

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-001	Jobe	Angela							1/27/17	Great concern for the removal of the gravel driveway at trail markers 470-473.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-002	Stock	Brandon							1/16/17		
TJ-002a	Stock	Brandon								1. Water Quality during construction at STA 463+50 to 464+22. Please provide details on how debris, runoff and other upset material will be contained and not discharged into the lake during construction.	The construction documents include Temporary Erosion and Sediment Control Measures. In addition, as construction approaches, a Stormwater Pollution Prevention Plan will be developed and the contractor will be required to obtain coverage under a construction NPDES permit.
TJ-002b	Stock	Brandon								2. It is not clear that the permit process has been completed for construction inside the wetland buffer located adjacent to my property. Please provide details on the permitting process as well as plans to protect and maintain this buffer during construction.	Both temporary and permanent impacts to wetlands and wetland buffers are addressed in the Revised Critical Areas Study (July 2017), available on the project website: <a href="http://www.kingcounty.org/eastlakesammamishtrail">www.kingcounty.org/eastlakesammamishtrail</a> . The City is reviewing critical area compliance in conjunction with the shoreline substantial development permit application.
TJ-002c	Stock	Brandon								3. Access During Construction. Please provide details on how access will be maintained throughout the construction of the trail as well as a timeline for construction as soon as it is known. Including staging areas for construction, allowable alternate parking areas for resident access, etc.	King County will ensure residents have access to private property adjacent to the trail during construction. All private property owners adjacent to the trail will be able to access their property during construction with limited exceptions for safety reasons. It will be a condition of the construction contract (to ensure access) and the contractor will determine the means and methods for doing so.
TJ-002d	Stock	Brandon								4. Tree Damage/Removal. Is there a plan to survey during construction to ensure that tree damage including to the root systems of adjacent trees is maintained? I have reviewed the tree preservation plan, but there is no clear plan for ongoing inspection.	The project arborist will be involved during construction--first in ensuring that the correct trees are removed and then during earthwork to review disturbance to root systems.
TJ-002e	Stock	Brandon								5. Tree #8096 - is dead and leaning West. This should be added to the REMOVE list.	Thank you for providing this observation.
TJ-002f	Stock	Brandon								6. Tree #8093/8094. Please add this entire section to the REMOVE list as the trees are unhealthy and imminent threats to both the new trail and the West side property owners.	Thank you for providing this observation.
TJ-003	Ludlow	John T.			Hanson Baker, 2229 - 112th Ave NE Ste 200, Bellevue, WA 98004				1/27/17		
TJ-003a	Ludlow	John T.								Atty correspondence re: Objections to improvements outside the former 10-14 ft width of the tracks, ties and ballast.. The county does not own the land.	Please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website at <a href="http://www.kingcounty.gov/eastlakesammamishtrail">www.kingcounty.gov/eastlakesammamishtrail</a> .

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TJ-003b	Ludlow	John T.								Atty correspondence re: Eliminating the gravel road will limit access, increase traffic and decrease safety, impede garbage pick-up, delivery, and emergency vehicles.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-003c	Ludlow	John T.								Atty correspondence re: Alternative Proposal Preserving Gravel Access Road.	Please see the response to TJ-003c above.
TJ-004	Hesse	Christina			1301 206th Ave NE	Sammamish	WA	98074	12/31/16	I use the trail regularly and support its development. I'd like to voice my concern about where you'll be storing equipment during construction. Currently there is a drainage project in progress on Inglewood Hill Road. Please let me know if there are any plans on using that segment on Inglewood Hill Road for equipment storage, and if so, I'd like to ask that you reconsider to give me and also my neighbors a break.	Thank you for your support. Regretfully, there are very few locations for construction storage along the corridor. Unfortunately, this area will likely be used once again as a staging area.
TJ-005	Jobe	Cynthia F.			1537 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/26/17		
TJ-005a	Jobe	Cynthia F.								The split driveway that services Trail Markers 470-473 culminates at our residence. ADA COMPLIANT. The Inglewood Hill Parking Lot/Trail 60% Plan needs to keep the existing or redesign to include an ADA Compliant driveway to the Kokomo Place residences.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-005b	Jobe	Cynthia F.								The split driveway that services Trail Markers 470-473 culminates at our residence SAFETY. Difficult for Emergency vehicles	Please see the response to TJ-005a above.
TJ-005c	Jobe	Cynthia F.								The split driveway that services Trail Markers 470-473 culminates at our residence. PRIVACY & SECURITY. Homeowners risk potential theft & vandalism due to the elimination of privacy landscaping. We would like the option to keep existing or plant new landscaping between the public trail and our residences not to exceed a height limit of six (6) feet. allowing the homeowner to install a security gate that aligns w the county's chain link fence would provide a deterrent and potentially lower the crime rate.	The intersection of the trail with the multi-leg driveway in the vicinity of your home limits opportunities for planting because of the necessity to ensure adequate sight distances for drivers and trail users. Areas that are temporarily disturbed during trail construction will be replanted. The 90-percent plans will include more landscaping details.
TJ-006	Staples	Coleen							1/26/17	I realize that improving the trail is a positive effort, but I ask that you pay owners for their land or find another way.	King County is improving the publicly owned ELST corridor. Please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website at <a href="http://www.kingcounty.gov/eastlakesammamishtrail">www.kingcounty.gov/eastlakesammamishtrail</a> .
TJ-007	Tuohy	Chris							1/27/17		
TJ-007a	Tuohy	Chris								We are owners of recreational lot PL 38, which sits between Stations 466 and 467 and between Stairs 90 and 91 on the Master Plan. <ul style="list-style-type: none"> <li>• STAIRS AND SHARED ACCESS What factors impacted the decision to propose shared access for the South trail segment?</li> </ul> 1. What are the proposed plans to ensure that property owners have safe, adequate and accessible routes to access to their property?	Your recreational property is accessed from the ELST corridor--a public park. As part of the ELST improvements, a new retaining wall will be constructed on the west side of the trail. Because the only land access to your lakefront property is by crossing the trail, stairs will be provided. These stairs stairs may look different or be in a different location than the existing access, and they may be shared. Adjacent property owners may request additional access improvements to meet specific access needs via Special Use Permit following trail construction.

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TJ-007b	Tuohy	Chris								<ul style="list-style-type: none"> <li>• STAIRS AND SHARED ACCESS</li> </ul> 2. What are the proposed plans for deterring trespassing, loitering and illicit behavior along the trail buffer?	The 60 percent design for the trail provides for removal of private fences that inhibit or restrict public access to parkland. King County will not typically be reconstructing fences immediately adjacent to the trail unless required by code to protect trail users from edge hazards, discourage intrusion into critical areas, or separate trail use from parallel vehicular use. A chain link fence will be located on the retaining wall bounding the west side of the trail in the vicinity of your property with an opening in the fence where the stairs are located. Gates are not proposed. Neighbors who want to construct fences and gates for privacy or security should do so at their property line.
TJ-007c	Tuohy	Chris								<ul style="list-style-type: none"> <li>• STAIRS AND SHARED ACCESS</li> </ul> 3. What are the proposed plans to ensure the stairways can accommodate recreational equipment?	Please see the response to SB-007a. Neighbors may request additional access improvements via Special Use Permit following construction.
TJ-007d	Tuohy	Chris								<ul style="list-style-type: none"> <li>• PARKING LOT AND RESTROOM FACILITY</li> </ul> Will the parking lot be closed to cars before dawn and after dusk? If we have a car parked in the parking lot after dark will we be able to get out of the parking lot or will it be locked in somehow?	King County Park facilities are open from dawn to dusk. The facility will not be gated.
TJ-008	Bernard	Denise	Bernard	Tim	2653 E Lake Sammamish Pkwy SE	Sammamish	WA	98074	1/27/17		
TJ-008a										The area of concern is between markers 314 + 46.38- 314+74.22 regarding the private driveway #4 on our property. Both of the trail project's existing plans and proposed plans are not reflective of the current easement road and driveway locations on our property.	For some time, King County Parks has been working with the developer to provide a safe crossing and address design issues and will continue to do so. Limited use of Parks property will be allowed to provide access. It may not take the form that the developers desire but it will accommodate access to the property. Any questions about the location of the driveway within the developed property outside the trail corridor should be directed to the City of Sammamish since they have approved the development.
TJ-008b										In addition, an electrical gate is to be installed where the driveway meets the trail crossing to the other two new homes being built on the water for this gated community.	Please see the response to TJ-008a above. King County will not ordinarily allow private gates on public parkland. They may be placed at the property line.

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TJ-008c										Also, there is a large green utility box that has been installed last year at the end of the driveway.	<p>Any questions about the location of the driveway within the developed property outside the trail corridor should be directed to the City of Sammamish since they have approved the development.</p> <p>In order to avoid potential damage during construction of the ELST, adjacent property owners with utilities in the ELST corridor should provide specific notice to King County about utility type and their location. The notice should include all available information, (permits, plans, engineering, etc.) regarding the type and location of utilities on Parks property.</p> <p>As part of the development of 90-percent plans, King County is collecting more as-built information to reflect the location of existing utilities. Permitted utility connections across the corridor will be maintained during and after construction. During construction, there may be periodic shutdowns; however, King County will provide advance notification of planned shut downs; damage to existing, permitting utilities will be repaired by Contractor.</p> <p>If your utilities were not previously permitted through King County, you will be required to apply for a Special Use Permit. If allowed, the utilities will also need to be upgraded to current code in order to protect workers and users within the trail corridor.</p>
TJ-008d										We have been told by the developer, Upinder Dhinsa from Lake Sammamish Estates, LLC that he has been working closely with both the county and the City of Sammamish regarding this design. Can you please keep us abreast of any concerns or changes regarding this driveway crossing design.	Please see the response to TJ-008a above.
TJ-009	Marshall	Frank			659 E Lake Sammamish Pkwy SE	Sammamish	WA	98074	1/10/17		
TJ-009a										1. I have looked at completed sections of the trail down towards Issaquah and see that a split rail is possible on top of a wall and would like to convince you to change the chain link to split rail in this section of the trail.	The type of fence used depends on the height of the wall. Split rail fence is only used in limited situations because it doesn't provide the same level of protection as a chain link fence.
TJ-009b										2. pipe is planned to go under the trail from the east side of the trail to the west. The pipe on my property is only 12 inches in diameter. If the pipe under the trail is 24 inches, the result could be flooding on my property which could be avoided if the pipe under the trail matches my property at 12 inch diameter. Any backup would occur on the east side of the trail and is buffered to flow north between the trail and the parkway thus avoiding any chance of flood damage.	King County appreciates information about the downstream drainage system. We will review and consider it during final design.
TJ-010	Bird	Jan			3310 221st Ave SE	Sammamish	WA	98075	1/27/17	There are trees 8645 to 8650 and 8654 that are to be removed and I assume all the shrubs underneath it as well. This is one section where I would be willing to settle for elimination or narrowing of the shoulder for a short distance if a 12' wide trail can still be built there.	King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. In the vicinity of your comments, approximately 23 significant trees are been avoided. However, there are a number of factors that determine the trail alignment including building the trail within a narrow corridor, steep terrain, and avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Accommodating the wider trail to meet these criteria does require removing some trees to build a trail that is safer and more accessible to people of all ages and abilities. Of the dozens of trees in this vicinity, the arborist has only identified 11 that must be removed.

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TJ-011	Stenson	James							1/26/17	I will be happy to go on record as saying that King County has been unresponsive, unprepared and unwilling to do anything other than what they want to do. No consideration for anything other than their own poorly engineered agenda. Property rights, common safety, common courtesy are not issues that they care to address or in which to engage.	Comment noted.
TJ-012	Hollomon	Michelle							1/23/17	King County forward of comments - Access to Inglewood Beach Club this summer?	Construction did not affect access this past summer.
TJ-013	Mathy	Mike	Mathy	Sara					1/27/17	Concern over the expansion and pavement of the trail in the city of Sammamish. Our biggest concern remains the removing of the buffer between the trail and homeowners to the West of the trail. The county already does a horrible job keeping up the existing trail. Maintenance and upkeep are virtually non-existent. The trail is littered with garbage, animal waste, and overgrown weeds. And no one at any level enforces the "rules" of the trail that exist today (in particular -- stop signs, dog waste, leash laws, speed, staying on the trail, access to the trail, and adherence to hours of operation during daylight hours only). Expansion of the trail will only exacerbate these issues, and become a bigger headache for property owners and city officials in the future.	Your comments are noted. Improvements are occurring within the County-owned ELST corridor--public parkland. The trail corridor is typically much wider than the area of trail improvements. Property owners wanting to install fences or landscaping for privacy, security, or buffering should do so at the property line or on their property.
TJ-014	Hollomon	Michelle							1/23/17	see TJ-12	Please see the responses to TJ-012.
TJ-015	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17		
TJ-015a	Grams	Ryan								There are many issues that will be caused by the current design. A life and safety issue at the top of the list. The proposed access to our home according the plan is very dangerous, and more than likely non-conforming to current code conditions.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-015b	Grams	Ryan								Finally, does the county really have rights up to everyone in my neighborhoods' front doors?	Yes, in many cases this is the situation. In years past, to maximize the use of their own property, many residents chose to build zero lot line homes, building right up to their property line. As a result the front door sometimes is on the property line with their front door landing on County owned trail corridor. The East Lake Sammamish Trail corridor boundary shown on the design plans and staked in the field was established by holding the centerline alignment according to the East Lake Sammamish Trail right of way exhibit (King County Roads Services Map 311-99). This survey determined the centerline by locating the east rail as it existed at the time of the survey. The sidelines of the corridor are shown based on this right of way exhibit and the quit claim deed to the County recorded under Auditor's file number 9809181252 records of King County. In some areas, additional changes subsequent to the 1998 documents have been reflected in the corridor boundary when the conveying document could be identified and depicted. If you have additional information that we should be aware of, please call our hotline 1-888-668-4886.
TJ-015c	Grams	Ryan								As proposed the current plan will strip our ability to be served by any large vehicles.	Please see the response to TJ-015a above.
TJ-015d	Grams	Ryan								I propose that the neighborhood use the current driveway exclusively for ingress, and the proposed driveway for egress.	Please see the response to TJ-015a above.

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TJ-016	Johnson	Richard	Wagner	Cheryl	20035 SE 27th Pl	Sammamish	WA	98075	1/27/17	Trail Supporter	Thank you for your support of the East Lake Sammamish Trail.
TJ-017	Oien	Steve			1633 209th Pl NE	Sammamish	WA	98074	1/27/17	Trail Supporter	Thank you for your support of the East Lake Sammamish Trail.
TJ-018	Schwab	Sarah			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17		
TJ-018a	Schwab	Sarah								On the subject of privacy-I'd ask the city to reconsider its landscaping plans for this area, taking into account our privacy and permitted fence that was demolished.	The intersection of the trail with the multi-leg driveway in the vicinity of your home limits opportunities for planting because of the necessity to ensure adequate sight distances for drivers and trail users. Areas that are temporarily disturbed during trail construction will be replanted. The 90-percent plans will include more landscaping details.
TJ-018b	Schwab	Sarah								On the subject of safety-The current plan has traffic rerouted to drive through the sport court, creating a significant safety risk for our children's play area and community gathering space.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. All improvements are occurring within the ELST corridor.
TJ-018c	Schwab	Sarah								On the subject of safety - My second safety concern is around cyclists. We've had countless conversations with cyclists who wanted to continue on the most direct paved path which led them up our private driveway. We're very concerned about a collision and have been documenting instances of cyclists using our private driveway.	Currently there is a signed interim access path from the trail to the temporary parking lot above for trail users. This was installed in 2008 for trail users to get to and from the Parkway to the trail. A paved access ramp is proposed as part of the future Inglewood Hill Parking Lot project. This access is again intended for trail users to get to and from the Parkway to the trail. King County has not and does not encourage trail users to use Kokomo Drive as an access point to or from the trail. Based on the exclusive easement of Kokomo Drive, you may choose to implement additional measures to discourage the use of the driveway, including signing and gating. Please note that any work on King County property requires a Special Use Permit (SUP) from King County Parks.  King County is designing the trail to meet the highest safety standards.
TJ-019	Greenwood	Loren	Greenwood	Terri					1/2/17	I own a house in the Lake Sammamish Beach Club Neighborhood and wondered if our Beach Club Community lot on Lake Sammamish will be in any way effected by the impending trail and parking lot development?	King County will ensure residents have access to private property adjacent to the trail during construction. All private property owners adjacent to the trail will be able to access their property during construction with limited exceptions for safety reasons. The existing stairs on the west side of the trail are not impacted.
TJ-020	DeMeester	Wayne							1/13/17		
TJ-020a	DeMeester	Wayne								On their drawings are lot is in between 462 & 463. I have a number of questions in regard to the construction. They show a shared entrance to our property and the property owner to the north. Is there a gate on this entrance?	Your recreational property is accessed from the ELST corridor--a public park. As part of the ELST improvements, a new retaining wall will be constructed on the west side of the trail with a chain link fence on the top. No gate is proposed at the location of the shared access. Neighbors wanting to install fences and gates for security should do so at the property line.
TJ-020b	DeMeester	Wayne								I have a number of questions in regard to the construction. A shared entrance is a problem from a securing our gate with a lock. How is this addressed by construction?	Please see the response to TJ-020a above.

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TJ-020c	DeMeester	Wayne								I have a number of questions in regard to the construction. The new wall that is proposed is approximately 15 feet to the west of the existing trail. This seems to be a major revision of the trail which makes this now a 33' wide trail through this section. Why such an intrusion on our property?	The trail is widened to the west in the vicinity to avoid the wetland on the east side of the trail and to preserve the existing access from the Parkway. The trail is 18 feet wide.
TJ-020d	DeMeester	Wayne								During construction what provisions are made do as to have access to our property?	King County will ensure residents have access to private property adjacent to the trail during construction. All private property owners adjacent to the trail will be able to access their property during construction with limited exceptions for safety reasons. The existing stairs on the west side of the trail are not impacted.