderful northwest outdoor. 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. It is completely unfair and will resemble a third world country where the rich can buy their public land for their personal use. Residents along this trail should not monopolize this old railway which belongs to the public.

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,

Winson Taam  
217th Ave SE  
Sammamish, WA 98075  
4257616233

# Re: Please Approve the Permit for Segment 2B of the ELST

Yochi Zakai <yochiz@gmail.com>

Mon 2/6/2017 1:49 PM

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

Thanks Lindsey.

On Mon, Feb 6, 2017 at 1:10 PM, Lindsey Ozbolt <[LOzbolt@sammamish.us](mailto:LOzbolt@sammamish.us)> wrote:

Dear Yochanan,

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).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received and will be considered.

Regards,

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

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From: Yochanan Zakai <[yochiz@gmail.com](mailto:yochiz@gmail.com)>  
Sent: Tuesday, January 31, 2017 4:51 PM  
To: Lindsey Ozbolt  
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 love biking the trail in the summer with my fiancée. It's great resources, and we would use it much more often if it was improved and paved. PLEASE COMPLETE THE TRAIL!

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,

**SB-808**



Yochanan Zakai  
924 16th Ave 201  
Seattle, WA 98122  
2022760330

**RECEIVED**

January 22, 2017

FEB 03 2017

Adam J. Anderson  
19108 SE 26<sup>th</sup> St.  
Sammamish, WA 98075

**CITY OF SAMMAMISH**

Lindsey Ozbolt, Assoc. Planner  
Sammamish City Hall  
801 228<sup>th</sup> Ave SE  
Sammamish, WA 98075

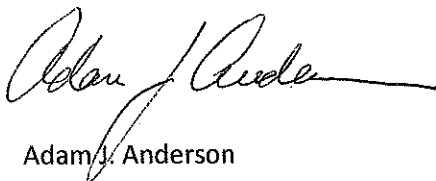
Dear Ms. Ozbolt and Sammamish City Council Trail Leaders,

Thank you for inviting feedback on the trail development plans. I have three main concerns about the plans for the construction portion (Segment 2B) that is adjacent to our lot on SE 26<sup>th</sup> St. (Lot # 0724069119).

1. Construction and/or design of the trail work causing increased risk of erosion on our property. The current West bank on our property is a slope that leads to the trail site. I'd like to understand the geological/engineering analysis that was done to ensure that there is no significant risk of slide or property erosion as a result of the trail construction. Please send me a copy of report that shows the necessary due diligence was undertaken.
2. Please confirm that no construction vehicles will be using Se 26<sup>th</sup> St., which is a private road, to access the job site. I am concerned about damage to the road and property.
3. I am concerned about a significant increase of trespassers on our street attracted by the improved trail. Currently, we get a decent volume on trespassers who use our private road to access the trail, and based on reports from neighbors in parts of the trail that have already been completed, the volume of trespassers has increased significantly. Currently there is signage at the top of the street indicating "No trail access" and that this is a private road, but trespassing happens regularly nonetheless. What will the city do to further dissuade trespassers in light of the expected increased trespassing volume?

Thank you for your consideration. I look forward to your response.

Regards,



Adam J. Anderson

RECEIVED

JAN 27 2017

CITY OF SAMMAMISH

Aubrey and Bernadette Edwards  
2515 191<sup>st</sup> CT SE  
Sammamish  
98075

Thursday, January 26, 2017

To: City of Sammamish, East Lake Sammamish Trail Leadership  
Lot Number: 0724069094

Dear Sammamish City Council Trail Leaders,

I want to thank you for inviting feedback on the East Lake Sammamish trail 60% plans and want to provide the following feedback and questions on the trail design as it borders my property.

- 1) **Drainage and impact to soil/slope on southern property line** – my property line has a slope adjacent to the trail and as the drainage is changed, large vehicles used on the trail and surrounding vegetation altered/removed I would like to understand what impact this will have on the stability of the soil/slope on my property line. Can the City/County please share the geo-tech survey for this? I understand the plans regarding underground drainage, given the volume of water sloping off the land, the proposed redirection of water flow I am very concerned as are my neighbors at the potential for flooding and land slippage.

**Proposal:** Build a retaining wall along the bank alongside property lot numbers: 0724069101, 0724069094 and 0724069118 as shown in the picture below:



- 2) **Construction traffic using SE26th** – As SE26th is a private street the responsibility for maintenance is with the homeowners and not the City. The vegetation plans incorrectly state it is a public road. I would like to confirm our understanding that SE 26<sup>th</sup> will not be used by trail vehicles. If any do so and cause damage or wear and tear the City will make good the road surface

**Proposal:** City to confirm in writing SE26th is a private road and will not be used for any construction traffic

- 3) **Access to/from the trail from SE26th** – SE26th is a private street and there should be no access to/from the trail by foot, cycle or other types of transportation. When the trail opened the City positioned a single sign at the top of SE26th ST. This has not had an impact on trespassing down SE 26<sup>th</sup> to the trail. I would like to understand what the City/County are proposing to eliminate access under the proposed plans

Thank you for the consideration, we look forward to hearing from you.

Aubrey and Bernadette Edwards

Ada McKee and David F. McKee

TAX PARCEL No. 062406 9106

1901 East Lake Sammamish PL SE

RECEIVED

JAN 26 2017

CITY OF SAMMAMISH

1. Retaining Wall = Stair No. #48 is just in front of retaining wall consequently any removal of stair #48 for widening could jeopardize the structure of retaining wall for the house.
2. Stair No. #47 = which is set to be eliminated during construction. Construction crew needs to be careful of sprinkler system when removing steps towards the lake. Homeowner will place markers.
3. Stair No. #45 = Homeowner suggests installing gate leading towards lake for safety of personal property i.e., boat, jetski, ski equipment.
4. Signs = signs should be installed at entrance with rules of the (usage) usage of trail. Homeowner has witnessed a biker riding after dark. The biker uses a bright light that is seen from the homeowners kitchen. Homeowner with photograph for evidence

Ada McKee and David F. McKee 062406 9/26 Page 2 of 2  
1901 East Lake Sammamish PL SE

5. Usage by Public = Please do not allow motorcycles or horses, to use the trail. Horses will deposit manure of which will be a health hazard. Motorized vehicles pose a threat to the safety of the public.
6. AA SHTO = Please abide by the national guidelines outlined in AASHTO which require a 12 feet trail with 12 feet shoulders.

### Comments:

Homeowner has lived on the lake for many years and look forward to working with the county to create a safe trail to enjoy with my children for years to come.

Thank You,  
Ada McKee

To: Lindsey Ozbolt  
Sammamish City Planner

RECEIVED

Re: East Lake Sammamish Trail segment#2B, 60% plans

JAN 27 2017

Dear Ms. Ozbolt,

CITY OF SAMMAMISH

I am writing to comment on the 60% plans for the proposed East Lake Sammamish Trail section #2B. I reside and own the property at 3145 East Lake Sammamish Shore Ln SE, Sammamish, WA 98075, adjacent to the proposed trail between location #294 and #295.

I have the following comments.

- 1) Trail alignment: The proposed alignment of the new trail in the 60% plans is such that the lake side edge of the new trail matches the edge of the existing trail in my neighborhood (trail location 291 to 298). This reduces the impact of the trail on my property and my neighborhood. I want to thank King County for this consideration and I strongly support this proposed trail alignment in this area.
  
- 2) The clearing & grading limits proposed in the 60% plan encompass most of the embankment that currently exists between the trail and my home and my neighbors' homes. On my property this would imply the removal of six mature trees that I have planted and maintained within this embankment. These trees are not shown in the existing conditions plan because they do not meet the 8" or 12" criteria for significant trees. Nevertheless, they are mature (15-20 years old), quite large (20 to 30 feet tall) and provide an essential privacy buffer between the trail and my home. The windows of my home are only about 20 feet from the trail. Also in the same area, I built a privacy fence in 1997, prior to the acquisition of the trail RoW by King County. The fence is a 6-foot cedar fence topped by a 2-foot privacy lattice. As with the trees, the fence is essential to provide privacy and visual separation between the trail and my house, something to be desired by trail users as well. All of my neighbors between locations 291 and 298 have similar impacts. They would be losing privacy fencing and their homes are also located very close to the trail with severe privacy impacts to the entire neighborhood.

I would request that the clearing and grading limits be moved about four (4) feet closer to the trail to allow me to preserve my trees and fence.<sup>1</sup>

- 3) My neighbor to the northwest (McNabb) has a huge decades-old dogwood growing in the same embankment between the trail and her house. This tree is not marked on the map as significant, which I believe is an arborist oversight. I am attaching a report (Exhibit-A) from a certified arborist showing the tree to be approximately 12.5" DBH. This meets the criteria for a significant

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<sup>1</sup> The clearing and grading proposed in the current 60% plans appears to violate numerous provisions of the City's Shoreline Master Program (SMP) and the Sammamish Municipal Code (SMC), including without limitation the following: SMP 25.03.020(2); SMP 25.03.020(5); SMP 25.04.010(4)(b); SMP 25.04.010(7)(b); SMP 25.04.010(8)(a); SMP 25.04.010(9)(b); SMP 25.06.020; SMP 25.07.100(7); SMP 25.07.110(9); SMC 21A.30.210(1); SMC 21A.30.210(2); SMC 21A.30.210(3). Because the types of site-specific impacts identified in this letter were not analyzed in the FEIS, they will require supplemental review under SEPA if not fully avoided/mitigated through project changes.

deciduous tree. Sammamish code 21A.15.1333 states "*Tree, significant*" means a tree that is: (1) A coniferous tree with a diameter of eight (8) inches or more DBH; or (2) A deciduous tree with a diameter of twelve (12) inches or more DBH.

The tree was planted by my neighbor's grandmother in the 1930s, and is a neighborhood landmark. Since dogwoods are very slow growing, a mature heritage dogwood of this size & beauty is a civic treasure and will be a joy to trail users as well.

I would request that this significant heritage tree be added to the plans and tree inventory, and would urge that every effort be made to save the tree. I believe this beautiful tree can easily be saved by moving the clearing and grading limits very slightly (approx. 3-4 feet).<sup>2</sup>

As you know, I previously worked with the City of Sammamish and King County to mitigate similar impacts to my property within the South Sammamish "A" Segment by making minor changes to the project design. In particular, we entered into a settlement agreement that detailed how King County would modify the project design in order to implement one of the City's shoreline permit conditions requiring the County to "work with neighboring property owners in the vicinity . . . to review alternatives to the current vault design and to move the proposed wall further away from private properties sufficient to allow for landscaping to be planted and maintained at the base of the wall" (emphasis added). Because those changes were not incorporated into the trail project prior to the City's issuance of its shoreline permit decision, however, it was more time-consuming and costly for the parties to make those project changes.

For this project, I am hopeful that we can incorporate similar project changes prior to the issuance of the shoreline permit so that we can avoid needless delay and cost. To mitigate the impacts described above, we ask that the County modify the project design as follows, and we request that the City impose a condition on the shoreline permit requiring these project changes:

- (a) Move the clearing and grading limits for the project four (4) feet closer to the trail center line between stations 294 and 295;
- (b) Allow the restoration of any impacted privacy fences, trees and landscaping in their pre-existing locations after trail construction, between trail locations 291 and 298; and
- (c) Inventory and mark as "SAVE" the heritage dogwood located at station 295.

Thank you for your consideration,



Arul Menezes  
3145 E Lk Sammamish Shore Ln SE  
Sammamish, WA 98075

---

<sup>2</sup> The proposed removal of this tree appears to violate SMC Chapter 21A.37 as well as the SMP and SMC provisions cited above.



# Menezes tree report 1.0

Bruce MacCoy <consultingarborist.usa@gmail.com>

Fri 1/27/2017 8:38 AM

Inbox

To:arul\_menezes@hotmail.com <arul\_menezes@hotmail.com>;

1 attachments (44 KB)

Menezes , Sammish , January , 2017.jpg;

For : Mr. Arul Menezes :

Dear Mr. Menezes ,

Yesterday I visited with you at your home at 3145 East Lake Sammamish Shore Lane , SE in Sammamish , 98075 to look at your trees. I've drawn and attached a diagram of the trees that I inspected most closely. The number one in the circle represents a four stem Stewartia with stem diameters of 7 inches , 4 inches , 6 inches , and 7 inches ( measured two feet above grade. ) . The tree has a height of 22 feet and a spread of 27 feet. It's in good health and in a good growing environment. Stewartia is an attractive tree - not rare , but not common , either. It grows well in King County. I recommend the preservation of this tree.

Based on my measurements and the accepted methods for calculating DBH for multi stem trees , the Stewartia has a diameter of over 12 inches and hence is a significant tree per Sammamish code. SMC 21A.15.1333 states that a significant tree is defined as a deciduous tree in good health with a diameter of 12 inches or more.

The number two in the circle represents a Katsura tree with a DBH of 7 inches , a height of 28 feet , and a spread of 18 feet. I believe this tree is also worth preserving.

I understand there are ongoing conversations about the trail and construction. I am willing to be part of the effort to preserve these trees. Please contact me if I may be of any further assistance.

--

Bruce Mac Coy ( PN - 0159A / 10828 )  
Consulting Arborist  
MS Forestry / Entomology / Plant Pathology

1611 105th Avenue , SE  
Bellevue , Washington , 98004

Home : 425 - 451 - 1813  
Desk : 425 - 450 - 1584  
Cell : 425 - 246 - 5778

**SB-812**

[www.ConsultingArborist-USA.com](http://www.ConsultingArborist-USA.com)

Alternate email:

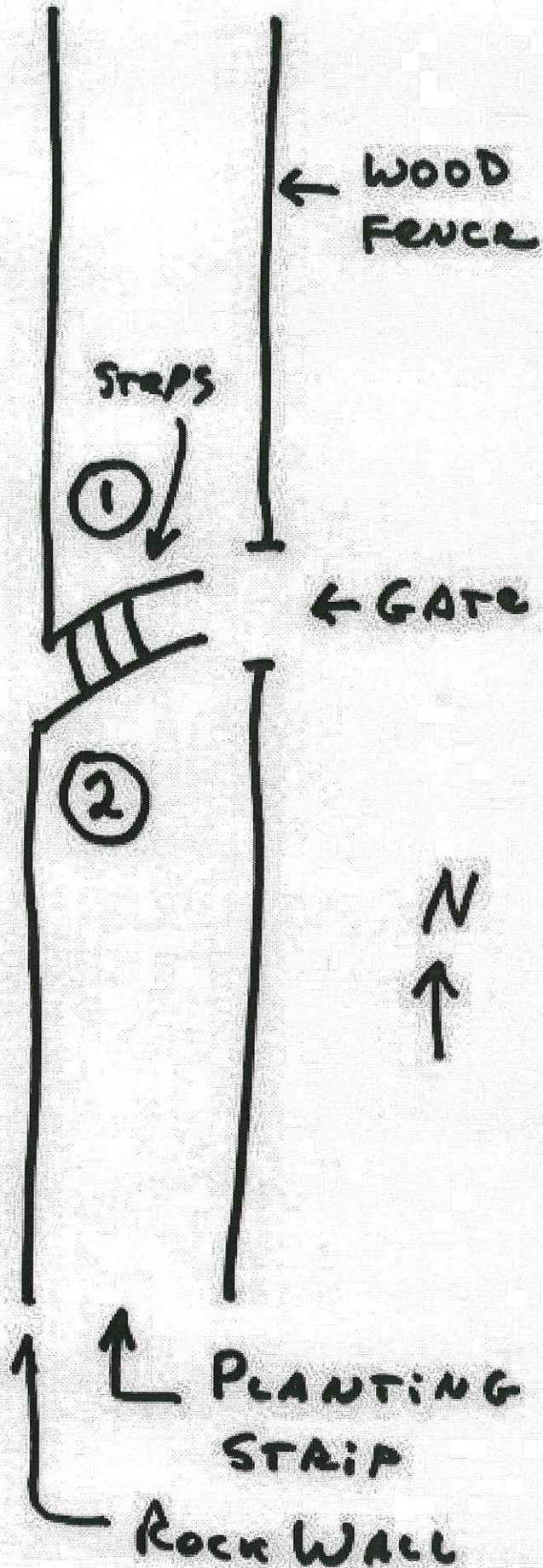
[ConsultingArborist@msn.com](mailto:ConsultingArborist@msn.com)

MENZES  
SAMMAMISH  
JANUARY,  
2017

W  
A  
T  
E  
R



EAST LK. SUSH.  
SHORE LANE  
SE



January 23, 2017

Ms. Lindsey Ozbolt  
Associate Planner, City of Sammamish  
Sammamish City Hall  
801 228<sup>th</sup> Ave. SE  
Sammamish, WA. 98075

RECEIVED  
JAN 25 2017  
CITY OF SAMMAMISH

Dear Ms. Ozbolt,

I live at 447 East Lake Sammamish Parkway SE in Sammamish. We purchased this property several years ago. We recently completed much renovation work, all of which was permitted by the City of Sammamish within the last two years. I live in this residence with my wife and family. I did attend the public comment meeting that the City Council hosted on January 10, 2017. I am writing to register my comments and concerns related to the proposed King County Trail-Segment 2B. After reviewing the 60% Design Plans, I have the following thoughts and comments:

1. I, like many others, feel that King County has been very arrogant and presumptive in the way they have handled this process to date. It appears there are still many questions to answer. Some of those questions include overall ownership rights and King County's actual control of this land and the land claimed within the right of way. In my case, the right of way actually passes thru an existing garage that has been on the property for in excess of 50 years. Can King County require us to remove this or a portion of this garage at some point in the future?
2. I have come to understand that the trail standard being proposed of 12 ft in width with 2 ft gravel shoulders and a 1 ft clear zone on each side is much wider than what the County has built for other trails. The Burke-Gilman Trail and Iron Horse Trails are good examples of that. Why is this trail so much wider? Could it not be built narrower and significantly reduce the impacts?
3. Many mature trees are being eliminated. On our property alone several trees are shown to be removed. Has the County done any study as to the impacts of this? Removal of these trees will significantly reduce curb appeal of our house, increase noise impacts coming from East Lake Sammamish Parkway, and will result in a significant reduction in our property value.
4. I believe the proposed trail improvements are clearly intended to only benefit one group. That being the road cyclists who now primarily use East Lake Sammamish Pkwy. With a speed limit of only (15 mph) allowed on the trail one has to ask if this will really move that group off of the road and onto the trail. I don't think it will. Most of those cyclists are in excess of (15 mph).

My comments relative to my own property are:

In the case of our property the 60% design documents shows the removal and elimination of our driveway (Driveway #14). This creates a deadend at our house. We are now to access our property thru an existing driveway several houses away. All of the houses will now be accessed thru (1) driveway, instead of the (2) that exist now. This is unacceptable for the following reasons:

1. I was required to get and received a Special Use Permit from King County for the construction of our home. This Special Use Permit is for ingress and egress and utility crossings. It is dated 9/25/14 and is apparently valid for 10 years for the exact driveway that is now shown to be removed. I paid a lot of money for this permit. It seems to be invalid after only the first two years??
2. The approaches of the driveway appear to be outside the boundary of the right of way. It seems the County is taking some liberties in the proposed design to be able to remove all of it.
3. This change will make it extremely difficult for delivery trucks and other large vehicles to access our house. Once they do get to our house, there is no turn around space. How do they exit safely? With large vehicles I am not sure they will be able to exit at all.
4. This change will make it extremely difficult for emergency service vehicles to get to our house. They may not be able to get there at all. It certainly will increase their response time which is not an acceptable outcome for us.
5. We now will need to walk several 100 ft on a daily basis to get our mail, collect our newspaper, and take our trash and recycling to the curb. Some of this is done in the mornings, when it is extremely dark, and on the very busy East Lake Sammamish Parkway. This is making it very hazardous for us. The same hazard will exist when we have guests come to our home. They will need to park and walk along East Lake Sammamish Parkway. Again, a very hazardous situation that is being created that does not need to be.
6. We will no longer be able to bring our boats, seadoos, etc to our property during the summer. Again, we will be forced to park on East Lake Sammamish Pkwy with these vehicles. This makes it extremely inconvenient as well as more hazardous for ourselves, the vehicle traffic on East Lake Sammamish Parkway and the bicyclists who will be remaining on East Lake Sammamish Parkway. Again, creating and increasing a hazard that does not currently exist.
7. In looking at the plans, only (4) driveways are shown to be eliminated in 3 ½ miles of trail construction (ours being one of them). Does removal of the (4) driveways really improve the trail crossing hazards. I think it barely makes a difference. But, it significantly increases the hazard to myself, my family, and our neighbors. In addition to the hazards that will be created on East Lake Sammamish Pkwy as noted above.
8. Overall, the loss of our driveway will make the situation more hazardous for all concerned, be extremely disruptive for delivery's, and cost additional precious time for emergency vehicles to access our house.

There are many mature trees that are currently shown to be removed. I have highlighted them and included them as an attachment to this letter.

1. The clear and grub line takes a significant jog about half way thru the property and removes a number of significant trees. I don't understand why this jog is happening. Other trees prior to the jog are remaining in place. Why can't the rest of the trees remain in place? The trail does not take the same jog in this location.
2. The trees provide significant curb appeal as well as a privacy buffer. We would very much like King County to reconsider removal of these trees.

To be clear, we like the trail. We like to use the trail. We like to see others using the trail. It is a great community asset. But, why does it need to be expanded as it is? Why do the significant impacts need to be imposed on us and our neighbors? Is there a better way? I believe that King County is not considering the people who live on the trail. They appear to be making rash decisions which greatly

impact the homeowners who live on the trail. In our case, instead of reducing hazards, I believe they have made our situation more hazardous for ourselves, our neighbors, our guests, the motorists on East Lake Sammamish Pkwy, and the cyclists they are trying to serve. In all, a lose-lose situation.

Lastly, we need help from the City of Sammamish to fight with King County. I agree with many of the people who spoke at the Jan. 10, 2017 Council Meeting. We need the City to step up and either reject the proposed permits or to require a process that takes into account the individual needs of the property owners.

Thanks for your consideration in this matter.

Best,

A handwritten signature in blue ink, appearing to read "Brad Bastian". The signature is stylized and fluid, with a long horizontal stroke at the end.

Brad Bastian  
(206) 718-0960  
[Brad.Bastian@BNBuilders.com](mailto:Brad.Bastian@BNBuilders.com)  
447 East Lake Sammamish Parkway, SE  
Sammamish, WA. 98074



Daniel & Susan Denton  
835 E. Lake Sammamish Pkwy NE  
Sammamish, WA 98074

RECEIVED

JAN 27 2017

CITY OF SAMMAMISH

January 24, 2017

By: US Regular Mail and email

Lindsey Ozbolt, Associate Planner  
City of Sammamish City Hall  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075  
[lozbolt@sammamish.us](mailto:lozbolt@sammamish.us)

Re: ELST Segment 2B – 60% Plan Comments:  
Denton Residence, 835 ELSP NE, denoted as Station 449

Two preliminary comments:

1. Thank you to Kelly Donahue for her time in helping me to understand the plans as they relate to my questions. I am not an engineer or in construction and the plans are very hard for me to decipher. We are in favor of an improved ELST and subject to these comments and those of our neighbors we are hopeful it can soon be completed.
2. As we understand them, these plans are not final and may change. But they do create expectations in the homeowner about what will occur at such homeowner's property as the trail improvements are constructed. Therefore, failure to comment on any matter in the plans should not serve as an estoppel or prevent the homeowner from making additional comments or objections or even change position as the final plans are developed. And our comments are made with full reservation of all rights and remedies.

Comments:

1. To the east of the Trail as it passes through our property is an area marked as "Wetland 28A" and "Unnamed Stream #28." These designations are incorrect. This area encompasses a portion of the drainage system designed and constructed decades ago by King County to collect and drain water from the east side of ELSP to Lake Sammamish. This was necessitated due to water collecting on the east side of ELSP, often running across the road, and on two occasions so saturating the roadbed that the



road washed out resulting in flooding and great harm to the homes and properties downslope. The "Unnamed Stream 28" should be redesignated as "ELSP Drainage Ditch." Moreover, when the garage on our property was remodeled, as a condition for its granting a building permit, City of Sammamish and King County required a scientific report be performed to determine that activities in connection with the garage and parking pad (now on the ELST 60% plan as being within a wetland setback) would not constitute a wetland code violation. Kleinfelder issued a report, accepted by the City in issuing the permit, that the affected area does not constitute wetlands subject to regulation by the Corps of Engineers or the Department of Ecology. In fact, the City had the Kleinfelder report reviewed by its own wetlands ecologist, B-twelve Associates, Inc., which viewed the site and concurred in the Kleinfelder non-wetlands determination. So, the "Wetland 28A" determination is incorrect and should be removed. It's a drainage system designed and constructed for roadway and public safety.

I note here that if the drainage ditch and related area, should they remain "stream" and "wetland" for purposes of the 2A plans and permit application notwithstanding professional wetland hydrologist reviews to the contrary, then the proposed improved trail, running directly through the stream and wetland and stream and wetland buffer areas may not be widened to its new planned 18' width under existing City of Sammamish codes and ordinances. As I understand it, while this issue was raised by SHO in its appeal of the ELST 2A permit, the SHB declined to rule on it based on procedural, not substantive grounds. So, elimination of the "stream" and "wetlands" designations is not only correct based on science, it eliminates a potential source of trail delay and litigation. Let's get on with completion of the trail.

2. Due to failure of the existing trail drainage system and failure of the City of Sammamish to maintain its portion of the ELSP drainage system noted in #1 above, the downslope properties along our section of the trail are experiencing severe groundwater problems including soil saturation and consequent property damage. We are currently working with King County to design and implement a new drainage system to alleviate the problems and will reserve comment on these drainage problems to see if arrangements with King County can be worked out. However, the City's failure to maintain is now causing such amounts of groundwater to flow under ELSP (instead of through the roadway culvert to the Lake) that I suspect the increased flow is to the point it is leaching oil from the old (pre-paving) Issaquah-Redmond Road roadbed (what is ELSP now was for decades a gravel road sprayed regularly with oil) and washing it downslope. Assuming my suspicions of this are correct, is this a release by the City of toxic waste or

a hazardous substance and if so what are the County's plans to keep this release from contaminating the trail and properties downslope? Will it require the City to properly maintain its portion of the drainage system to constrain the amount of groundwater flowing under ELSP on to the trail and further downslope?

3. With respect to the soil saturation problems we and our neighbors are currently faced with due to the drainage failures mentioned above, will there be any compacting of the trail bed during construction? Studies show that compacting equipment causes miniature earthquakes in the immediate vicinity of the compaction work which can build on each other to do serious harm to nearby structures and foundations. Existing soil saturation will only increase the likelihood of such harm. If compaction is part of the construction it should be delayed until the drainage problems in this section of the trail are resolved, improvements completed and fully functioning, the existing soils given sufficient time to dry out, and only then in the least amount possible.
4. The Plans at Station 449 show a line for the "shoreline setback." I believe the placement of this line is incorrect and should be further west. For more than a decade the City of Sammamish's overflow discharge facility on the Lake to the south of our property has permitted many tons of dirt and other debris to be discharged into the Lake. In our area this results in so much material being deposited on the lakebed that, in addition to the destruction of fish and marine habitat, the shoreline and edge of the high water point has been pushed west.
5. As it passes Station 449, the line for the east border of the railroad right of way is marked at 20 feet (more or less) east from its true location.
6. The trail bisects our residence and garage/parking area; the residence to the west and the garage/parking to the east of the trail. The garage is outside of the C&G line but appears to be partially within the edge of the railroad right of way.
  - A. With respect to the garage/parking area to the east of the trail: Will the rock wall remain or will it be removed? If removed, where will the eastern edge of the trail be and will the rock wall be replaced with a retaining wall? My concern here is that when the trail improvements are finished there will still be room between our garage and the trail for emergency vehicles to get in if ever needed. It looks that way to me but I'm seeking confirmation.

- B. Our garage has been in its present location since at least 1943. A building permit for the garage was obtained from King County when originally constructed and from the City of Sammamish when it was remodeled. Will King County be taking any action to limit, restrict or deny our continued use of the garage in its present location? If the garage should become damaged and need rebuilding (e.g., fire or storm) will King County be taking any action to limit, restrict or deny such rebuilding? If we should want to enlarge the garage (e.g., add a second story apartment to assist the City of Sammamish in meeting its low-income housing goals) will the County be taking any action to limit, restrict or impair such an enlargement?
- C. On the west side of the trail, the gradient from the trail down to the house is a series of three levels each with its own rockery wall, landscaping and divided east to west by a pressed concrete stairway.
1. From the 60% plans it appears that as the trail edge moves west a portion of the uppermost rockery wall, north of the existing stairs, will be replaced by "Wall #33." Do I assume correctly that the remainder of the uppermost rockery wall (south of the south end of Wall #33) and the two lower rockery walls will remain? If not, what changes should we expect?
  2. We assume the top portion of the existing residence access stairs will be eliminated. Is that correct? And, if so, what is the County's plan for replacing them and/or tying access into the existing steps that will remain?
  3. Assuming it doesn't interfere with trail use/sightlines, will the County impose restrictions or requirements on our continued landscaping outside of the footprint of the improved trail?
7. Our water, gas, and sewer utilities cross under the trail. None of this is shown on the plans. What actions will be taken to assure these utilities will be properly located prior to commencement of construction and not be disrupted during or after construction? And in the event a line should be broken during construction what will be in place to assure an immediate fix without a determination of responsibility? We want to avoid the finger pointing, delays and property damage that occurred in construction of the north ELST section when the contractor broke a resident's sewer line and then tried to deny it allowing the problem fester. It has happened before and we think there needs to be assurance it will not, the false denials and finger pointing, happen again.
8. How will access to our home be affected during construction? After construction?

9. Will the entry drive to our garage and parking be clearly marked as no trail access and no trail parking?
  
10. Lastly, but as important as everything else already said: Trail safety. For us and our neighbors, the trail goes between our homes and our garages/parking areas. So, we and our children, grandchildren, guests and others will have to cross the trail for ingress and egress to and from our homes. Given the County's sworn testimony before the Shorelines Hearing Board that it expects upon completion of trail improvements the ELST daily users to be in the many thousands, many or most of which I believe will be bicycle commuters, we have obvious safety concerns. On the ELST, or at least on portions of the trail like ours where having to walk across the trail for ingress and egress can't be avoided, we think the trail rules should require bicycles to yield to pedestrians, the 15 mph speed limit should be reduced, and King County Police should have a frequently recurring presence on the trail to see to the enforcement of trail rules. By way of example, I was recently in San Diego and had the opportunity to walk the miles of ocean abutting trail along Mission Beach and Pacific Beach. I was struck by its similarity to the ELST in width, ingress and egress to abutting homes and mix of pedestrian and bicycling users. There, the posted speed limit is 8 mph. There, like here, if a cyclist wants to ride faster than the posted 8 mph limit there was an arterial street (Mission Blvd) nearby. Here, there is East Lake Sammamish Parkway complete with a marked lane for cyclists to use wanting to go faster than 8 mph. Why wait for a terrible injury or death to occur on the trail before imposing some sensible public safety requirements?

Thank you for consideration of our comments. We await your actions and responses.



Daniel & Susan Denton

1103 East Lake Sammamish Parkway NE  
Sammamish, Washington 98074  
January 25, 2017  
Home phone: (425) 868 7004  
Cell: (206) 818 4538

Lindsey Ozbolt, Associate Planner  
Community Development  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075

RECEIVED  
JAN 27 2017  
CITY OF SAMMAMISH

REGARDING: #35753000071  
OWNER: James A. Creevey,

This letter pertains to the property listed above and 15 neighboring properties both north and south of the same. Comments therein will focus on my property, #35753000071, and those of my neighbors and will be broken down into three main problems with added solutions provided. First, to paint a clearer picture, I will offer a brief description of this particular section of the trail--usually labeled B, or 2B.

NEIGHBORHOOD CHARACTER: Our neighborhood, as I'll refer to it, runs about three city blocks--from 815 E. Lake Sammamish Parkway Northeast northward to 1133. This section has been characterized by King County officials and others as being perhaps the most difficult in regard to the ELST (East Lake Sammamish Trail) construction and/or paving. It is very narrow and parking here is at a premium. There is little distance between the trail centerline and numerous parking spaces to the east, and sometimes even less to the outer walls of the lakeside homes to the west. Often the rail "corridor" stops at residents' back doors—mainly because people followed railroad rules when building homes at that time. As a result, for two decades--when allowed to voice our concerns--our neighborhood has brought up personal safety, security, parking, and access to our homes in regard to ELST construction. Those same concerns persist.

PROBLEM #1—TRAIL WIDTH: The 60% Plan, as presented by King County, calls for an 12 foot wide, paved trail to be routed through our neighborhood—with an added six (6) feet for soft shoulders and "cleared space". The 12 foot trail will cause several problems for the homeowners, with some listed below, but the main one deals with parking. The 60% Plan calls for parking spaces to be eliminated—which in turn will create havoc for others. Homeowners and their guests will now be forced to park their vehicles on East Lake Sammamish Parkway, which will greatly affect traffic flow and completely block the designated bike lane. That will be a major safety problem. With traffic moving at 40 mph, people of all ages will be getting in and out of vehicles, and in warmer weather and weekends will be carrying coolers, kayaks, floaters and picnic

baskets in the midst of it.. If King County’s “primary” concern is indeed safety, then the parking problem needs to be addressed.

Currently, this very narrow section of the trail has proved unsafe for pedestrians. Bicyclists tend to ride too fast and offer little warning as they travel either direction—sometimes two or three abreast—and all too often, late at night. As a result, there have been numerous spills and near collisions. Since paving has been completed at both ends of the trail, speeds have only increased. With no monitoring, no police presence, bikers have just had their way. .

SOLUTION #1: King County should narrow the trail to 10 feet in this neighborhood. Signs should be placed saying “Trail Narrows” at both ends and suggested speed limits be posted. Parking will be saved; homes and yards will remain private and secure; bikes will slow down—making the trail safer for walkers and residents both; and “safety is King County’s number one priority”. (Segment A “Newsletter”, December 2016)

PROBLEM #2—SHARED STAIRWAY #80: The 60% Plan calls for a “shared stairway” (#80) for me and my neighbor, Jim Wolfe. This is entirely unacceptable to both of us. Because Mister Wolfe has two renters, both with families and friends, and has a business that calls for larger groups to engage in music production in his home, there will be far too many folks parking in my portion of our driveway, walking next to and around my own two vehicles, and carrying musical instruments and heavy equipment to boot; moreover, there will be an increase of people outside my living areas at all hours of the night and complete strangers—unsure of their destination--knocking at my door. Our neighborhood is very dark at night, so asking people to walk both south and then north to enter Wolfe’s home would add to safety problems already mentioned above.

SOLUTION #2: King County should NOT eliminate Stairway #82—as shown on the 60% plan for this area. Jim Wolfe and his renters need a stairway of their own. This solution seems not only fair, but easily feasible.

PROBLEM #3—FENCES AND COVERED ENTRANCES: All three homes (1103,1109 and 1119) on our driveway and many others in our neighborhood have fences and covered entrances leading to our primary entrances—usually referred to as the “back” door by those along the lake. The fences and covered entrances are within the CG—when viewing the 60% Plan—and apparently scheduled for removal. Our three fences currently measure nine (9) feet from the ELST centerline, which puts them at the very edge of the needed 18 feet. These fences provide needed privacy and protection for the respective families—including small children—and many numbers of pets. The covered entrances provide shelter for us and those walking on the trail and help distinguish more clearly the three respective homes along our drive. Removing the fences and the covered entrances altogether will offer no better views of the lake and will allow trail users to peer directly onto our decks and patios and into our kitchens, bedrooms and bathrooms. To us, that is entirely unacceptable.

SOLUTION #3: King County should allow us to move our fences a few feet closer to our homes (west) and be retained--again, safety being the primary reason. Even better, as long as the fences are nine (9) feet or more from the centerline, they should remain as they are.

SUMMARY: The above-mentioned problems have been clearly and consistently expressed by me and my neighbors for the last two decades; they remain unchanged and are on record. While we have all heartily looked forward to and supported the construction of the ELST, we are disheartened by the fact that--even after making oral and written comments to city and county—over all those years, little in the way of compromise has been made in viewing this 60% Plan. We firmly believe the county can do better and would appreciate their help.



NARROW TRAIL THROUGH THE NEIGHBORHOOD  
18' WILL ELIMINATE PARKING



COVERED ENTRANCE - WITH PARKING  
AREA IN BACKGROUND



COVERED ENTRANCE - WITH BACK DOOR  
IN BACKGROUND



COVERED ENTRANCE FOR J. CREW  
1103 E. LE. SAMM. NE



FENCE - CURRENTLY 9' 4" FROM CTR LN.



1103 - LOOKING NORTH - NARROW!!



RECEIVED

JAN 27 2017

CITY OF SAMMAMISH

January 25, 2017

Lindsey Osbolt  
Associate Planner  
Community Development  
City of Sammamish  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075

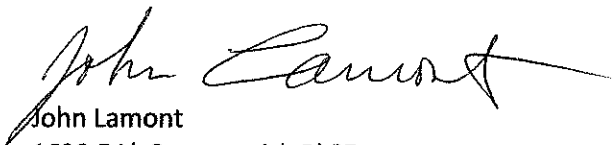
RE: ELST-B 60% Review

After reviewing the plans provided by King County for construction of the ELST-B portion of the trail, we have the following comment:

- Our property (0624069049) is located at station 350 near where Stair #55 is proposed. Because our property is so narrow, the way the current stair is designed would make it impossible to access our property if we needed to carry a kayak, canoe or landscaping maintenance equipment because of the 90-degree turns in the proposed stairway. In order for us to maintain access, the stairway would need to run east/west instead of making a 90-degree turn at the landing.

Thank you for your attention to this matter.

Sincerely,



John Lamont  
1632 E Lk Sammamish Pl SE  
Sammamish, WA 98075  
425-392-2460

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  
802 228<sup>th</sup> 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](mailto: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



SB-617

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

*Picture #1.*



SB-817

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

Picture #2.



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

SB-817

Picture #3





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

Picture # 4.



center  
line

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



SB-817

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

Picture # 7.

RECEIVED

JAN 23 2017

CITY OF SAMMAMISH

To the City of Sammamish,

I am stunned and very troubled by the 60% plan proposal for the East Lake Sammamish Trail as shown in the documents produced by Parametrix for King County. King County is being tyrannical to the homeowners who live along the railbed, many who have been told by the Federal Claims court judge on Aug. 5, 2012 that the railroad had a surface easement over their land and therefore that is all that was given to the Land Conservancy and consequently King County. In some areas the railroad didn't even have an easement. There was no legal claim to the land over which the tracks were laid.

As I have walked the trail in my area, I noticed that my 76 year old neighbor will lose over 70 percent of her landscaping shrubs and trees near the trail because there is a wetland on the other side of the trail. And her yard will be taken for a dispersion area. Yet 50 yards south of where the trail crosses Pine Lake Creek, the trail is actually moved into the wetland and the property owner gets to keep all his landscaping which is considerable. Why is this discrepancy happening? I strongly believe that the City of Sammamish should not issue a Shoreline Substantial Development Permit to King County until the response to the issues raised regarding the 60% design can be evaluated in the 90% plan and the public has a chance to review the 90% plan.

Please remember you represent your citizenry. Do not let King County run over your citizens in such a bullying manner.

Thank You,

Kathy Schroeder  
477 East Lake Sammamish Pkwy SE

1/24/17

KLCFSCHROEDER@gmail.com

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.
  - Existing stairs on lake side are omitted in plan that was submitted. See above.

**3)** The location of the clear and grub (CG) lines calls for clearing and grubbing which would very likely damage or destroy existing utilities and/or drains going to our lake side improvements. Adjustment to the CG line placement or less aggressive clearing and grubbing in the areas of the utilities may avert damage or destruction of existing utilities and/or drains

**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
- The location of the CG line appears to remove our existing wood stairs on the lake side of the trail ( missing on the current plan and mentioned above, A.2.b). Loss of these stairs would make access to the lake portion of the property unsafe. (See photo 6,7 delineated in red).

## **B. Comments and concerns during construction**

**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?

4) Construction zones are generally unsafe for the public and we have concerns for the safety of our family and visitors. How will contractors provide us safe passage during construction hours and after construction hours? Will there be supervision and assistance for safe passage of residence crossing the construction site during and after construction hours?

5) I have concerns regarding liability to the property owner during construction. 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 inside the CG (fence line)?

6) Where will the construction material and equipment be stored during the construction of ELST-B? Will debris, dirt, rock or other construction material and/or equipment be stored outside the delineated clear and grub (CG) line?

**C. Comments regarding after construction... effects of an improved trail:**

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.

It would be unfair for the adjoining property owners to bear most of the burden of the ELST-B's impact yet, at the same time have regulations and regulators preventing these affected owners from mitigating this added burden. Regulations pertaining to wetland designations, buffer space and others may preclude a property owner from establishing or reestablishing privacy which was diminished or lost because of ELST-B. City of Sammamish and/or King County should provide assistance or a process whereby property owners can reestablishing privacy lost by the construction of ELST-B.

2) Paving the road surface and widening the trail encourages greater speed for the cyclists. Currently the gravel trail discourages high speeds for bicycles. I am unsure if

the ELST-B plan addresses this issue. I have been informed by Sammamish police officers (off the record) that speed enforcement on the trail may be impossible with the current level of staffing and the issue of speeding cyclist is a low priority for law enforcement. I have a difference of opinion regarding its priority ranking. Currently

speeding on the trail is a significant safety issue for residents adjacent to the trail, trail users, and will be a greater safety issue in the future with additional trail traffic. I have personally witnessed numerous accidents many are attributable to speed or inattentiveness of trail users. Does the King County's ELST-B plan address excessive speed on the trail and does it have a strategy to discourage speeders?

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)?

5) Obviously there will be rules and regulations for trail users but who will be policing the laws, trail rules and regulations in trail corridor and which government agency's ordinances apply and where?

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.

- Is all of the ROW (east and west ROW boundary including the trail) King County's jurisdiction? If this is the case, the ROW there are areas where the ROW does not extend all the way to the, such as the case on our parcel. In this case would Sammamish have jurisdiction the property between the lake and the ROW?
- 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?

We have had numerous instances of individuals using the trail after hours (walking or riding their bicycles after dark), as well as unauthorized motorized vehicles on the trail. We have had off-leashed dogs running into our yard out of control, their owners walking uncaring on the trail (dangerous). We have had inconsiderate trail users wandering onto our property knowingly trespassing, even as far as on our dock. King County police appears to place little importance on enforcing the laws, rules and regulations on the trail, considering King County has placed very little resources or manpower for policing the trail. With the expected increased in traffic on the trail after the construction phase, property owners are concerned for their safety, their privacy, and their property, and rightfully so.

**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.

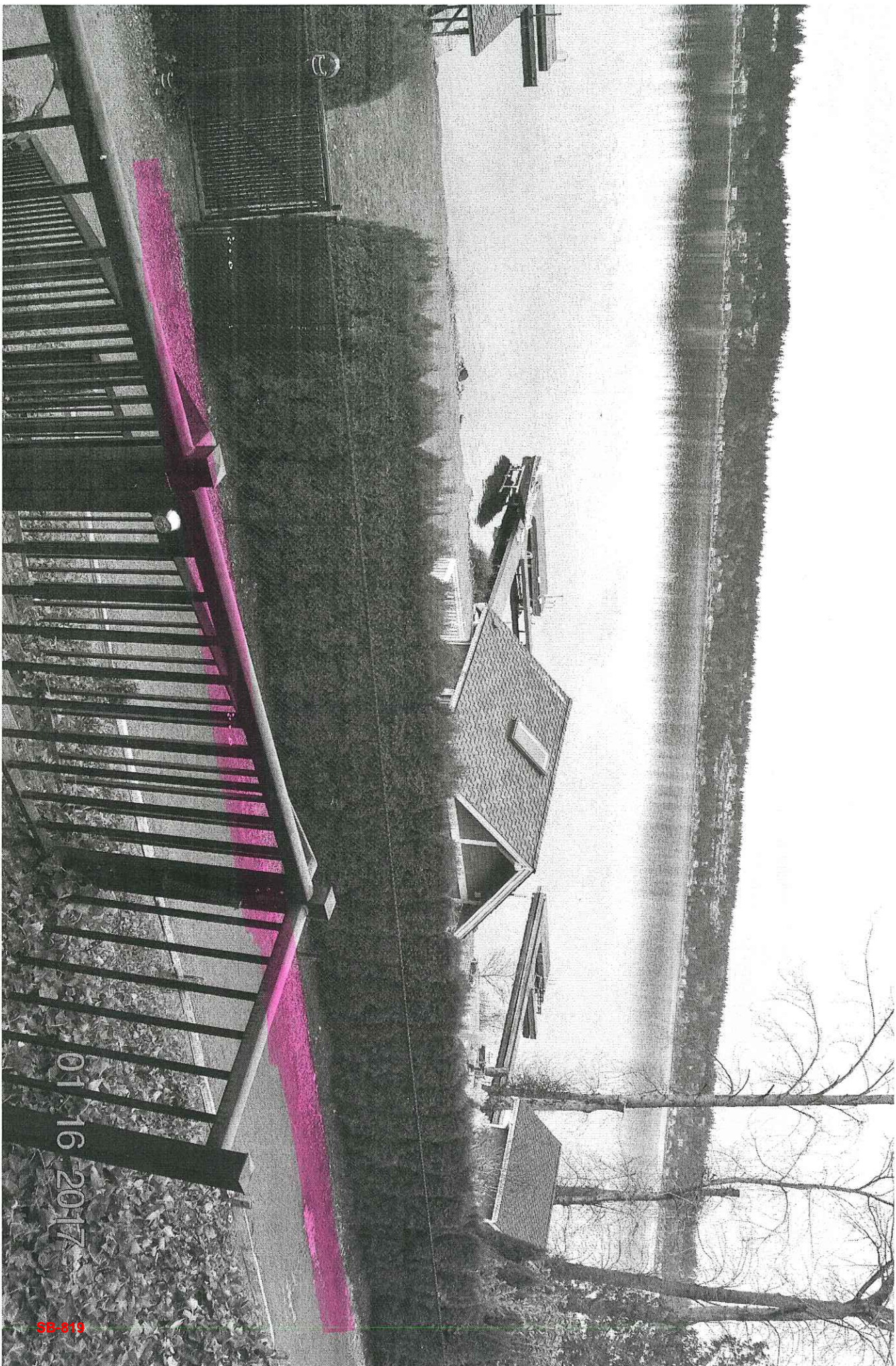
\*\*If not photo and drawings are attached with this document then see attachment:

*ELST-B comments-exhibits.pdf*



Photo 1



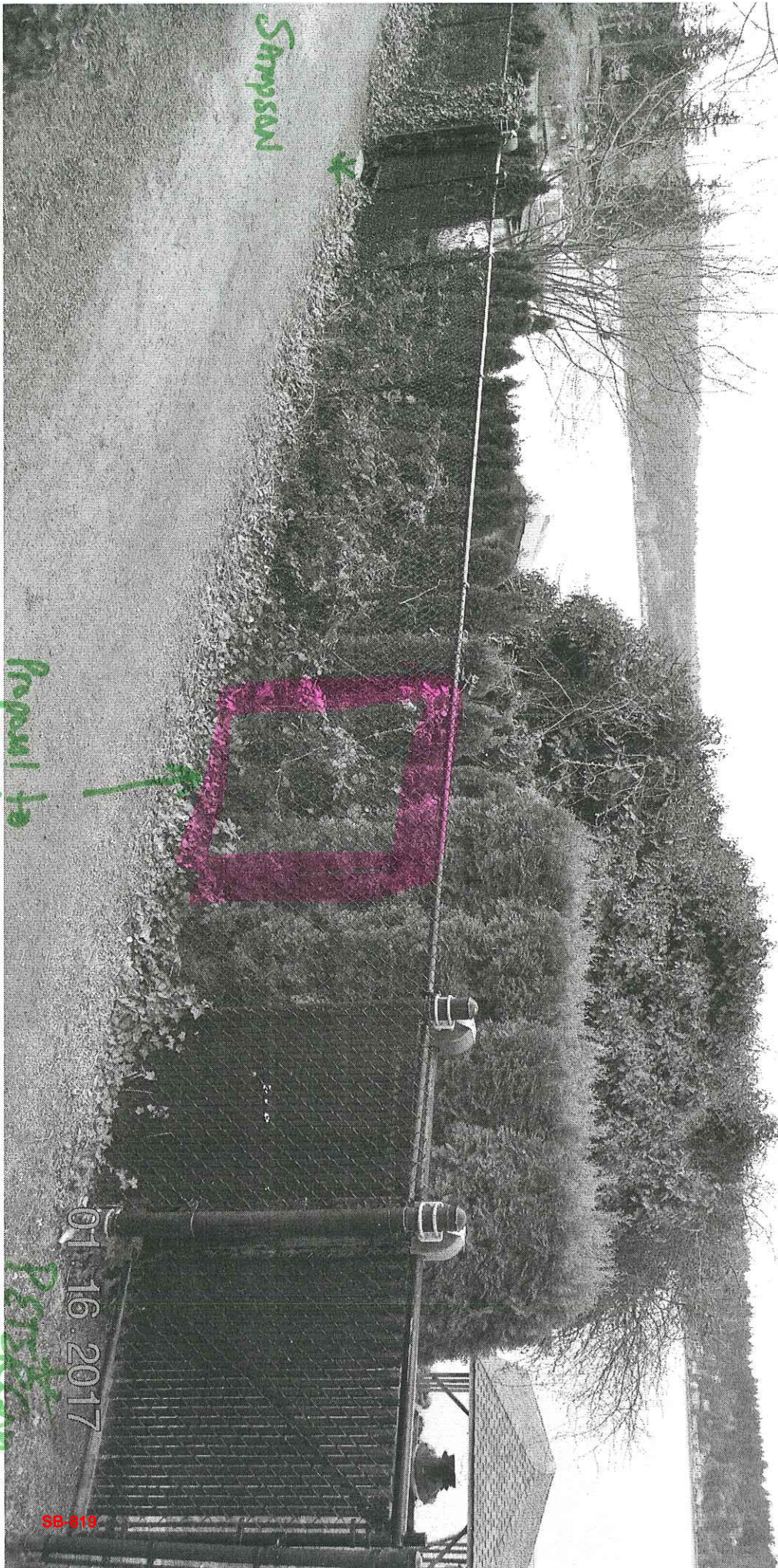


01 16 2017

59-819

Photo 2

17



Simpson

Proposed to Relocate Access

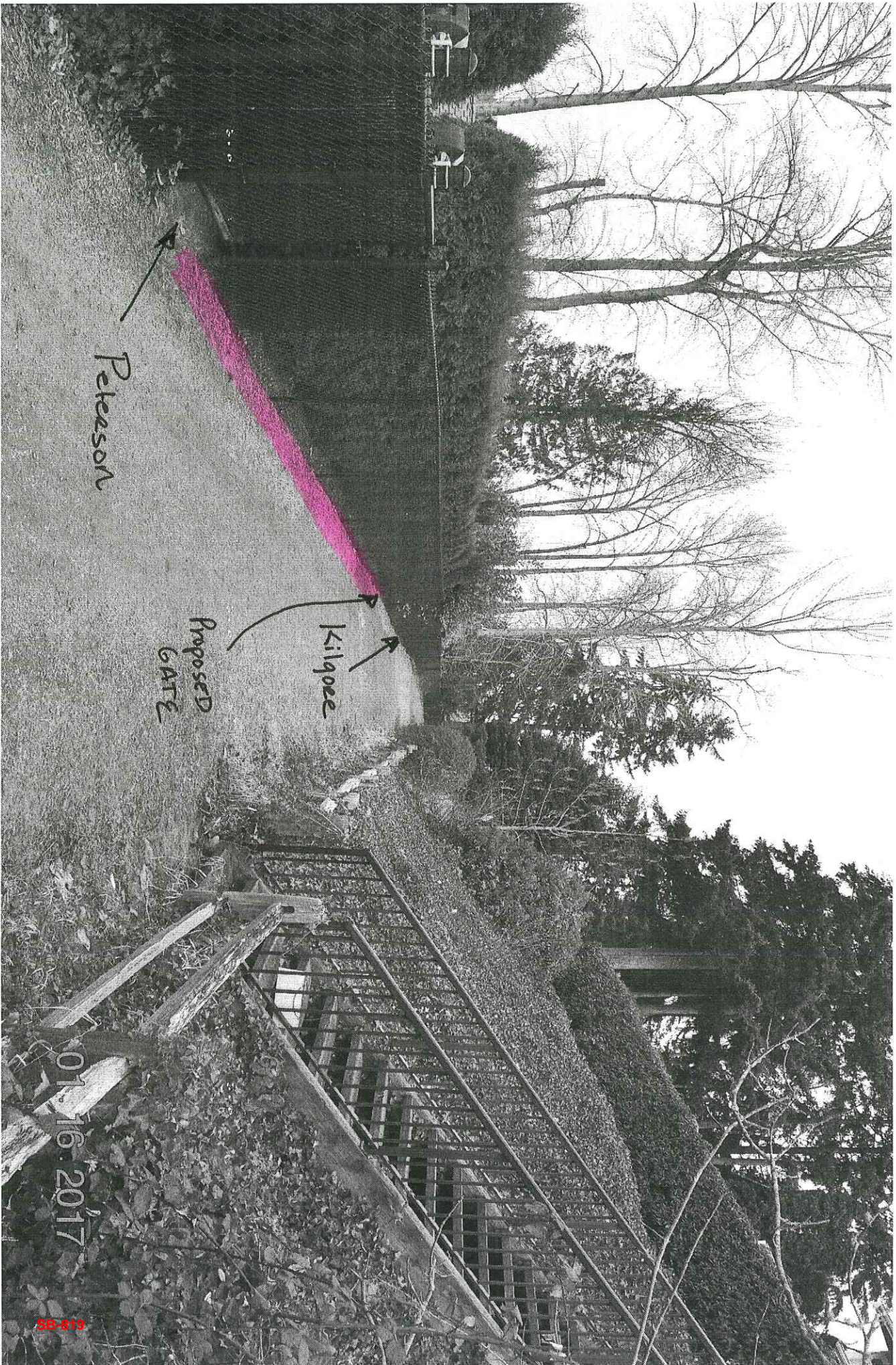
01 16 2017

PETerson

SB-819

Distance Between Simpson - Peterson gate

Photo 3



Peterson

Proposed  
GATE

Kilgoe

01-16-2017

88-819

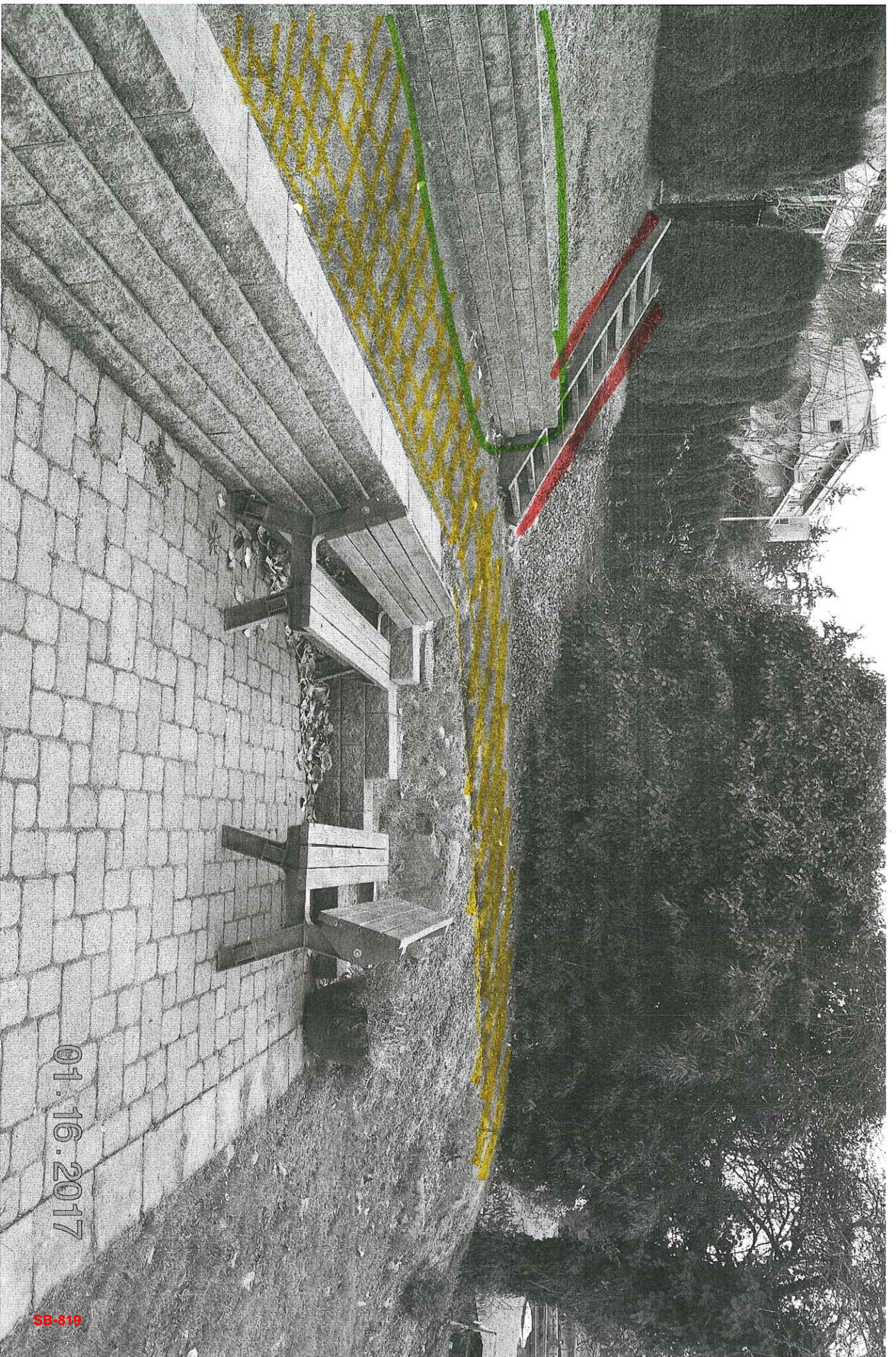
Photo 4



01.16.2017

SB-619

Photo 5



01.16.2017

SB-819

Photo 6

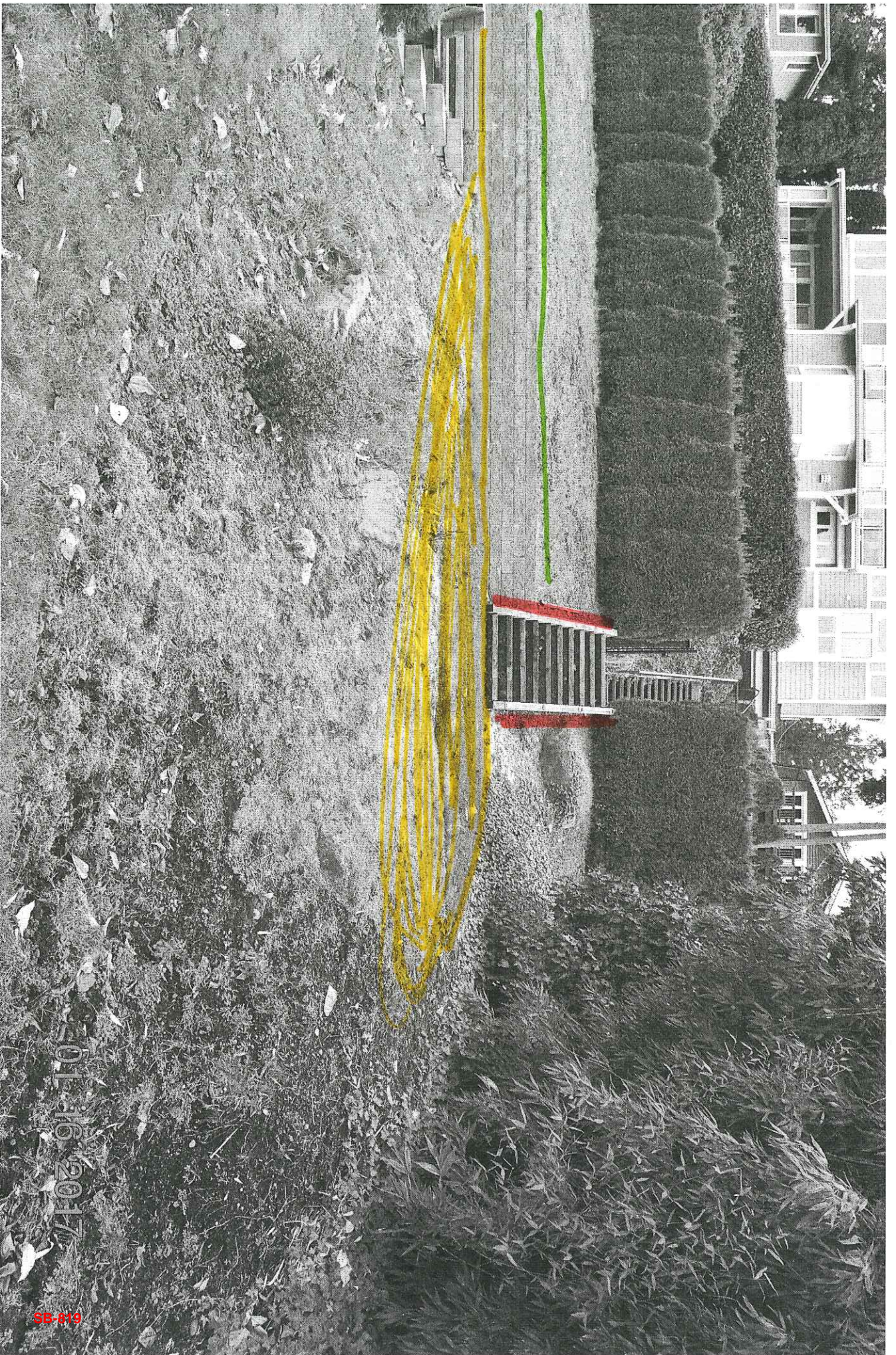
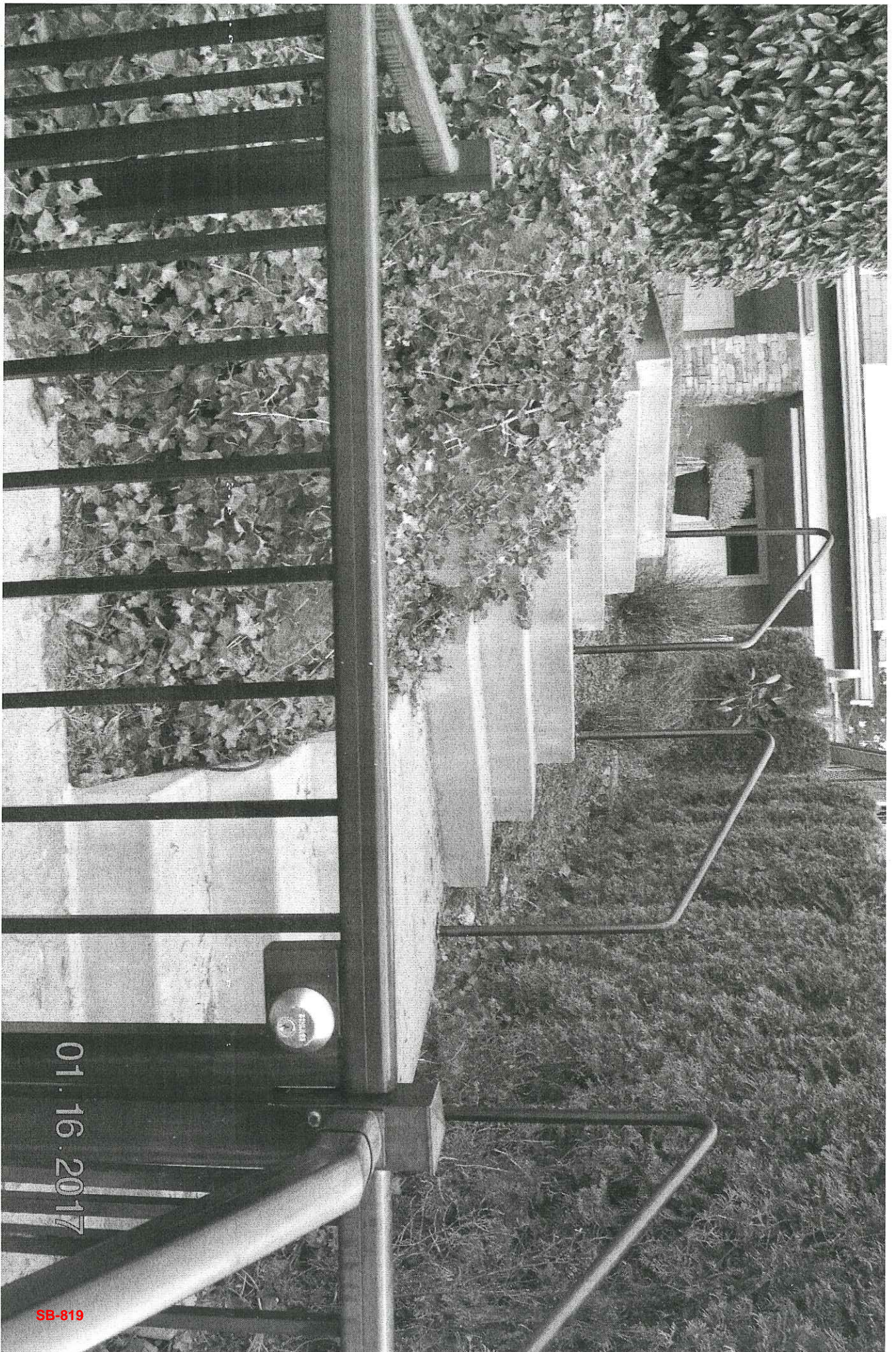


Photo 7

55-819

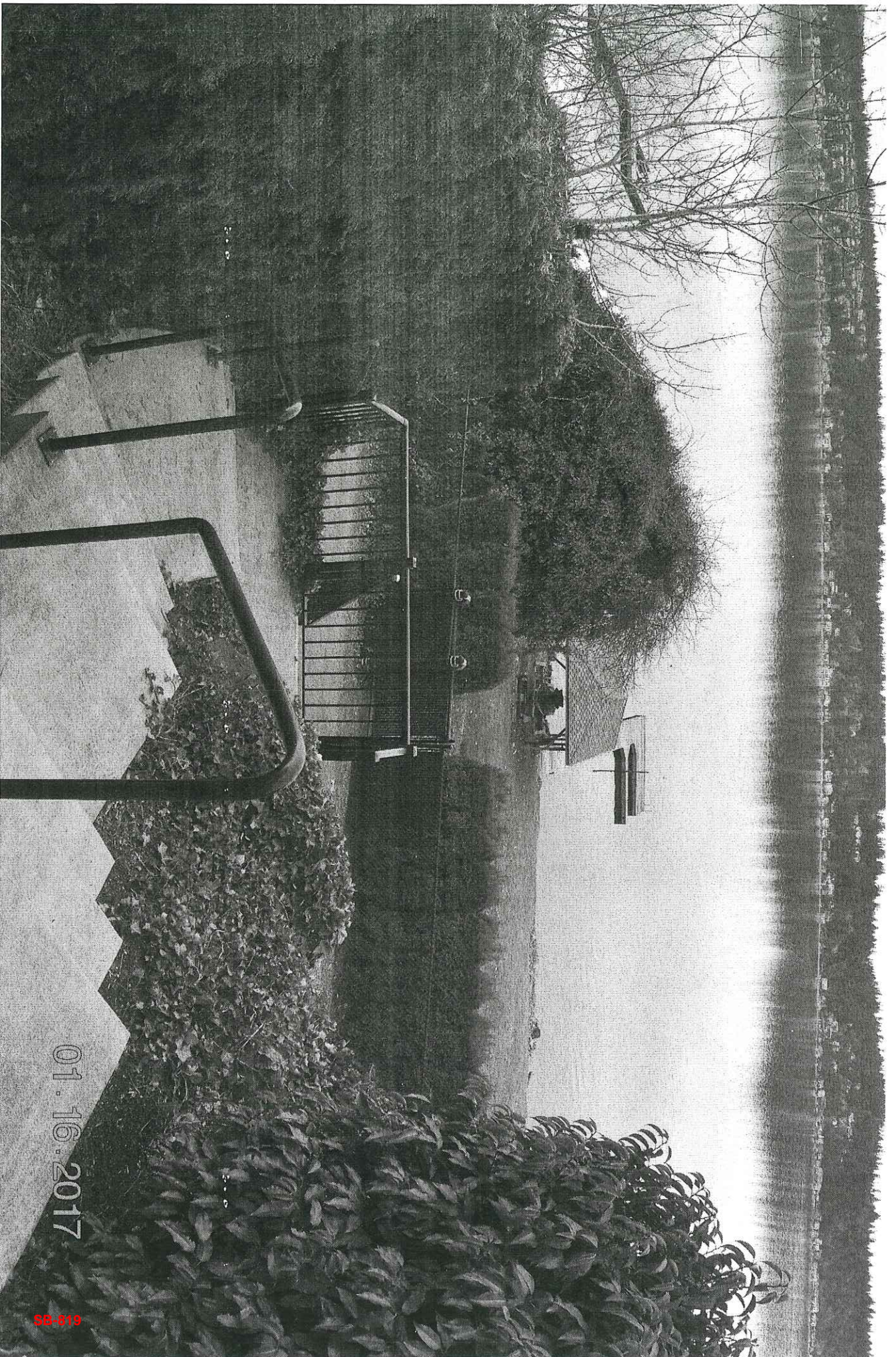
UP VIEW OF  
Concrete Steps



01.16.2017

SB-819

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

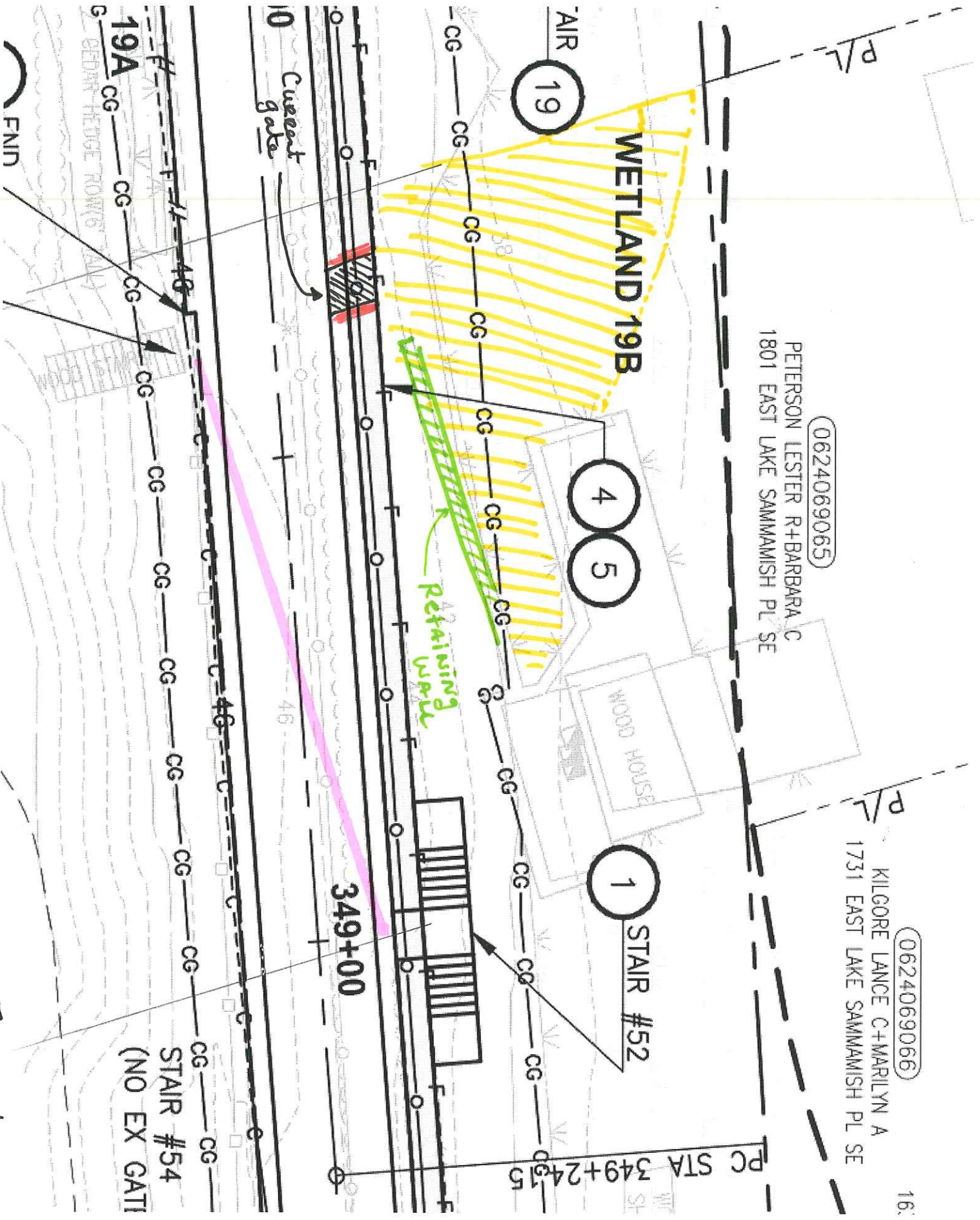


Fig # 1

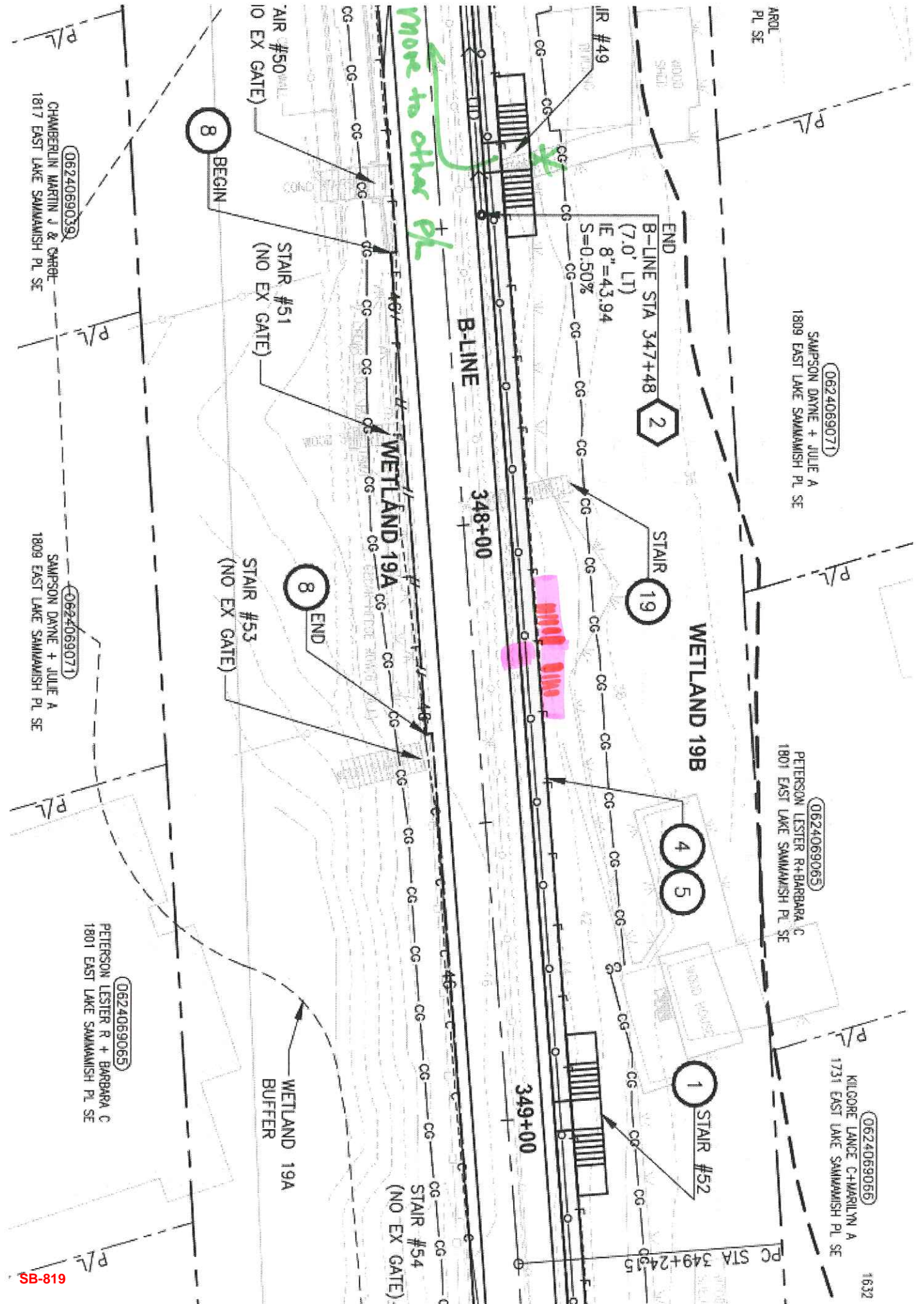


Fig # 2

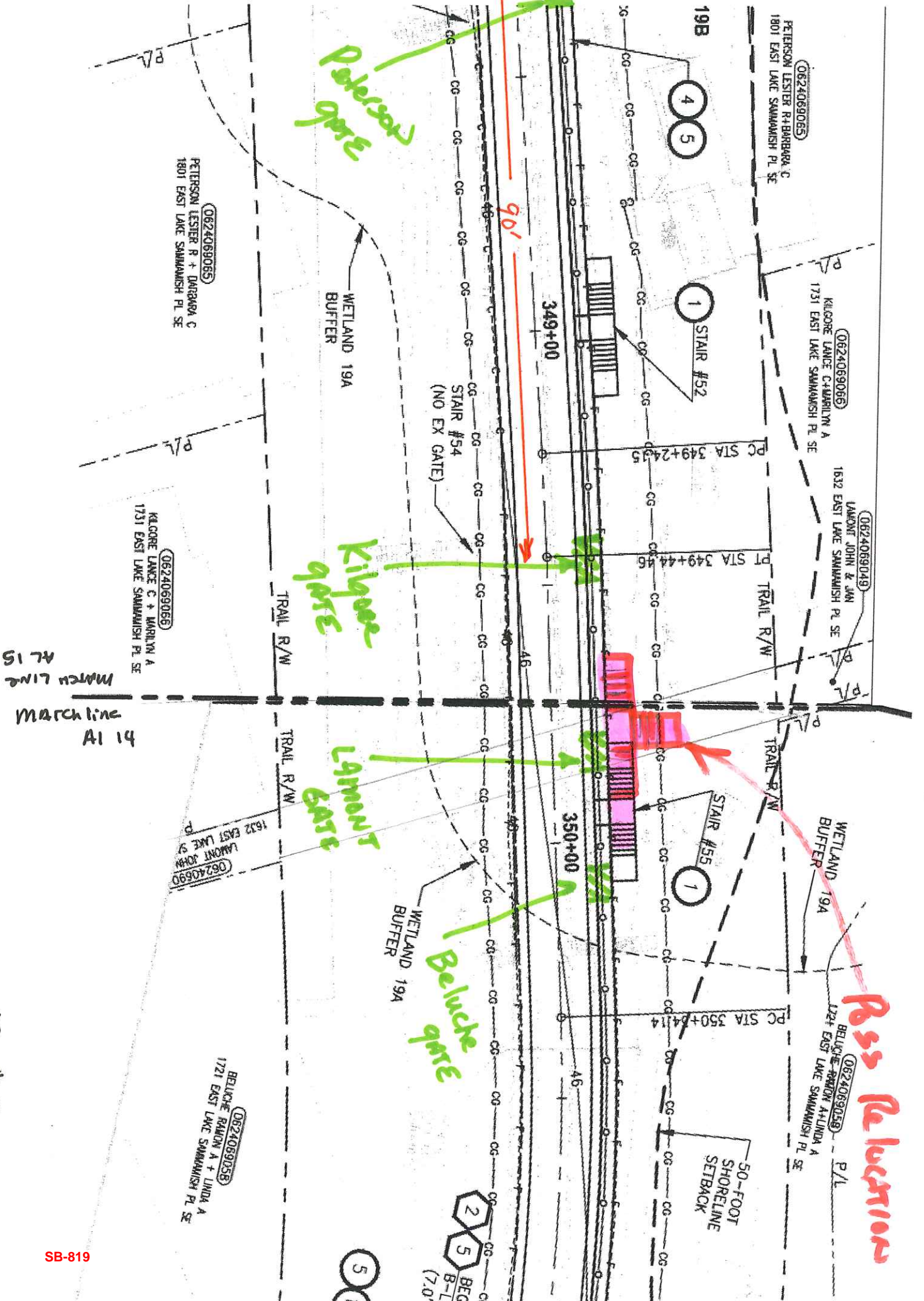


Fig # 3

Michael and Sasha Pallot  
2511 191<sup>st</sup> Ct se  
Sammamish  
98075

Saturday, January 21, 2017

To: City of Sammamish, East Lake Sammamish Trail Leadership  
Lot Number: 0724069101  
Trail Marker 323 on page 14 of 135 of Trail 2b 60% stage plans

**RECEIVED**

JAN 25 2017

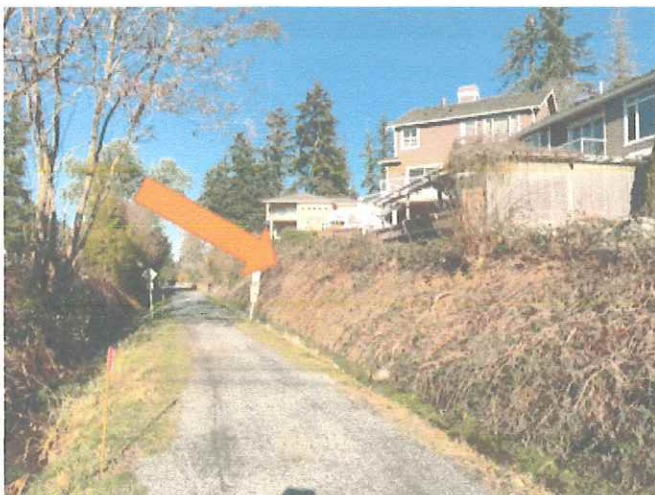
**CITY OF SAMMAMISH**

Dear Sammamish City Council Trail Leaders,

I want to thank you for inviting feedback on the East Lake Sammamish trail 60% plans and want to provide the following feedback and questions on the trail design as it borders my property.

- 1) **Drainage and impact to soil/slope on southern property line** – my property line has a slope adjacent to the trail and as the drainage is changed, large vehicles used on the trail and surrounding vegetation altered/removed I would like to understand what impact this will have on the stability of the soil/slope on my property line. Can the City/County please share the geo-tech survey for this? I understand the plans regarding underground drainage, given the volume of water sloping off the land, the proposed redirection of water flow I am very concerned as are my neighbors at the potential for flooding and land slippage.

**Proposal:** Build a retaining wall along the bank alongside property lot numbers: 0724069101, 0724069094 and 0724069118 as shown in the picture below:



- 2) **Construction traffic using SE26th** – As SE26th is a private street the responsibility for maintenance is with the homeowners and not the City. The vegetation plans incorrectly state it is a public road. I would like to confirm our understanding that SE 26<sup>th</sup> will not be used by trail vehicles. If any do so and cause damage or wear and tear the City will make good the road surface

**Proposal:** City to confirm in writing SE26th is a private road and will not be used for any construction traffic

- 3) **Access to/from the trail from SE26th** – SE26th is a private street and there should be no access to/from the trail by foot, cycle or other types of transportation. When the trail opened the City positioned a single sign at the top of SE26th ST. This has not had an impact on trespassing down SE 26<sup>th</sup> to the trail. I would like to understand what the City/County are proposing to eliminate access under the proposed plans

Thank you for the consideration, we look forward to hearing from you.



Michael and Sasha Pallot

Emailed 1/27/2017 lozbolt@sammamish.us

Hand Delivered 1/27/2017 to Sammamish City Hall, Attention Lindsey Ozbolt

RECEIVED BY PERMIT CENTER

Lindsey Ozbolt  
Associate Planner  
Community Development  
801 228<sup>th</sup> Ave SE  
Sammamish, Wa 98075  
lozbolt@sammamish.us

JAN 27 2017

CITY OF SAMMAMISH

Lindsey,

We reviewed the 60% Plans for the East Lake Trail with the King County representatives on Tuesday January 17th. During the meeting, we discovered several issues that the County recommended be brought to your attention in our input to the City of Sammamish. This letter serves as our input and strong objection to the 60% plan, as it currently stands. We strongly urge you to ensure that each of these issues be addressed before issuing any permits for work on the trail.

Note first, that we are heavy users of the current trail and advocates for its improvement. While the trail proves to be a great resource for all citizens of King County and the City of Sammamish, acknowledgement and necessary accommodation of the needs and rights of the immediate neighbors of the trail is critical. We appreciate your consideration in carefully compiling and addressing these issues and getting to a resolution that makes the trail great for everyone.

For Reference, our property is located at approximately Station 329+00 to 330+00 (shown on pages G5, EX6 & EX7, AL10 & AL11, LA6 & LA7), or at 2311 E. Lake Sammamish PL SE. I should note that our subject property, like our neighbors in both directions along this portion, is bi-sected by the trail. A separate letter, summarizing the concerns on six (6) families, including ours, was sent to you under separate cover. Our grave concern is that the current 60% Plan will destroy the value of our property, close or severely limit our access to both the trail and our lakefront property/dock/deeded shorelands, and create an unsafe situation for our family and other trail users.

We understand that the County owns the former railroad right of way through a quit claim it received. Various portions of the right of way have different legal origins...some portions were by grants from private landowners, some portions are based on the railroad's use of the right of way and acquisition of rights by prescriptive easement or adverse possession, and some portions are based on a specific grant by the Federal Government. Our property falls in the latter category. While the scope of what the County acquired may be somewhat uncertain in some portions, the United States Supreme Court has recently held in *Marvin M. Brandt Revocable Trust v. United States*, 134 S.Ct. 1257 (2014), that federal grants of property to railroads were the grant of easements, and not fee ownership. So, the most that King County could have acquired by a quit claim deed is an easement. Additionally, the federal Surface Transportation Board is only allowing King County to use the railroad corridor for trail purposes and for an interim period of time. These too are the hallmarks of an easement.

Because King County only has an easement in this section of the right of way, we are entitled to use our property in any way that does not interfere with the County's trail easement. It seems to us that we have the clear right to keep our utilities, steps, yard and other landscaping because they do not interfere with trail use. Furthermore, it seems reasonable that the County would not interfere with those rights by eliminating access our deeded shorelands on the other side of the railroad corridor being used for trail purposes.

Nevertheless, we are supportive of the trail as a wonderful community asset and would be willing to give up some of these rights if the County recognizes our concerns in this letter. In any event, the City should not allow the County to exceed its property rights in this particular area where there can be no doubt that the most it acquired was an easement without addressing our concerns. Please find below our specific concerns:

- We currently have stairs (Stair #36) leading to the trail, a split rail fence and a gate on the east-side/primary residence side of the interim trail. The stairs (#36) are scheduled to be eliminated during construction with no plans to replace them. Furthermore, the 60% plan calls for removal of stairs, fence and gate for construction, but there is no indication of replacement stairs nor gate, nor any access to the trail, our dock, and/or adjoining property/deeded shoreland. The 60% plan effectively cuts off our access to the trail, as well as our lakefront property/dock/shoreland!
- In the 60% plan (AL10 & AL11), there are no fences (and therefore no gates) planned at all for west-side (lake side) along this stretch of the trail. This creates a tremendous hazard for all trail users and makes it impossible to protect our dock, property, possessions from trespass. To be clear, as this section includes a rocky drop off to the lake and poses a severe hazard to all trail users and will require a gate for access when a needed gate is added. As there is no public access to this area, emergency response to this area would be nearly impossible if someone were to be hurt.
- Our current substantially upgraded/ornamental fence and gate on the west-side (lake side) represents a significant investment by both our family (+\$10K), as well as all of the neighbors in our neighborhood (est. +\$100K total). The “clean & grub” line in the 60% plan (AL10 & AL11) appears to run only inches (est. 6 inches) beyond the current fence line through this section, and is “at grade”. Elimination of the current substantial fence is unnecessary and expensive, as 6 inches of “cleaning and grubbing” can be achieved without removing this expensive fence. Additionally, maintaining this fence addresses fully the concern of bullet point #2 above and also prevents the potential for erosion on the steep bank beyond the fence.
- We have electrical power which runs beneath the current interim trail to our dock. The current 60% plan (AL 10 & AL11) does not appreciate that electric power runs beneath the trail to our dock and it is unclear as to whether the electric under the trail will be avoided or replaced, if damaged. Electrical power is critical to the medical needs of my family, as well as powering our boat lifts on our dock.
- The current 60% plan (LA6 & LA7) calls for the elimination of our lower lawn! Our current approximately 1800 square foot grass lawn is our family’s only usable recreation space, used regularly for kickball, soccer, and playing baseball. The plan to “create” a WBA (Wetland Buffer Addition) in this area is absurd, since it represents the ONLY example in the entire Segment 2B where a WBA has been proposed in an existing lawn (vs. in an unmaintained wooded area) and the ONLY example on the primary residence side of the trail! What is more absurd is that the area requires significant irrigation to maintain the current grass, shrubs, and trees. This is absolutely NOT an area that is a candidate to become a wetland. Why was my lawn (and that of my 2 neighbors to the north) chosen to be the wetland buffer area when so many other choices exist?
- During construction, which could last as long as 2 years, the 60% plan calls for temporary fencing to be placed without gates through the entire section that bi-sects mine and my neighbor’s properties. We will need access to our dock(s) during this period. How will this be accomplished? Will there be temporary gates we can lock? Will there be “shared” crossings allowing access to the lake for our neighborhood? Losing access to our lake/dock property for an extended period is an unacceptable inconvenience. Where homeowner’s primary

residences are west of the trail, crossings have been established. Just because our primary residence is east of the trail does not diminish the significance of the other portion of our property to the quality of our lives. We recommend breaking the construction of 2B into segments minimizing the number of months each segment will be challenged to reach the lake.

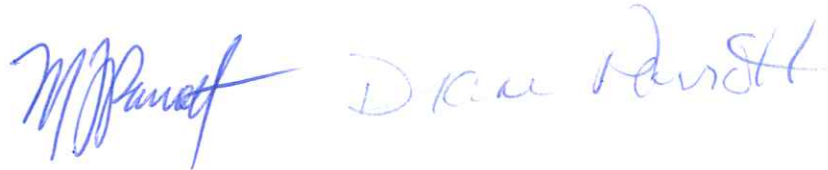
- The current 60% Tree Preservation Plan does not accurately reflect the major trees located on our property, or those neighboring us to the north or south. Currently there are no old-growth Douglas Fir trees displayed on our property in this plan. There are 6 old-growth Douglas Firs on our property and a significant number of additional old-growth Douglas Fir trees in the immediate neighborhood. Why haven't all of these trees of similar location, size, species and importance been tagged for preservation?

I've attached pictures and notes to assist in communicating the above points. Ideally, we'd encourage you, the City of Sammamish Council Members, the City Manager and King County officials to visit us, along our neighbors on East Lake Sammamish PL SE, to witness in-person the impact of the above concerns going unresolved. We stand ready to host you individually or as a group at your very earliest convenience.

Lindsey, we thank you for your efforts to address these issues that are paramount to our property value (both financially and usefulness) and trust that resolution to these issues are possible with the City's support. With your leadership, we have every confidence that we can find a way to make the trail great for all stakeholders.

Please contact us if you have any questions and/or wish to visit the site to explore our concerns firsthand.

Again, thank you!



Mike & Diane Parrott  
2311 E Lake Sammamish PL SE  
Sammamish, WA 98075  
[mparrott@costco.com](mailto:mparrott@costco.com)  
425-922-8390

Attachments:

- Picture #1. Issaquah Reporter Article Cover Photo (our home)
- Picture #2. View from our home to lake. Overview of subject area.
- Picture #3. View of current access, fencing, steps and grade.
- Picture #4. Lawn subject to being eliminated.
- Picture #5. Lawn, with depiction of plan to make 80%+ WBA
- Picture #6. Stair #36. Only access to trail/dock subject to elimination.
- Picture #7. View of drop-off and current fence for safety and security.
- Picture #8. Additional view of property West of trail. Rocky drop-off.
- Picture #8. Blow-up of Picture #8.
- Picture #9. Perspective of drop-off.
- Picture #10. Trail view. Current West fence. Clean & Grub line.



Picture #1



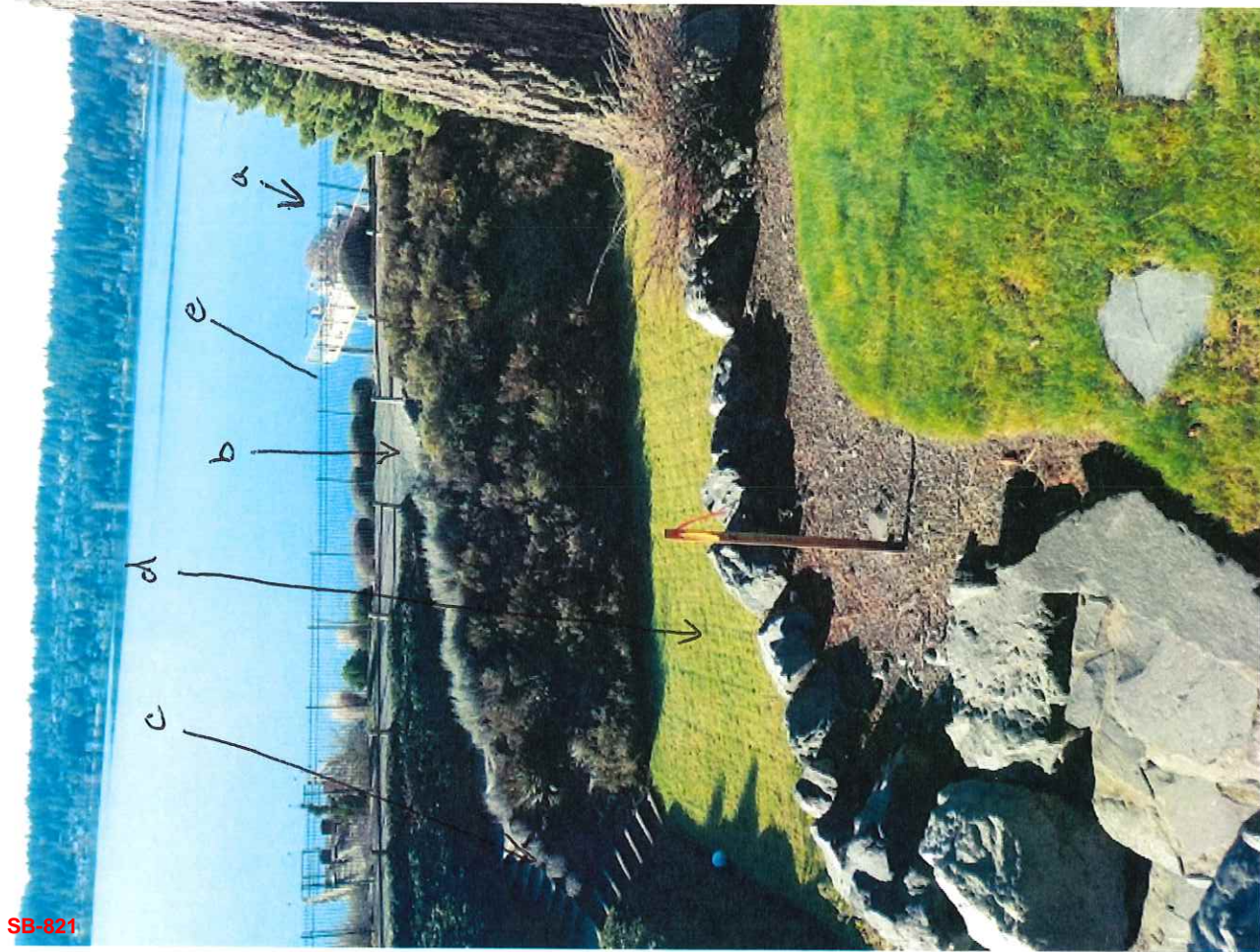
SB-821

way stake marking the center line of the expanded East Lake Sammamish  
ust to the edge of a homeowner's property, located within segment B of  
ke can be made out in the background, next to a tree in the homeowner'  
ik/staff photo).

My home was used as "the picture"  
to illustrate the extent of the  
issues along this section of the  
trail in the Issaquah Reporter  
article.

imamish Homeowners  
tinue battle with King  
nty over property right

Picture #2

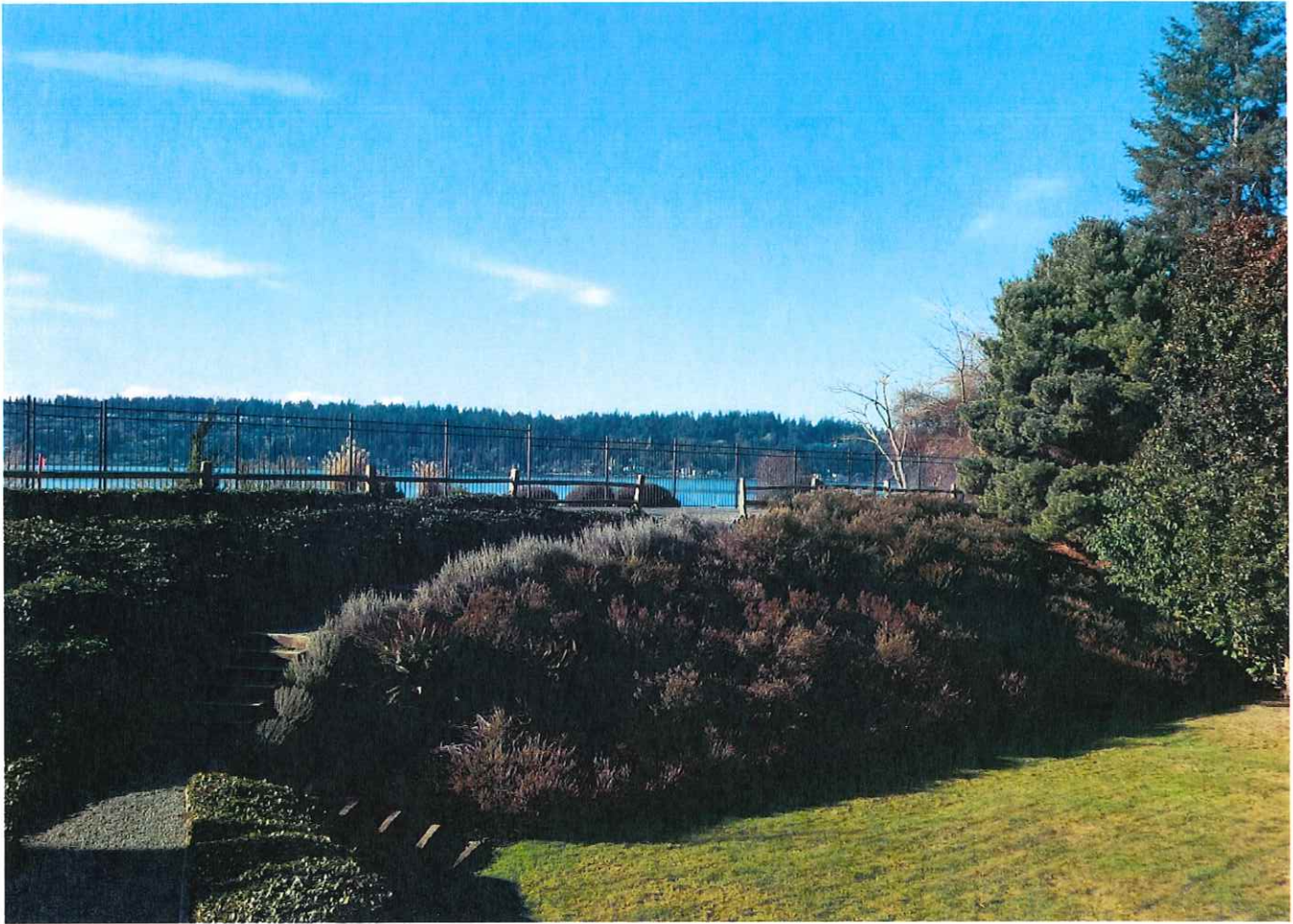


SB-821

View from the far stake in  
Picture #1

- a. current gate on west side of trail.  
Plan does not replace
- b. gate allowing access to current trail and to gate a to dock.  
Plan does not replace, thereby cutting off access as new fence on east side has no gate/access.
- c. Stain #36 removed during construction & not replaced?
- d. Aerial view of lower lawn to be 80% replaced with "WBA" (wetland Buffer Addition)!
- e. Current "substantial" fence to be removed with no plan to replace.

Picture #3



Shows current trail is at grade with fence on west side. Plan calls for removal with no replacement due to need to "clean & grub" 6" to the lakeside of current fence line.

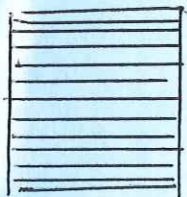
Picture #4



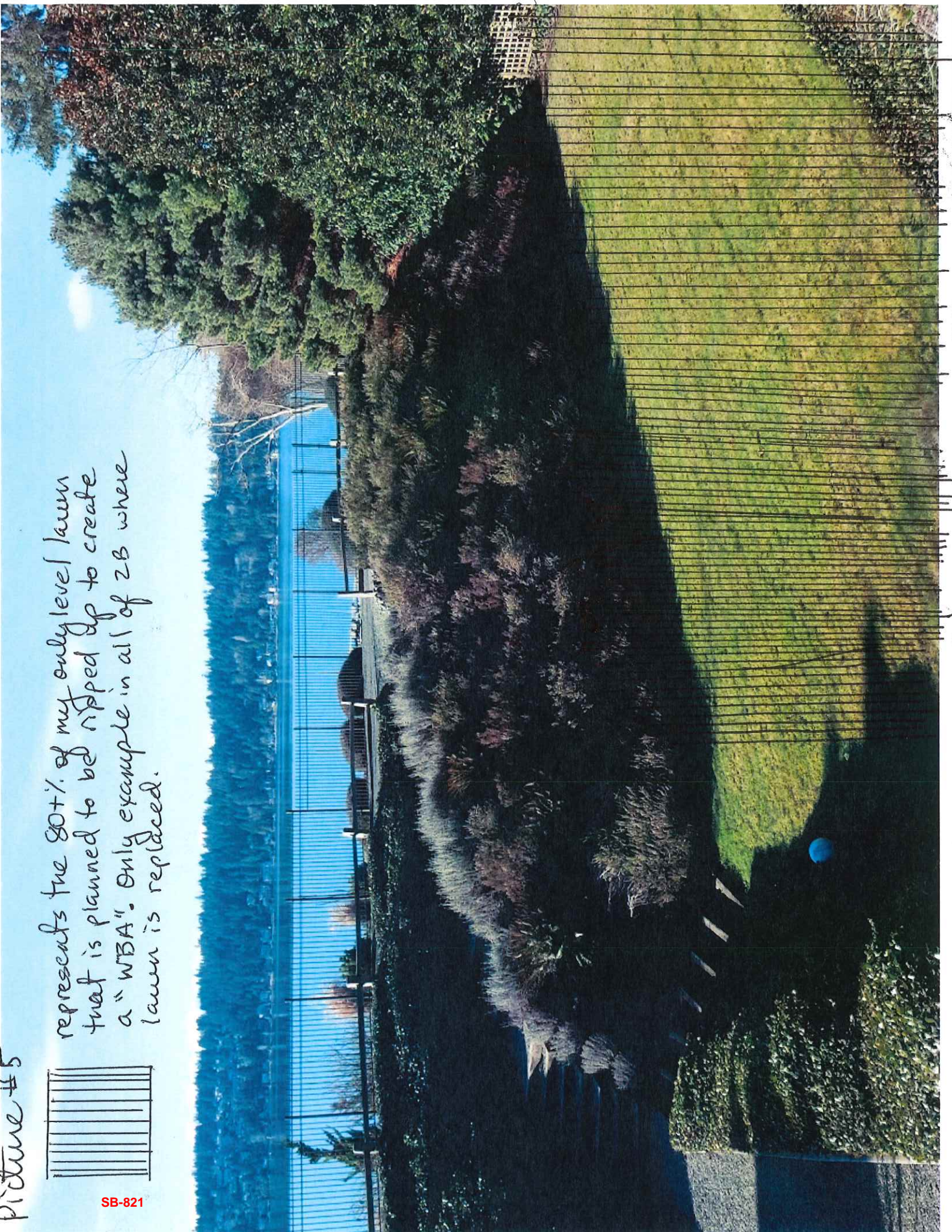
Current lower lawn. Plan is to remove lawn & replace with "WBA". The 3 homes in this area represent the only lawns in all of 2B (perhaps all of the Trail all sections) to be ripped up & replaced. All other "WBA's" are either "unmaintained" or on the side of the trail furthest from the primary home (i.e. ~~WBA~~ Trail separates "WBA" from primary residence or both!

Picture #5

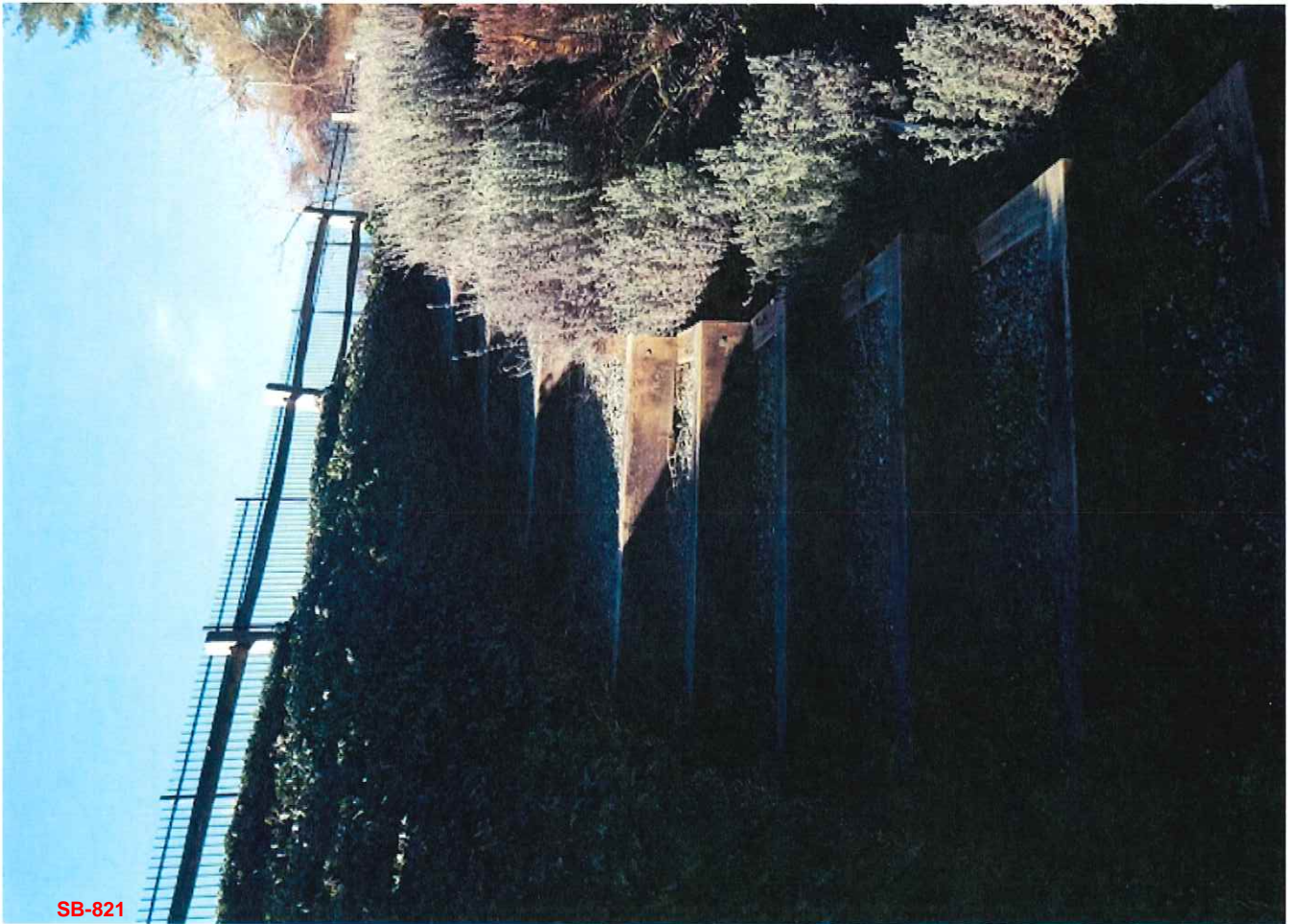
represents the 80% of my only level lawn that is planned to be ripped up to create a "WBA". Only example in all of ZB where lawn is replaced.



SB-821



picture #6



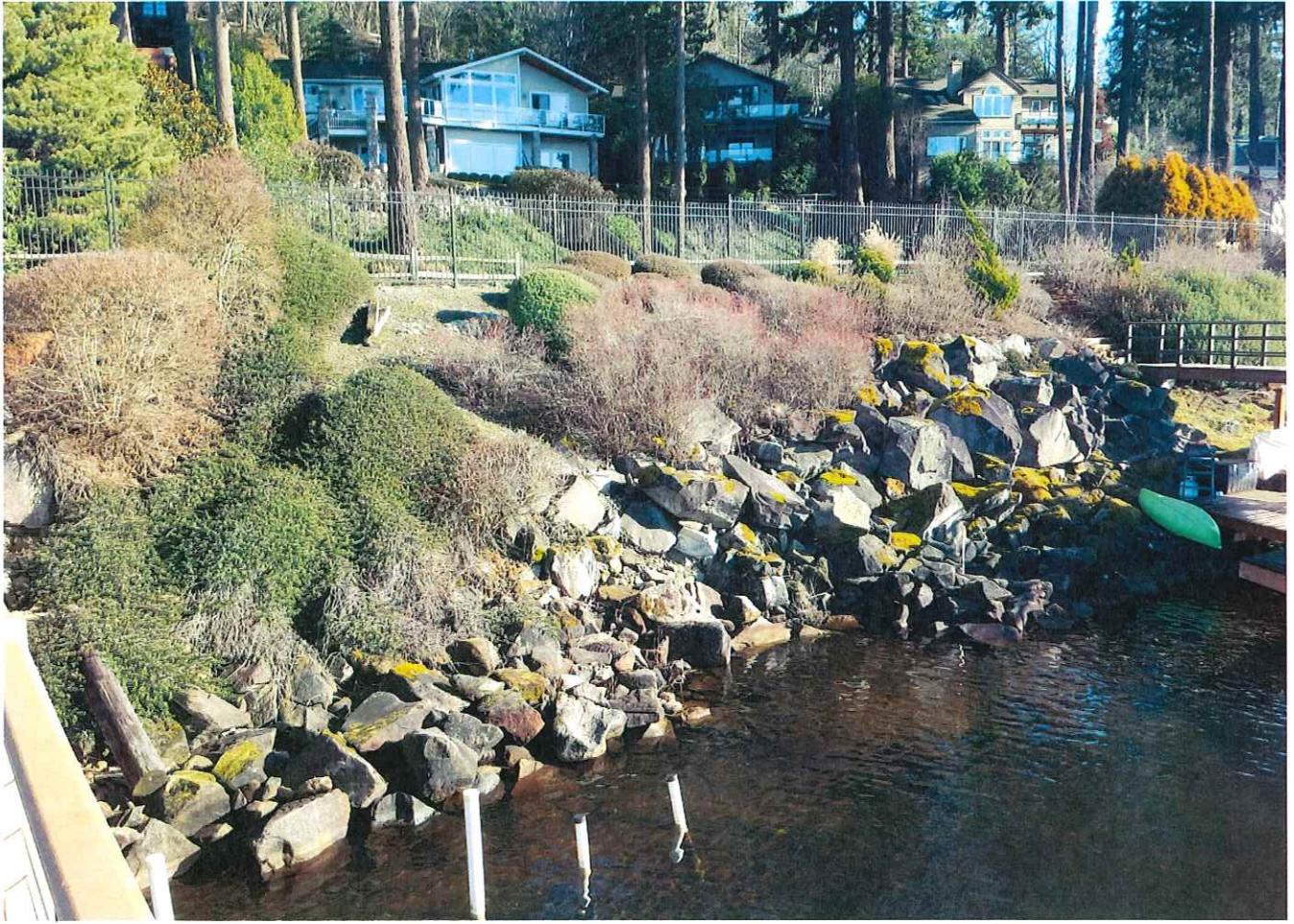
Stair # 36 close up. Only access  
to trail/dock. Removed / not  
replaced in 60% plan.

Picture #7



View from lake level showing steep dropoff.  
Roughly a 20' dropoff. 60% plan calls to eliminate  
west side fence and not replace.

Picture # 8



View from Dock of Steep dropoff on west side of the trail. 60% plan eliminates fence with no replacement.





Picture #8

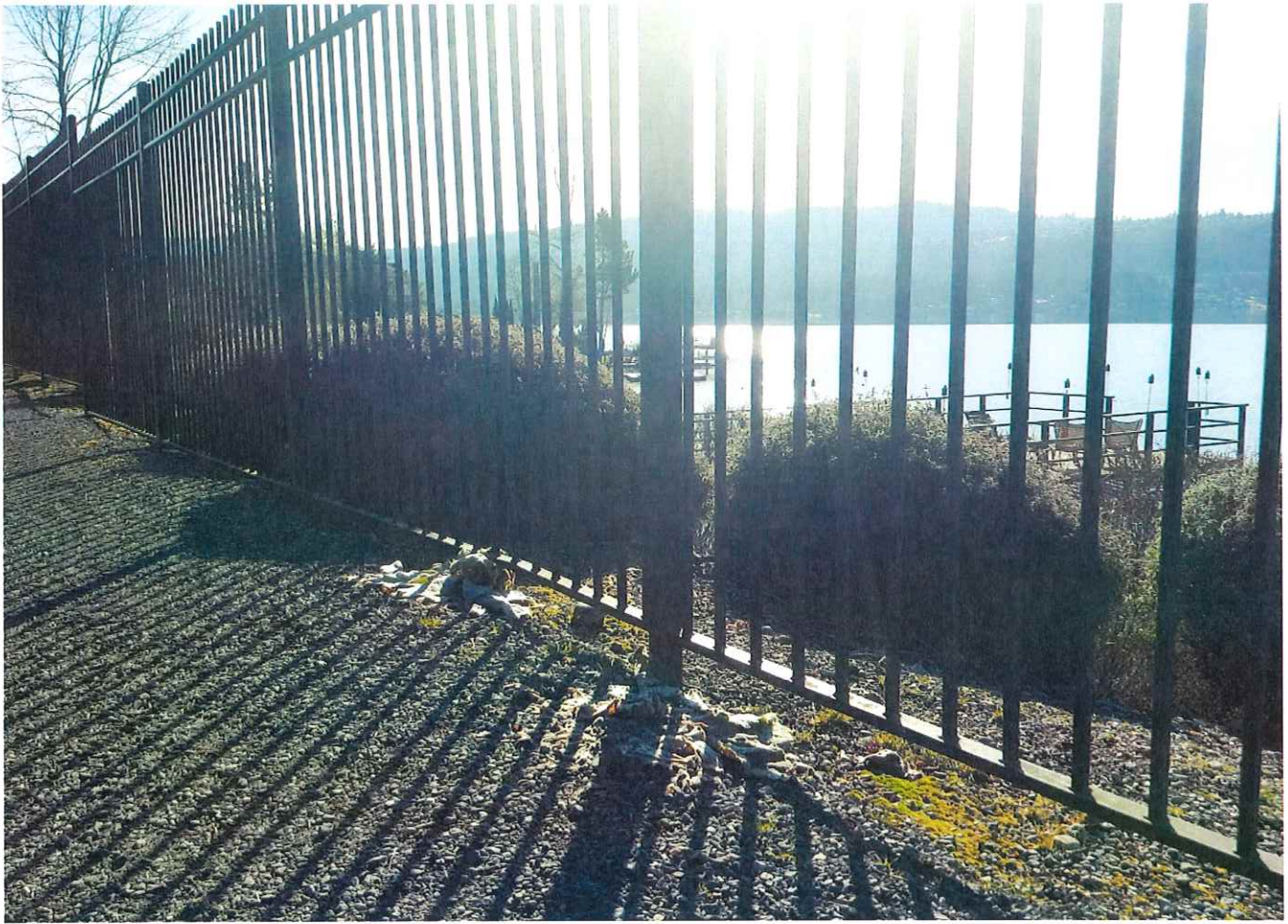
SB-821

Picture # 9



View through west side "substantial" fence,  
showing 20'-25' drop off.

Picture # 10



Close up of 700+' of "substantial" fence. Clearly "clearing & grubbing" can be accomplished without the fence's removal. Also indicates that significant erosion is possible if fence is eliminated.

Michael and Emily Repperger  
2609 E Lk Sammamish Shore Ln SE  
Sammamish, WA 98075

Lot Number: 0724069052 (Kruglick)  
Trail Marker: 318 (Sec 2B 60% plan)

Sunday, January 22, 2017

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

**RECEIVED**

**JAN 23 2017**

**CITY OF SAMMAMISH**

Dear Lindsey Ozbolt,

Thank you for requesting permit feedback for of the ELST section 2b 60% plans. Our property titled under Emily B. Kruglick (maiden name) shares its eastern property line with the trail corridor. We would like to provide feedback in 6 areas:

- 1) Concerns over drainage changes to existing ditches
  - 2) Misrepresentation of current condition of property at our house
  - 3) Clearer explanation of changes being proposed at our property
  - 4) Clearer understanding if trail construction will impact drainage improvements at our property that exist within the right of way
  - 5) Resolution to discrepancy between our property survey and the counties
  - 6) Correction to the Tree Preservation plan that SE 26<sup>th</sup> is a private road
-

## 1) Concerns over drainage changes to existing ditches

We are concerned about the drainage changes along the trail both directly east of our house and north of SE 26th along the corridor. Our house is at the lowest point of the neighborhood causing waters to flow down the pavement towards our house as well as underground water routes. We have done significant drainage work to protect our home and channel the water out to the lake.

North of SE 26th there are ditches (between 321-324), on both sides of the trail, gathering water from both above ground and below. The plan is that both sides of these ditches are to be filled in and an underground drain is to be established to the east of the new trail. We are concerned as to how this new drain will capture the same amount of water that the open ditches do. The open ditches are never without water, even in the summer. If the drain does not catch it, that water will naturally find its path downhill towards our home. It also concerns us that the "existing" plans show the water currently running north, in the eastern ditch, where it really is running south today. Thus the underground drain that will be going north is another change to the system that is currently working well today.

South of SE 26th there is one ditch (jurisdictional ditch 11A) to the east of the trail that is to be partially filled in and an underground drain is to carry water down past our property, at some points running along the part of the ditch that is to be left and into lake Sammamish a couple properties south of our property. We are also concerned as to whether this underground drain will maintain the same protection as the current ditch does for our house. We also question the direction that the "existing" plans show where the northern most part of this ditch is shown to be flowing north, and then farther south it shows it running south. The whole ditch today flows south.

**Request:** The city to require the county to correct "existing" plans to show the flows of these ditches today. The city should also review the consequences of the removal of these ditches, changes in directional flow and replacement with underground drains so that homes do not end up flooded.

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## 2) Misrepresentation of current condition of property at our house

The “existing” plans for our house do not depict our property correctly and thus make it hard to fully understand how the trail will impact us. Our plans show a rock line running alongside our asphalt driveway but stopping where it turns to gravel. The rocks actually run the entire length of the property to the southern boundary. This omission is confusing because the 60% plan plans have the clearing area follow the rock line but then come out into the gravel once the rocks have stopped which they have not. The rock line is also confusing as it shows a single layer of rocks and that layer is outside of the clearing area on the 60% plan. The rocks are actually not a line, but boulders that are positioned over an 8 foot wide area along the entire eastern edge of our driveway. They work as a current retaining wall to hold back the hill to the current interim trail which is approx. 5 feet higher than our asphalt. Note we have notified the county about the incorrect drawing of the rocks.

**Request:** We would like the “existing” plans updated to clearly reflect the current state of the rocks so that all planning has an accurate place to start.

---

## 3) Clearer explanation of changes being proposed at our property

The plan is to have a county built retaining wall between our property and the trail, however the plan shows the rocks being outside of the CG line, which we have been told means they will not be touched. This cannot be the case because the retaining wall is to be built in the same place they currently exist. This seems to be a side effect of the “existing” plan not showing how the rocks exist. Note we have notified the county about the plans not showing how the rocks would be affected.

**Request:** Once the rocks are correct on the “existing” plan we would like the 60% plan to show what they really plan to do with the rocks and retaining wall. Note we do understand and accept that the rock wall will need to go away, but would prefer that it be clear in the plans before it is permitted.

---

4) Clearer understanding if trail construction will impact drainage improvements at our property that exist within the right of way

Between the rocks and the asphalt/gravel there are 3 drainage basins that hook into our drainage around our house to capture the water coming off and under the trail. These were put in place due to water getting under the concrete driveway and making it float as well as being a risk to our houses foundation. They are not represented on the counties plans. Note we have sent a diagram to the county per their request showing them the drainage system issues at this site.

**Request:** We ask that before permitting the county add the existing drainage basins to the plans and show whether they will be removed or not. If they plan to remove them we also ask they explain how they will keep the water that the drains currently handle from damaging our property. Because these drains are important to the safety of our home and fun along the CG line, our hope is they be left alone and the CG line be drawn just to the east of them. This would mean the CG line that expands to the west at the asphalt gravel boundary, be kept in line with the drains until south of the last cleanout for the drain. It is important to us that both King County and we are very clear about what will happen with these drains as they do attach to our drainage around our house, so they cannot just be ripped out without possibly damaging the rest of our houses drainage system.

---

5) Resolution to discrepancy between our property survey and the counties

The ELST survey when staked in the fall did not match the survey we have on file with King County from 2002. The county has told us that it believes its survey is correct and we are awaiting further clarification from them to explain how our survey's definition of the trail corridor is incorrect. The discrepancy has the ELST western boundary approximately one foot west of where our original boundary survey had staked the boundary line.

**Request:** We would like clear agreement between us and ELST of the property boundary before the trail is permitted.

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6) Correction to the Tree Preservation plan that SE 26<sup>th</sup> is a private road

On the tree preservation plan, it notes SE 26th (Driveway 5) as a public driveway. On the 60% plans it is correctly marked as private. SE 26th is a private road and is not to be used for construction or trial access.

**Request:** We would like the tree preservation plan to correctly state that it is private not public.

---

Thank you for taking into account our concerns and issues,



Emily B. Repperger



Michael K. Repperger

(see included photo)



Rock walk

Drainage  
clearcut



Lot: 0724069052  
Trail marker: 318

← end of asphalt

Nancy Delie  
4122 204<sup>th</sup> Ave NE  
Sammamish, WA 98074

21 January 2017

Lindsey Ozbolt  
City of Sammamish  
Community Development  
801 228<sup>th</sup> Ave SE  
Sammamish, WA 98074

**RECEIVED**

JAN 25 2017

**CITY OF SAMMAMISH**

Dear Ms. Ozbolt;

Thank you for the opportunity to view the 60% Trail design and allowing us to comment and share our concerns. We are writing in concern of our property:

1123 Eastlake Sammamish Parkway NE  
Parcel #: 3575300092  
60% Sammamish Trail design drawings Station Point 458-00

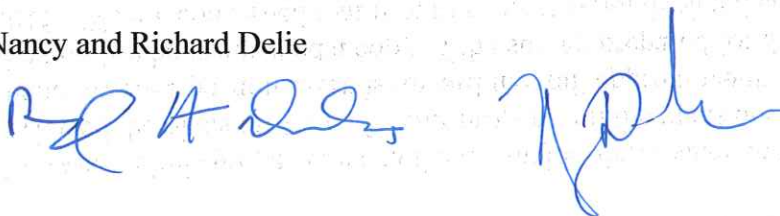
As owner of this property, we noticed a major discrepancy in the design drawings when reviewed the plans on 1/17/17. Our property on the plans does not reflect the actual lot shape, where a portion extends toward the trail approximately 25 feet from what is shown. We have attached a copy of the survey prepared for this property in October 2015. We are concerned that if our property is not depicted correctly on the 60% Trail design drawings, there may be issues in the future. We encourage you to revise the design plans to properly reflect the lot shape.

In addition, we have a question regarding the clearing and storing of equipment during the construction phases of the lake Sammamish trail. Will the construction fencing for stored equipment be up during the entire construction phase, even if not actively working on the portion of the trail where my property is located? Property access, security and safety are always a concern.

Thank you for your time and I can best be reached at [nancy.delie1@gmail.com](mailto:nancy.delie1@gmail.com) or via home phone at (425) 868-4325.

Sincerely,

Nancy and Richard Delie

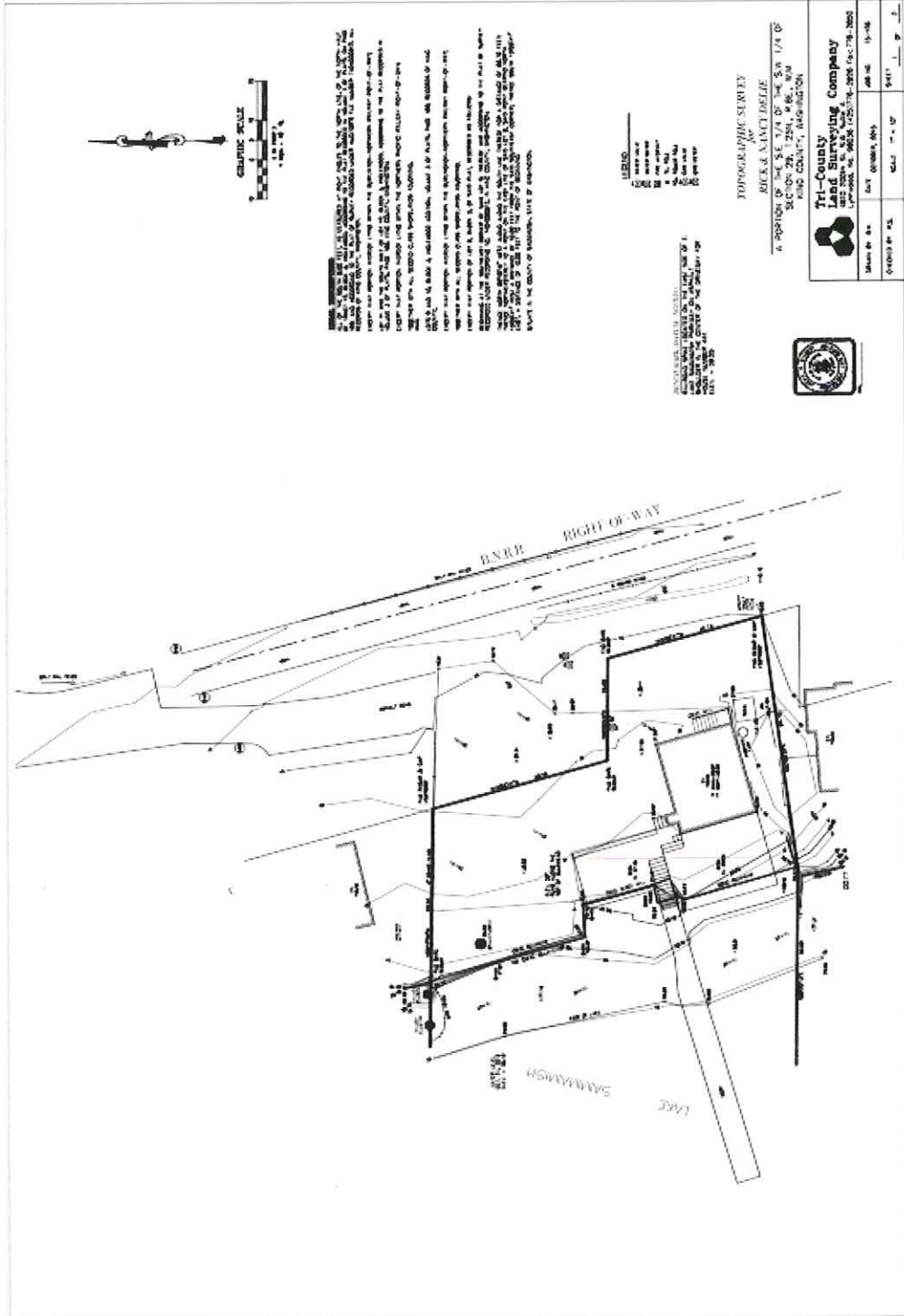


*I also sent this in  
an email NO.*

Delie property

Parcel  
# 3575300092

Station Point  
60: on  
is Trail Design  
458.00



1123 Eastlake  
Sammish NE  
Pylew 98074