Lindsey Ozbolt

From: Patricia Harrell <Pat_Harrell@msn.com>
Sent: Friday, January 27, 2017 11:42 AM
To: Lindsey Ozbolt
Subject: Re: East Lake Sammamish Trail-South Sammamish Segment B section-60% Design Plan comments

Thanks Lindsey! Have a great weekend.
Pat

From: Lindsey Ozbolt <LOzbolt@sammamish.us>
Sent: Friday, January 27, 2017 11:18 AM
To: Patricia Harrell
Subject: RE: East Lake Sammamish Trail-South Sammamish Segment B section-60% Design Plan comments

Dear Pat,

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

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

Regards,

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

From: Patricia Harrell [mailto:Pat_Harrell@msn.com]
Sent: Thursday, January 26, 2017 6:58 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: East Lake Sammamish Trail-South Sammamish Segment B section-60% Design Plan comments

Hello Lindsey,
Attached are my comments. If you have a minute please confirm your receipt and no issue opening the document.
Best Regards,
Pat Harrell

SB-69

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 11:18 AM
To: 'Patricia Harrell'
Subject: RE: East Lake Sammamish Trail-South Sammamish Segment B section-60% Design Plan comments

Dear Pat,

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

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

Regards,

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

From: Patricia Harrell [mailto:Pat_Harrell@msn.com]
Sent: Thursday, January 26, 2017 6:58 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: East Lake Sammamish Trail-South Sammamish Segment B section-60% Design Plan comments

Hello Lindsey,
Attached are my comments. If you have a minute please confirm your receipt and no issue opening the document.
Best Regards,
Pat Harrell

SB-69

Emailed 1/26/2017 lozbolt@sammamish.us
Hand Delivered 1/27/2017

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

RE: King County SSDP Permit-- South Sammamish Segment B
Homeowner comments regarding 60% Design Plan
Survey Station 332+00
2221 East Lake Sammamish PL SE

Dear Lindsey,

I am a Sammamish lakeside property owner with two properties located within the South Sammamish Segment B. I have reviewed the 60% Master Plan Designs in detail that relate to my property and the properties in the near vicinity and met with the County representative on January 17. I have identified several issues regarding safety, property access and landscaping which must be addressed, as discussed below.

The improved trail is a significant asset to our community and the issues I have identified can be easily resolved. I would greatly appreciate the opportunity to discuss them with the appropriate person(s). These issues may simply not have been addressed in the 60% plan, but prudence dictates that I document my concerns with King County, and reach mutual resolution before the SSDP Permit is issued and the design finalized. Thank you for your review and support with this matter.

My primary residence is located between Survey Station 331+00 and 333+00, primarily at 332+00. In this area, the current trail is very close to the lake-edge. The current trail divides homeowners' properties, such that our lakefront property is separated from our residences. This area is challenging to improve, due to this division and the walls that must be built in order to support the width of the improved trail. A long straight wall must be built to support the eastern side of the improved trail, because the natural land is significantly below the trail elevation.

SAFETY: The first issue pertains to the safety of the trail users. As noted above, in this area, the trail is very close to the lakeshore. From approximately Survey 327+00 to 334+00, the trail has a steep drop-off to the lake. My shoreline currently has huge boulders that reinforce the shoreline bank. Consequently, my dock is my only true use of the waterfront. Currently, my property and all properties in the area, have fencing with gates that protect the current trail users, as well as the private property.

The plan noted at AL 11 appears to remove the fence, because it is located within the CG lines. However, the plan does not provide a replacement of the fence with access gates for the homeowners, as evident in the LA7 plan. The improved trail will increase the traffic on the trail, particularly bicyclists.

Safety mandates for trail-users, that the fence be replaced with a fence adequate to withstand an accident. My property currently has a split-rail fence, which is not adequate for the improved trail. I have been involved in two bicycle accidents on the unimproved trail at low speeds. Without a proper fence in this area, and due to the increased use with the improved trail, inadequate fencing can result in serious injury. Access for emergency vehicles is limited, because neither public, nor private roads, exist in the area to allow access to the trail and to the lakefront. The gates will be required for emergency access, and enable the homeowners' access to their docks and lakefront property.

1) Does the County agree that a fence is necessary for the safety of the trail users?
2) Does the City agree that a fence is necessary for the safety of trail users?
3) Will the County retain the existing fencing along the lakeshore or actually replace with new fencing?

ACCESS: My property has a 70-foot long wooden bridge that leads across a gully in the Railroad Right of Way, to the eastside of the existing trail. Nearby is one other similar bridge. The plan at AL11 indicates removal of the bridge to the R/W line (70 feet) during construction, but does not indicate it will be replaced. The bridge need not be removed completely, given less than 10 feet of it interferes with trail construction. The bridge has been in place for over 40 years and is built on telephone poles. Removing it will disrupt the entire area (including a steep hillside) and likely destroy the bridge. I have engaged a Geotechnical Engineering firm to perform periodic studies to ensure the stability of the hillside and existing terraces which would also be compromised with removal of the bridge. I understand the need to remove a small part of the bridge permanently due to the improved trail, but removing the entire bridge seems unreasonable and unnecessary. Furthermore, without the bridge, my property has no access to the trail or to my lakefront property—an unacceptable result. This issue is further magnified by no designated gate in the fence to access the trail and my lakefront. As the plans are currently drafted, residents and trail-users appear to have access to my lakefront and dock, but I do not have such access which is not an acceptable situation. Several other nearby properties have a similar situation.

4) Why is the County removing such a significant private property structure but not providing for its replacement?
5) What does the County plan to do to ensure the stability of the hillside of my property if the bridge is removed?
6) Is the County going to adjust the plan to provide my access to the trail as well as my lakefront property as it currently exists? This requires a gate in the proposed fencing as well as the bridge or other means to reach the elevated trail.

Currently, electrical service runs along the bridge, and proceeds under the existing trail to my dock. This electrical service must be retained under the improved trail for safety as well as for dock use and maintenance. Unfortunately, this service was installed before my ownership of the property, so I am not aware of the depth of the electrical lines under the existing trail bed.

7) Will the County provide for retention of the existing utilities under the improved Trail?

LANDSCAPE: The Landscape Plans (LA 6 and LA 7) indicate the property located at 331+00, owned by Theresa East, has been identified as Wetland 18C. This designation is likely based on prior weather patterns. This designation should be reassessed to determine whether or not this area is actually currently a wetland. The plans should correctly reflect the true size of any wetland, assuming wetland still exists. The plans further provide for a significant portion of my property, and the adjacent two properties to the south, to be stripped of their current plants and grass and replanted as a wetland buffer area. This is beyond the needs of the improved trail and appears to be an unreasonable infringement on property rights to restrict the use of property in this regard. In addition, these areas are actually very dry and it is questionable as to whether or not any plants would flourish without irrigation. I have installed artificial turf, rather than grass, in this area due to the absence of irrigation. Furthermore, the designation appears to include the steep hillside on my property, which have been terraced, planted and maintained to prevent erosion and to ensure stability. Prudence requires reassessment of the wetland designation and mapping, to ensure any remaining wetlands are protected, and any non-wetland areas are not negatively impacted. In addition, the plans should be corrected to reflect the true wetlands, and reduce the wetland buffer area currently indicated in the plans. I believe if we address this together we can resolve the wetland buffer area to the satisfaction of all parties.

8) Has the existence of a wetland been confirmed and documented?
9) Why has the County chosen this area to establish a large wetland buffer and why is it so expansive?
10) Will the County provide ongoing maintenance for the wetland buffer or will I as the property owner be required to maintain the wetland buffer?

PROPERTY RIGHTS:

I 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 are based on a specific grant by the Federal Government; including my property. While the scope of what the County acquired may be somewhat uncertain, 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 grants easements, and not fee ownership. 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 indicative of an easement.

Because the County only has an easement in this section of the right of way, I am entitled to use my property in any way that does not interfere with the County's trail easement. It seems like I have the right to retain my bridge, my yard and other landscaping provided they do not interfere with trail use. Nevertheless, as noted above, I am supportive of the trail as a community asset and may be willing to give up some of these rights if the County recognizes my concerns. The City should not allow the County to exceed its property rights in this particular area where the most it acquired was an easement without addressing my concerns.

Attached are two pictures of the shoreline and one of the bridge and terraces. Please let me know if you have any questions, or I can clarify any of the above issues or provide additional facts. I can be contacted at (425) 765-2267 or at pat_harrell@msn.com. It would be very helpful for the County and

City to arrange to walk the Trail in our area as well as meet with the homeowners to resolve the issues and concerns presented by us individually as well as in the joint community letter sent this week.

Thank you very much for your assistance with the above matters, and for working with the County to make the necessary changes in the plans. Our community sincerely appreciates your time and support in making the trail enjoyable to everyone.

Very Truly Yours,

Patricia Harrell

Patricia Harrell
2221 East Lake Sammamish Place SE
Sammamish, WA 98075

Lindsey Ozbolt

From: Dayne Sampson <daynesampson@hotmail.com>
Sent: Friday, January 27, 2017 11:40 AM
To: Lindsey Ozbolt
Subject: RE: Lake Sammamish Trail Concerns

Thank you Lindsey. Have a great day.

Best Regards,

Dayne

From: Lindsey Ozbolt [mailto:LOzbolt@sammamish.us]
Sent: Friday, January 27, 2017 10:51 AM
To: Dayne Sampson <daynesampson@hotmail.com>
Subject: RE: Lake Sammamish Trail Concerns

Dear Dayne,

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

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

Regards,

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

From: Dayne Sampson [mailto:daynesampson@hotmail.com]
Sent: Thursday, January 26, 2017 2:36 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Dayne Sampson <daynesampson@hotmail.com>; Julie Sampson <julieasampson@hotmail.com>
Subject: Lake Sammamish Trail Concerns

From:
Dayne Sampson
1809 Eastlake Sammamish Place SE

Sammamish WA 98075

To:
City of Sammamish
Lindsey Ozbolt
425 295-0527
lozbolt@sammamish.us

Re: Concerns about the East Lake Sammamish Trail Project construction, South Segment 2B

Hello Ms. Ozbolt,

Our home is located on Station 348. The trail runs through our backyard. It bisects our lot, as it does many of our neighbors. Please find below my list of concerns regarding the construction project.

1) Security – we need lockable gates as part of the lakeside fence. The current plan doesn't include gates, but rather only openings in the fence. Our kids play on our lower lot. They need protection. Imagine random strangers wandering through your backyard when your kids are outside playing. How safe would you feel? We also have boats and many personal items on our lower lots which need to be protected.
2) Privacy – we need the right to plant vegetation along the lakeside fence. There are numerous areas along the lake (e.g. Marymoor, Sammamish Landing, etc.) which provides access to the general public.
3) The lots should not have shared gates. Each lot should have a dedicated gate, as they do now.
4) The lots should not have shared stairs. Each lot should have dedicated stairs, as they do now.
5) The replacement stairs to our lots should not be parallel to the trail. They should follow the path of the stairs removed for construction, which in most cases are perpendicular. It's more difficult, in some cases impossible (e.g. carrying a kayak), to navigate stairs with 90 degree turns.
6) Homeowners should be given the option to install our own replacement stairs, at our expense.
7) Access – we need access to our lower lots during construction. Nothing in the plans indicate access to our property during construction.
8) Wetland Mitigation – the construction plans do not indicate any intention of mitigating the impact to the wetland on my property. As part of a code enforcement issue with the City and County, I'm being required to mitigate the impact to the wetland on my property, and to maintain such mitigation for a period of 5 years. This will be impossible due to the construction and its impact on my property.
9) Wetland Impact – due to the construction of an impermeable surface and the required draining. The new trail will eliminate the wetland on my property. This needs to be addressed. Either the wetland designation needs to be entirely removed, or it should be appropriately maintained.

The City should place the SSDP on-hold until the 90% plans are completed/released and all the homeowner concerns are addressed.

Best Regards,

Dayne Sampson

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:28 PM
To: 'Iris Stewart'
Subject: RE: Comments and concerns regarding KC Clearing and Grubbing & Trail Master Plan impact

Dear Iris,

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

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

Regards,

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

From: Iris Stewart [mailto:istuartie@gmail.com]
Sent: Friday, January 27, 2017 11:33 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lynda <gableforce4@gmail.com>
Subject: Comments and concerns regarding KC Clearing and Grubbing & Trail Master Plan impact

Dear Lindsey,

Please be sure our comments and concerns are forwarded to the city council as requested.

Thank you,
Ivan and Iris Stewart
2815 E. LK Samm Pkwy SE

SB-71

January 25, 2017

Ivan & Iris Stewart
2815 E. Lk Sammamish Pkwy S.E.
Sammamish Washington

Comments and Concerns for Trail Master Plan Segment B (Sht AL6)

We purchased the property in August 1973 and have resided, full time, since September 1973.

- House was built in 1971 and the garage in 1978.
- Driveway and parking, turnaround, improved and black-topped around 1979/80.
- All structures and locations had permits issued by King County.

We have lived in, and used this property, including paying taxes for 43 plus years.

King County, claiming ownership of the Right of Way (R.O.W.), has placed boundary markers (stakes) on the East and West side of the R.O.W.

- The western marker bisects the house. (Figure 1)
- The eastern marker is adjacent to the garage door. (Figure 2)

We continue to dispute King County's claims to ownership of the full R.O.W., and unlimited use of the area.

The Trail Master Plan for our property is shown on sheet AL6 (page 38-135), between Sta 310 + 24 to Sta 310 + 76. (figure; 3)

- Moving the Eastern boundary and railings by approximately ten feet east of the existing trail will impact our ability to turnaround.
- Backing out of the garage and turning is severally restricted.
- Parking space is completely eliminated.

Comments and concerns regarding the additional area King County is request permitting for is page 2. The above information is necessary to see the full impact of King Counties approach to the trail and the impact they intent to have on the home and property owners of the City of Sammamish.

Existing house built 1971. King County right of way Stake at midpoint of house.

(Figure 1)

Stakes show new trail width and right of way. Right of way stake completely eliminates ingress and egress to the garage. (Figure 2)

King County Plan for Section AL6 section of Trail. Significantly reduces an already restricted garage ingress and egress.

On the South side of the 2 cedar trees in a 2 to 3 foot drop.

Yellow tape depicts the aggressive expansion of the East boundary under the 60% trail design.

Clearing and Grubbing

Clearing and grubbing during construction removes further 10 feet of this area. (Figure; 4)

- Makes ingress and egress from the garage and access to the driveway impossible for a standard vehicle.
- Construction of the wall (S3, page 106) impedes direct access to stairs and house on west side. Suggest shift to Sta 310 +65 to clear.
- Sewer lines run North to South in this area.

Clear and grub limits west of the existing fence line will destroy our existing landing, stairs and stairway lighting. (Figure; 5 A, B & C)

This could eliminate, or severely restrict our ability for access to the house.

(As senior citizens it is unlikely that we can negotiate the 45degree slope without the steps, or to climb over construction equipment.)

The proposed removal of the chain link fence and the removal of shrubbery will destroy any degree of privacy we presently enjoy.

The fence removal also creates a safety hazard to trail users due to the former rail bed bank.

Please review and support ourselves and our neighbors by minimizing the definitive and potential impacts from this plan.

Request you rescind permits already issued and reject the 60% plan as presented.

Please note; the orange Extension cord is an accurate Layout of the loss of driveway We would suffer. Denying Access from our garage and up and down our driveway.

The Vehicle must go 9 inches Over the orange extension cord In an attempt to drive up the Driveway. There is no turn room If you leave directly from the Garage which the white vehicle Depicts. (Figure 4)

(Figure: 5A, B and C)

Clear and Grub line will destroy existing landing, stairs and stairway lighting.

Figure 5A

Figure 5B

Figure 5C

Ivan & Iris Stewart – 2815 E. Lk. Sammamish Pkwy S.E.

Comments and concerns pertaining to trail plan for segment (AL6, Sheet 38 of 135). (Sta 310 + 24 to Sta 310 + 76)

East side of existing trail.

Increasing the trail width and thereby extending the Eastern boundary has the following negative impacts on the property.

Area reduced by approx. 500 sq. feet. (Figure, 3)

- This reduces room for backing out of the garage, and ingress and egress to and from the garage. Turn around is restricted and parking is eliminated.
- Reduced clearance impacts the turn from the driveway to the garage.
- Clear and grub (?) profile lines reflect a further restriction in this area blocking the use of the driveway and garage for a standard vehicle.
- Construction equipment and debris will create access problems. Emergency vehicles may be denied use of the driveway and parking. (Figure, 4)
- Wall number six starts too far South. Wall station zero should move ten feet North. Suggest sta. 310 + 65.
- Note: Sewer lines are located in this area.
- Trail design lacks speed bumps to reduce the speed of cyclist a hazard to walkers and residents.

West side of existing trail.

- Clear and grub area on the west side of the trail will eliminate access to the house by destroying the existing landing, stairs, and safety lighting. Construction equipment and debris will create safety issues and major difficulties for the (senior citizen) property owners to access the house. (Figures, 5A, B & C)
- Removal of the existing chain link fence will create a potential safety hazard due to the adjacent banked terrain.
- Cedar trees leaning at an unnatural angle could possibly uproot in a storm and will fall unto the trail. King County is already aware of this.

Surely the King County engineering team could give more thought to the actual neighborhood and to the residents. A more compatible design minimizing the negatives, could be considered.

Lindsey Ozbolt

From: Tyson Goodwin <tysongoodwin@hotmail.com>
Sent: Friday, January 27, 2017 11:01 AM
To: Lindsey Ozbolt
Subject: RE: subject: South lake Sammamish trail section 2b, markers 470-473 comments

Thanks Lindsey!

Tyson Goodwin

From: Lindsey Ozbolt [mailto:LOzbolt@sammamish.us]
Sent: Friday, January 27, 2017 10:52 AM
To: Tyson Goodwin <tysongoodwin@hotmail.com>
Subject: RE: subject: South lake Sammamish trail section 2b, markers 470-473 comments

Dear Tyson,

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

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

Regards,

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

From: Tyson Goodwin [mailto:tysongoodwin@hotmail.com]
Sent: Thursday, January 26, 2017 2:39 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: subject: South lake Sammamish trail section 2b, markers 470-473 comments

Please review the attached letter regarding South lake Sammamish trail section 2b, markers 470-473 comments.

Thank you!

Tyson Goodwin

SB-72

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 10:52 AM
To: 'Tyson Goodwin'
Subject: RE: subject: South lake Sammamish trail section 2b, markers 470-473 comments

Dear Tyson,

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

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

Regards,

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

From: Tyson Goodwin [mailto:tysongoodwin@hotmail.com]
Sent: Thursday, January 26, 2017 2:39 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: subject: South lake Sammamish trail section 2b, markers 470-473 comments

Please review the attached letter regarding South lake Sammamish trail section 2b, markers 470-473 comments.

Thank you!

Tyson Goodwin

SB-72

To who it may concern,

I am writing to you regarding your proposed changes to the trail from marker 470 to 473. I do not live on the properties that are being affected by the changes but I am regular visitor of the properties. I am a good friend of the owners and I enjoy property with my son. The property in it's as is condition is a great place for kids to play. My son learned how to ride his bike on the large paved area between 1533 and 1537. It's also an easy area for me and my son to access the lake.

I would like to point out that the trail is not a safe place for kids to learn to ride bikes and play. The bikers on the trail are usually going very fast and are rude if you or your children get in their way. I've been verbally accosted on several occasions by bikers speeding by without regard for anyone but their own heart rates and timed races.

By removing the driveway, you are putting another busy street right next to the safe area that me and my son enjoy regularly during the summer. I hope that you can find some empathy for the property owners and meet with them to come up with a plan that satisfies your desire to improve the trail for the public and accommodate the existing properties nuance and safety.

Sincerely

Tyson Goodwin

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:12 PM
To: 'Mike Parrott'
Subject: RE: ELST Section 2B Input - Parrott

Dear Mike,

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

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

Regards,

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

From: Mike Parrott [mailto:mparrott@costco.com]
Sent: Friday, January 27, 2017 10:29 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Mike Parrott <mparrott@costco.com>; Diane Parrott <diane.b.parrott@gmail.com>
Subject: ELST Section 2B Input - Parrott

Lindsey,

Please find our input attached. Thank you in advance for your kind consideration of our comments and requests. Please let me know if you have any questions or comments. Thank you.

Respectfully submitted,

Mike & Diane Parrott

Mike Parrott
Vice President/GMM
Costco Wholesale

SB-73

Emailed 1/27/2017 lozbolt@sammamish.us
Hand Delivered 1/27/2017 to Sammamish City Hall, Attention Lindsey Ozbolt

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

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
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-73

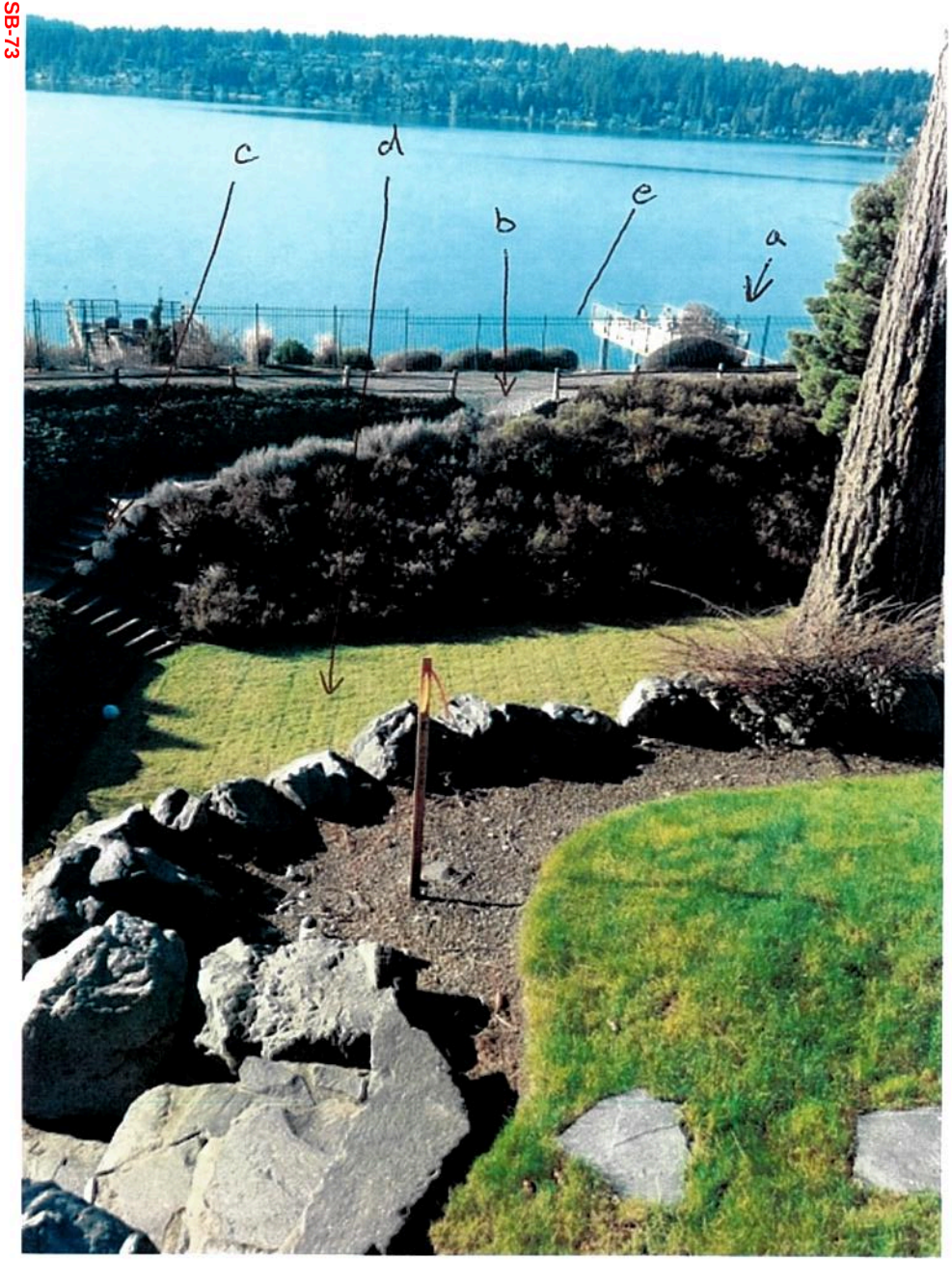
way stake marking the center line of the expanded East Lake Sammamish
ust to the edge of a homeowner's property, located within segment B of
ke can be made out in the background, next to a tree in the homeowner'
ik/staff photo).

ımamish Homeowners
tinue battle with King
nty over property right

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.

Picture # 2

SB-73



View from the far stake in Picture # 1

a. current gate on west side of trail. Plan does not replace

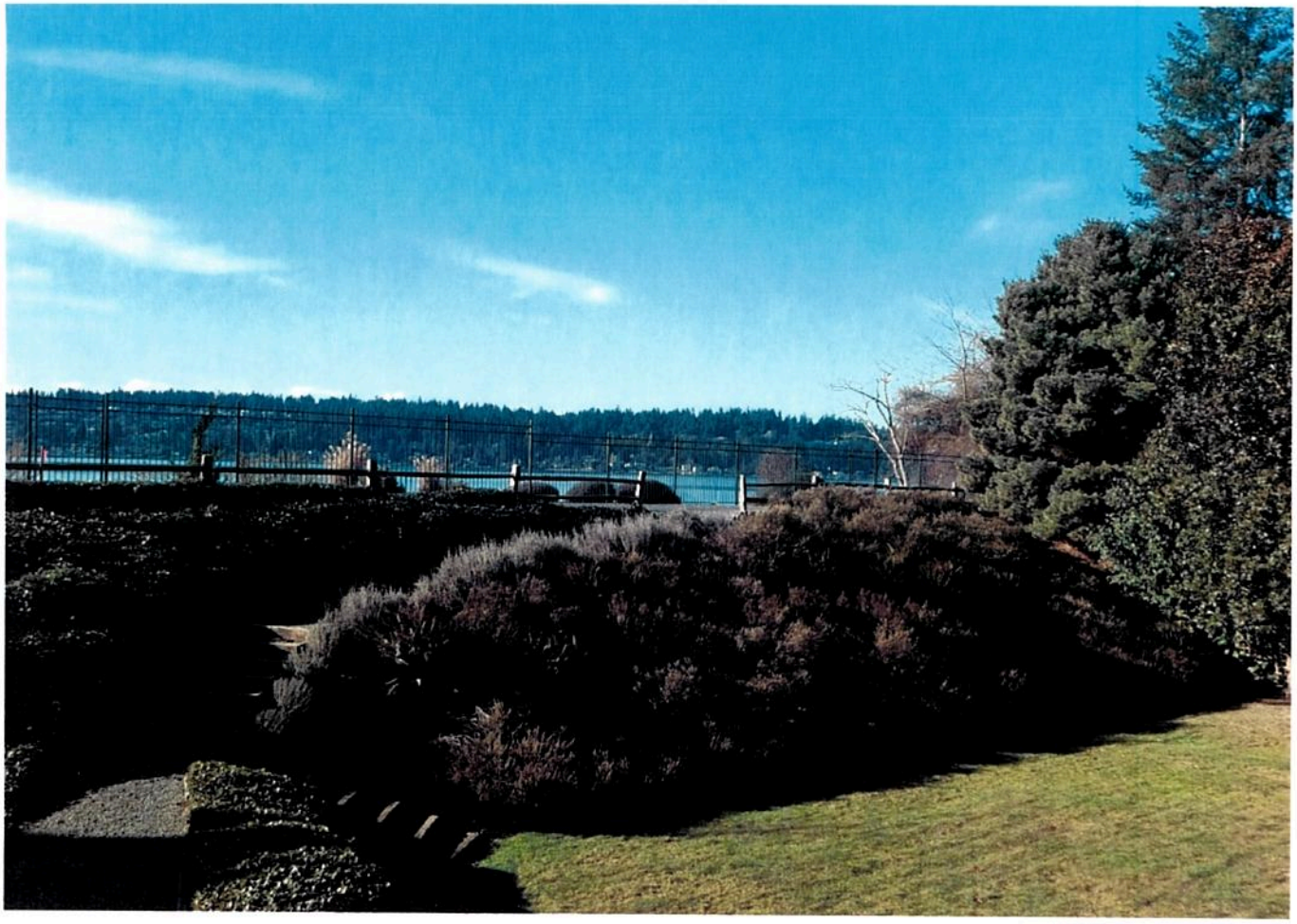
b. gate allowing access to current trail and to gate a to dock. Plan does not replace, thereby cutting off access as new fence on east side has no gate/ access.

c. Stair #36 removed during constructio & not replaced?

d. Aerial view of lower lawn to be 80% replaced will "WBA" (wetland Buffer Addition)!

e. Current "substantial" fence to be removed with no plan to replace.

Picture #5

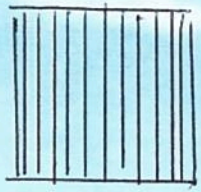


Shows current trail is at grade with fence on west side. Plan calls for removal with no replacement due to need to "clean & grub" 6" to the lakeside of current fence line.

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

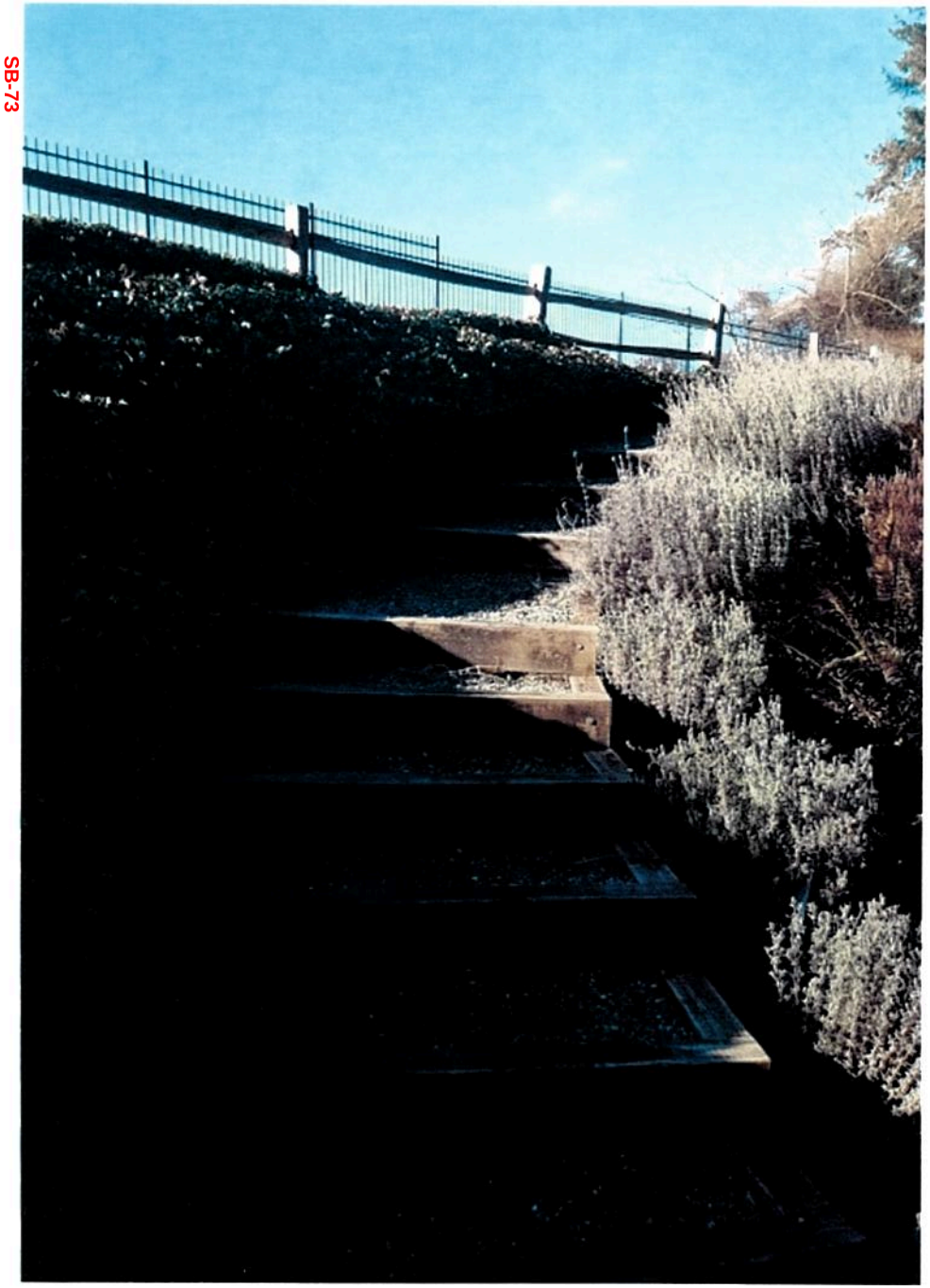


represents the 80+% of my only level lawn that is planned to be ripped up to create a "WBA". Only example in all of ZB where lawn is replaced.

SB-73

Picture #6

SB-73



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

Picture # 1

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

Picture # 8

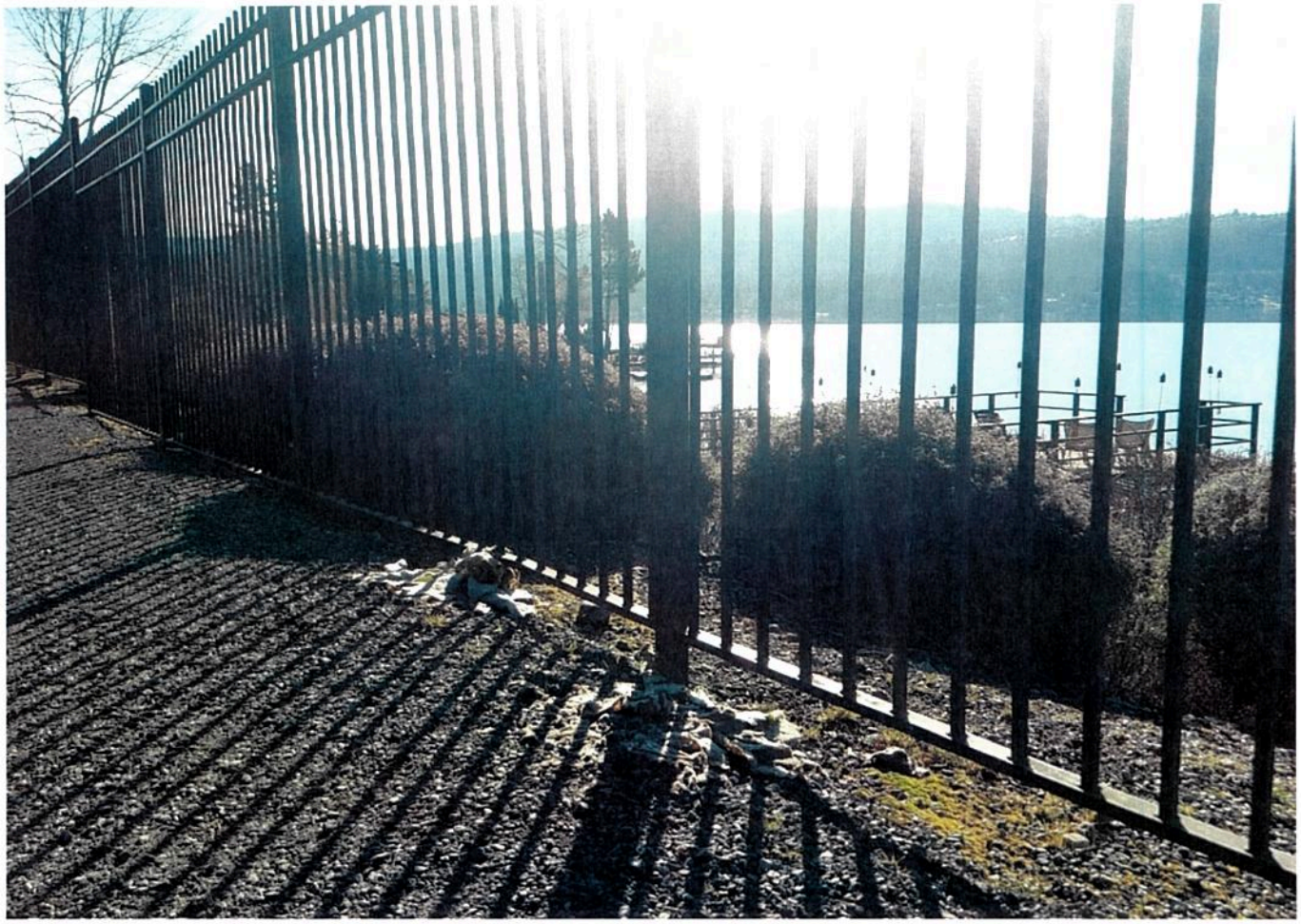
View from Dock of Steep dropoff on West side of the trail. 60% plan eliminates fence with no replacement.


SB-73
Picture #8

Picture #4

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.

Lindsey Ozbolt

From: Donahue, Kelly <Kelly.Donahue@kingcounty.gov>
Sent: Friday, January 27, 2017 10:14 AM
To: vsalemann@comcast.net; Lindsey Ozbolt; Auld, Gina; 'Jenny Bailey'; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com
Subject: FW: Emailing - Salemann Comments.pdf
Attachments: Salemann Comments.pdf

Mr. Salemann,

Thank you for your email. I am forwarding your email to Lindsey Ozbolt at the City of Sammamish so that it may be included in the comment record for the ELST South Sammamish B Substantial Shoreline Development Permit comment period.

Thank you,

Kelly Donahue
Community Outreach and Engagement
King County Parks
T: 206.466.5585

From: ELST Master Plan
Sent: Friday, January 27, 2017 8:35 AM
To: Donahue, Kelly; Auld, Gina; llabissoniere@prrbiz.com; psingh@prrbiz.com; rreyes@prrbiz.com; sdemars-hanson@prrbiz.com
Subject: FW: Emailing - Salemann Comments.pdf

From: Victor Salemann
Sent: Friday, January 27, 2017 8:34:42 AM (UTC-08:00) Pacific Time (US & Canada)
To: ELST Master Plan
Cc: VICTOR (vsalemann@comcast.net)
Subject: Emailing - Salemann Comments.pdf

Attached are my comments on the 60% design plans. My biggest concern is the access to our beach from our homes (2721 and 2717). I do not believe the shared stairs north and south of us are feasible due to topography and the location of the existing structures.

The plans do not show existing pressure sewer and utility casing crossings that will be impacted by the construction

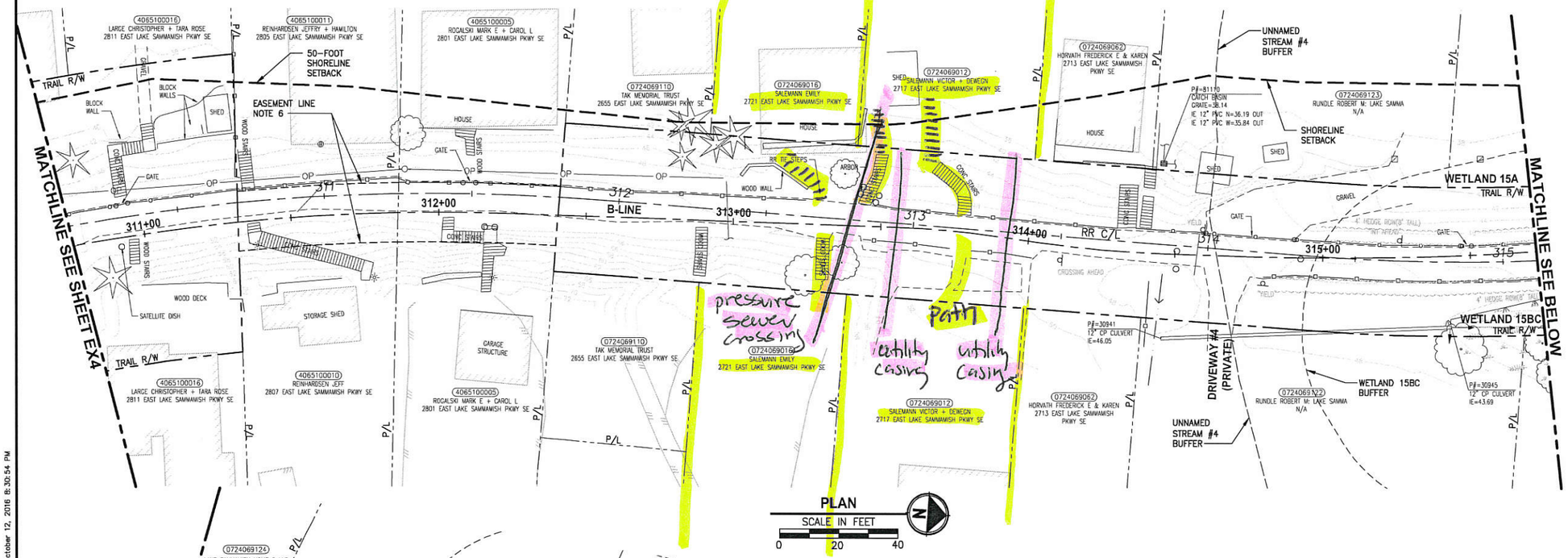
I am concerned that the gravity block fill wall may being opposed part way up the existing RR fill will not be stable. There is groundwater seepage out form the existing fill slope.

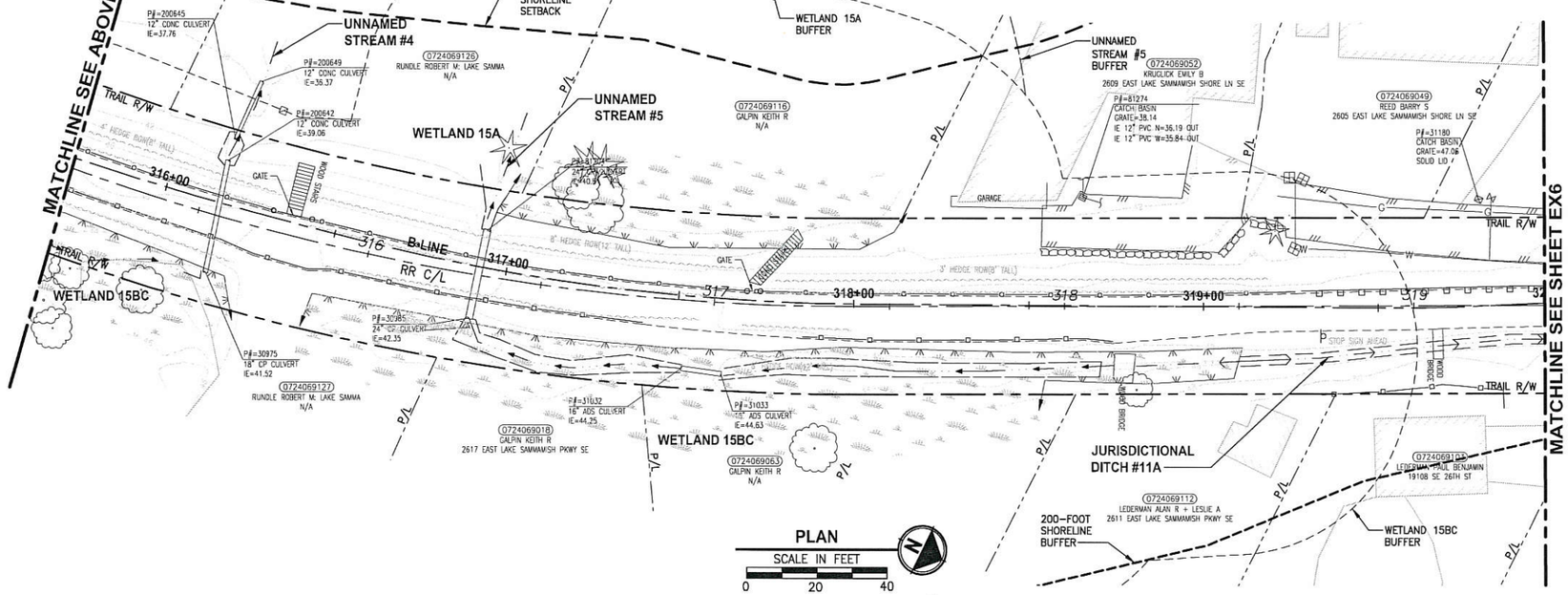
The shoulder pile wall is shown differently on the plan vs the wall detail sheet. The wall detail sheet looks better. I would prefer the wall end at our property line and wrap to the east if needed.

Our driveway at 2717 ELSP SE does connect directly to ELSP form the trail. I am open to discussion a temporary construction access.

Victor L. Salemann, P.E.
Principal
TSI
Transportation Solutions, Inc.
8250 165th Avenue NE, Suite 100
Redmond, WA 98052-6628
T 425.883.4134 ext. 120
F 425.867.0898
C 425.922.7278
victors@tsinw.com
www.tsinw.com

Existing stairs continue to structures





GENERAL NOTES:

1. SEE SHEET G4 FOR SYMBOL AND LINE LEGEND.
2. THE RAIL ROAD CENTERLINE (RR CL) & R/W LINES SHOWN IS BASED ON THE RIGHT OF WAY DRAWINGS PROVIDED BY KING COUNTY, DATED 1998, UNLESS OTHERWISE NOTED.
3. OUTLINES FOR BUILDING STRUCTURES SHOWN ARE BASED ON GIS AND AERIAL PHOTOS, DATED 2012.
4. NOT ALL HEDGES AND ARBORVITAES ARE INCLUDED IN THE SURVEY.
5. UTILITY ASBUILT AND POTHOLING RESEARCH HAVE NOT BEEN INCORPORATED.
6. MODIFICATIONS WERE DONE TO THE RIGHT OF WAY LIMITS PER SUPPLEMENTAL RECORD DOCUMENTATION AS PROVIDED BY KC.
7. PARCEL LINES WERE UPDTED PER GIS INFORMATION PROVIDED BY COUNTY, DATED 2016.

LEGEND:

FORMER RAILROAD CENTERLINE — 220 + RR C/L

CONSTRUCTION CENTERLINE — 220+00 B-LINE

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

	REVISIONS	DATE	BY
SB-74			

DESIGNED M. TSUN
DRAWN B. PURGANAN
CHECKED P. JOHANNESSEN
APPROVED Y. HO

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

FILE NAME BL15210075P19T03EX-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY — TAMMIE Y. HO — STATE OF WASHINGTON — 40829 — REGISTERED PROFESSIONAL ENGINEER

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PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

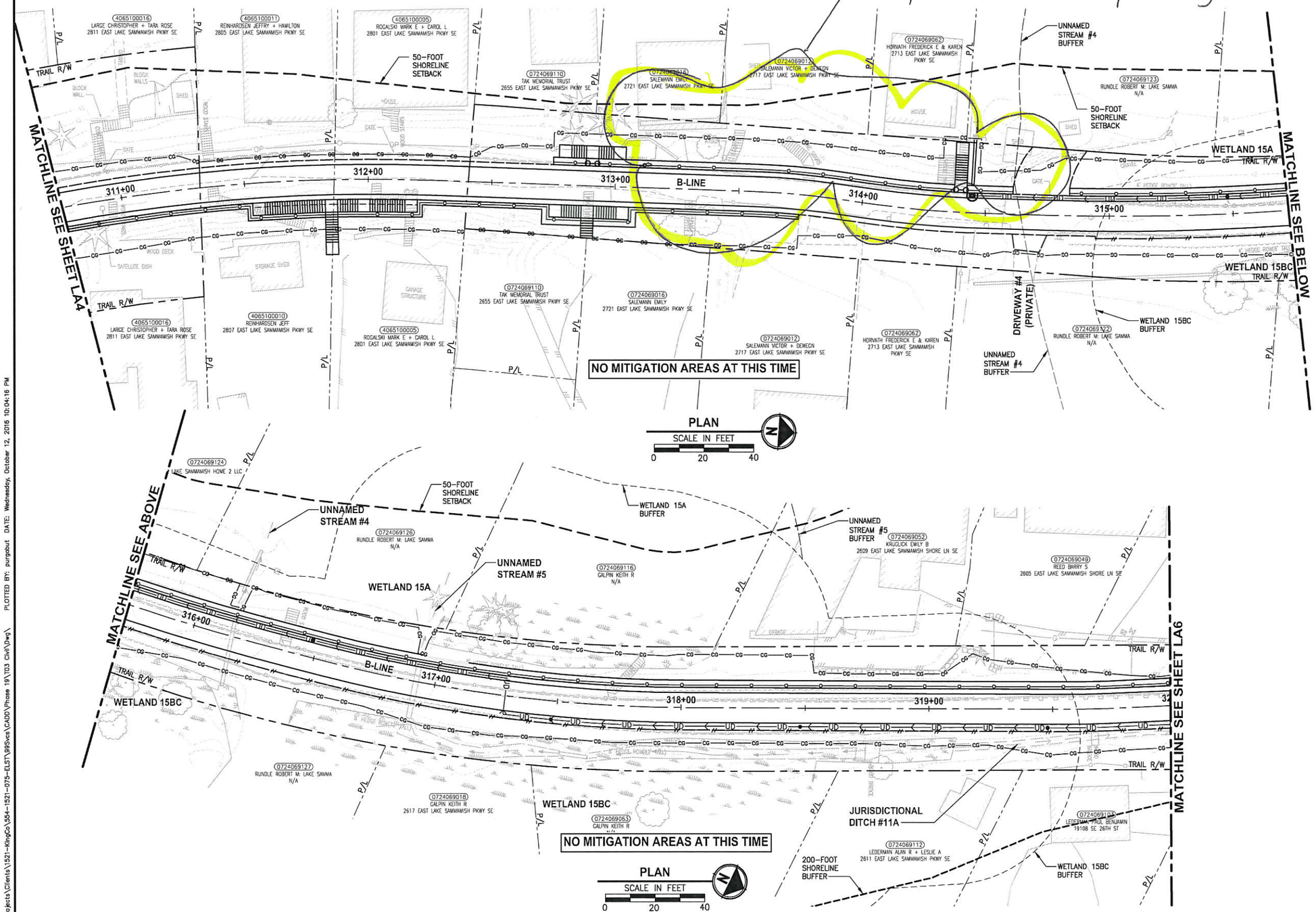
EXISTING CONDITIONS PLAN

SHEET NO. 13 OF 135

EX5

PATH: U:\PROJECTS\Clients\1521-KingCo\554-1521-075-ELST\695ces\CADD\Phase 19\T03 Civil\Dwg\
LAYOUT: EX5
PLOTTED BY: purgobut DATE: Wednesday, October 12, 2016 8:30:54 PM

This shared stair arrangement would require additional grading and construction



CONSTRUCTION NOTES:

1. REMOVE LAWN IN THIS AREA.
2. REMOVE CONCRETE PAD.
3. REMOVE GRAVEL PAVING.
4. REMOVE STRUCTURE IN THIS AREA.
5. PROTECT EXISTING NATIVE TREES AND SHRUBS; REMOVE BLACKBERRY AND OTHER UNWANTED INVASIVE PLANTS; AMEND SOIL WITH COMPOST; PLANT WITH NATIVE WETLAND PLANTS AND PLACE WOOD CHIP MULCH OVER ENTIRE AREA.
6. PROTECT EXISTING NATIVE TREES AND SHRUBS; REMOVE BLACKBERRY AND OTHER UNWANTED INVASIVE PLANTS; AMEND SOIL WITH COMPOST; PLANT WITH NATIVE BUFFER PLANTS AND PLACE WOOD CHIP MULCH OVER ENTIRE AREA.
7. GRADE AREA TO CREATE WETLAND CONDITIONS AND AMEND SOIL WITH COMPOST, PLANT WITH NATIVE WETLAND PLANTS.

GENERAL NOTE:

1. SEE SHEET LA23 FOR DETAILS AND PLANT LISTS.
2. SEEDING FOR REMOVED DRIVEWAYS IS NOT PART OF THE MITIGATION PLAN.

LEGEND:

WBE	WETLAND BUFFER ENHANCEMENT	6
WBA	WETLAND BUFFER ADDITION AREA	6
SSE	SHORELINE SETBACK ENHANCEMENT AREA	6
WC/WR	WETLAND CREATION OR RESTORATION AREA	7
WE	WETLAND ENHANCEMENT AREA	5
SBE	STREAM BUFFER ENHANCEMENT AREA	6
	SEEDING FOR REMOVED DRIVEWAYS. NOTE 2.	

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

DESIGNED J. SWENSON
DRAWN B. PURGANAN
CHECKED P. JOHANNESSEN
APPROVED Y. HO

SB-74

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FILE NAME BL1521075P19T03LA-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
STATE OF WASHINGTON LICENSED LANDSCAPE ARCHITECT
JENS SWENSON
LICENSE NO. 656
EXPIRES ON

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PROJECT NAME
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MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

LANDSCAPE PLAN

SHEET NO. 117 OF 135
LA5

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Srcs\CADD\Phase 19\T03 Civil\Dwg\
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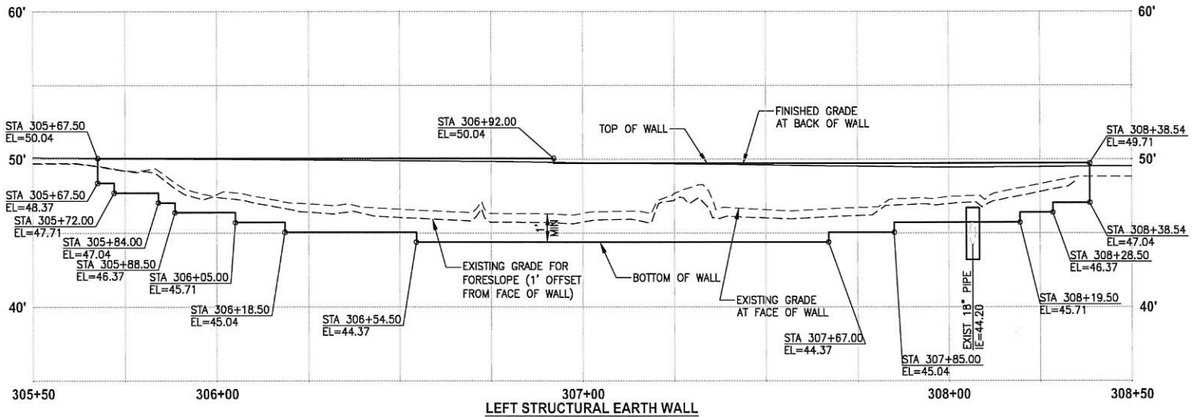
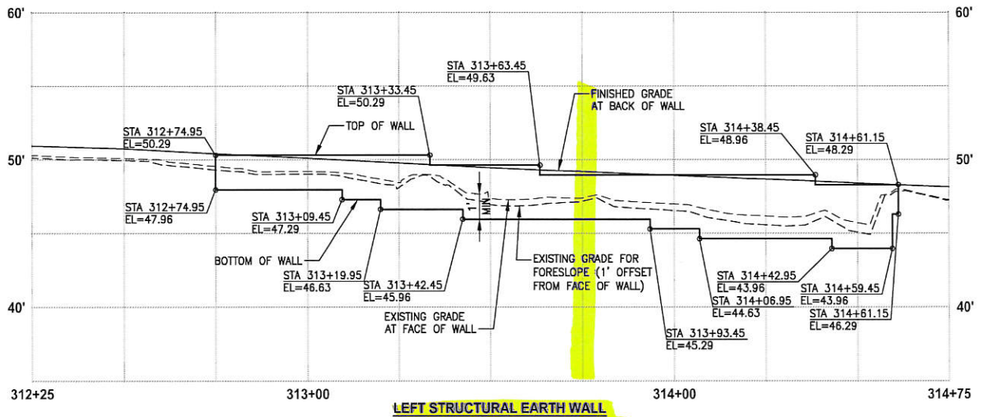


LEFT STRUCTURAL EARTH WALL
WALL #5 (FILL) B-LINE
HORIZ: 1"=20'
VERT: 1"=5'



LEFT STRUCTURAL EARTH WALL
WALL #8 (FILL) B-LINE
HORIZ: 1"=20'
VERT: 1"=5'

Suggest you verify stability of this wall being built on top of RR fill slope. There is existing seepage at the slope.

NOTES:

1. UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY LOCATIONS AND DEPTH, AS AUTHORIZED BY THE ENGINEER.
2. PVC SLEEVE 4 IN. DIA, 10 LF CENTERED AT WALL. SEE SPECIAL PROVISIONS.
3. BUILDING PERMIT IS REQUIRED FOR WALLS OVER 4 FEET HIGH (FROM TOP TO BOTTOM) AND WALLS SUPPORTING A SURCHARGE.
4. ELEVATIONS AT STAIRS ALONG FACE OF TRAIL WALL ARE 4" LOWER THAN TOP OF THE TRAIL WALL ELEVATION.
5. DETAILED LAYOUT FOR WALL STEPS AND WALLS FOR STAIRS ARE NOT COMPLETE YET. ELEVATIONS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

DESIGNED M. TSUN
DRAWN B. PURGANAN
CHECKED P. JOHANNESSEN
APPROVED Y. HO

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FILE NAME BL1521075P19T03WP-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

TAMMIE Y. HO — STATE OF WASHINGTON — 40829 — REGISTERED PROFESSIONAL ENGINEER
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PROJECT NAME
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SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

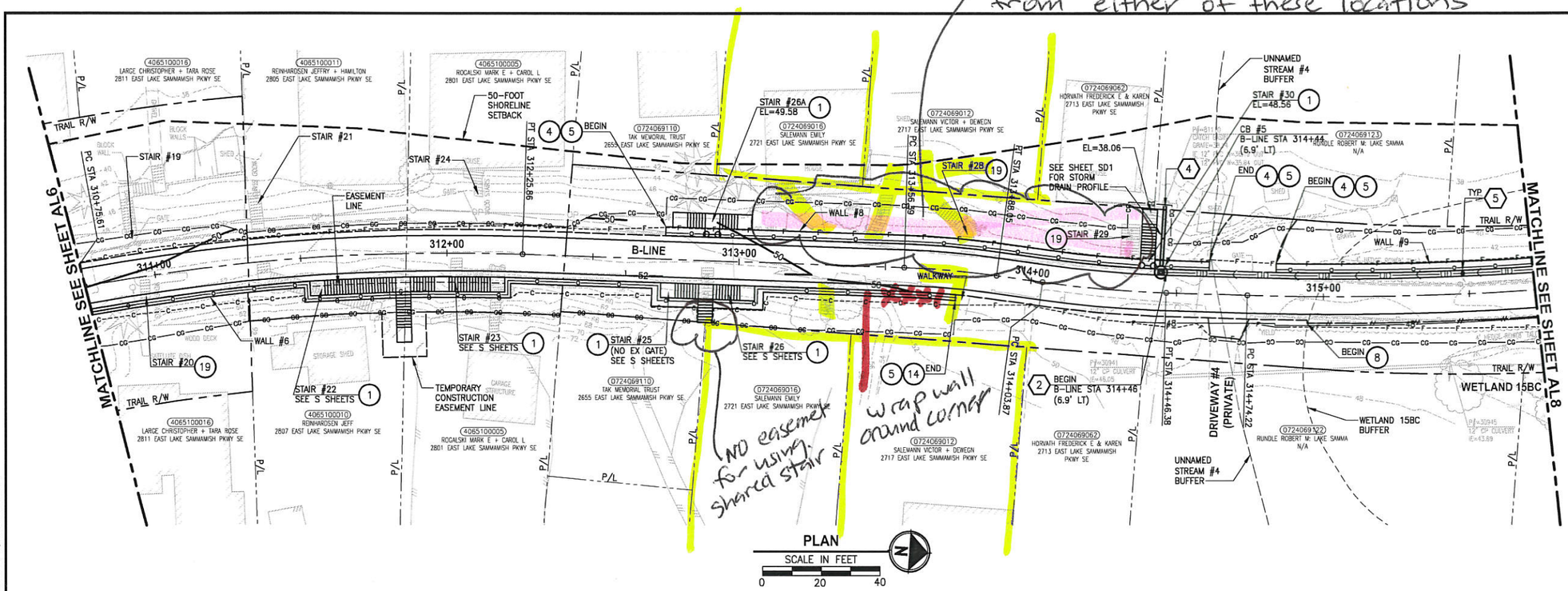
WALL PROFILES

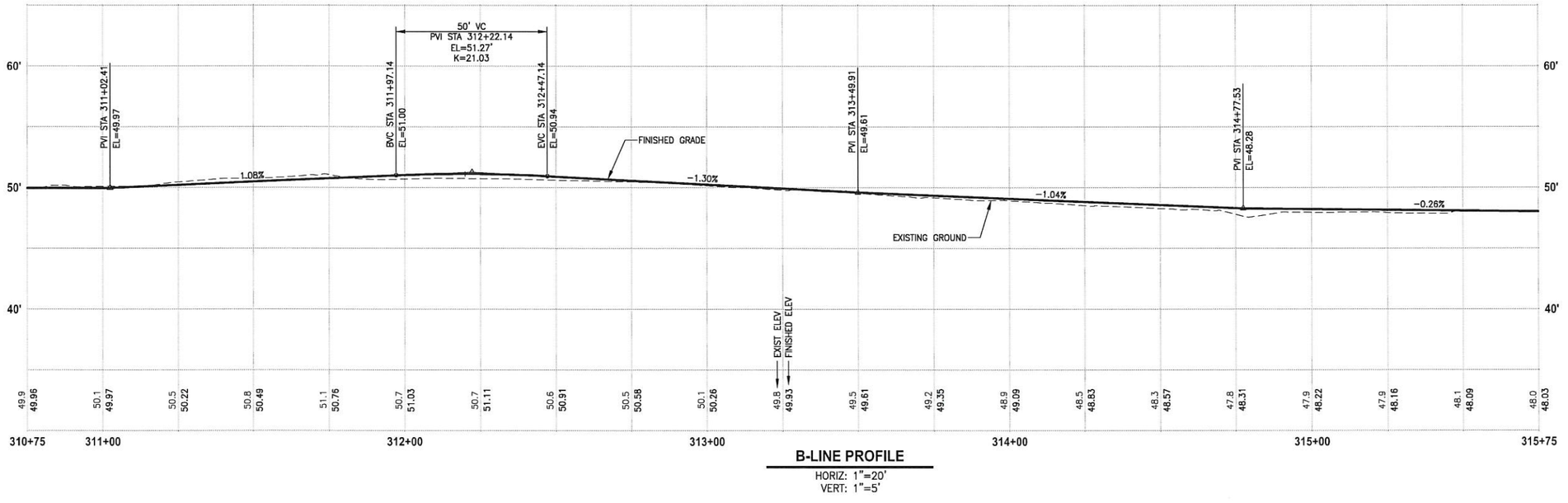
SHEET NO. 98 OF 135
WP2

SB-74

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\
PLOTTED BY: purgobut DATE: Wednesday, October 12, 2016 9:49:17 PM
LAYOUT: WP2

Not feasible to get to our beach from either of these locations





B-LINE PROFILE
HORIZ: 1"=20'
VERT: 1"=5'

CIVIL CONSTRUCTION NOTES:

1. RESTORE AND INSTALL STAIR. TYPE TO BE DETERMINED.
2. RECONSTRUCT PEDESTRIAN BRIDGE.
3. INSTALL PRECAST REINF CONC SPLIT BOX CULVERT. SEE FP SHEETS FOR DETAILS.
4. INSTALL STRUCTURAL EARTH WALL. SEE WALL DETAILS ON SHEET X. SEE WALL PROFILES ON WP SHEETS.
5. INSTALL COATED CHAIN LINK FENCE TYPE 6. FOR GROUND POST INSTALLATION SEE APPENDIX B IN THE SPECIFICATIONS. SEE SHEET X FOR MOUNTING ON TOP OF WALL.
6. NEW DRIVEWAY.
7. INSTALL WOOD GUARDRAIL, SEE DETAILS ON SHEET XX.
8. INSTALL SPLIT RAIL FENCE, SEE DETAILS ON SHEET XX.
9. INSTALL GRAVITY BLOCK WALL. SEE WALL DETAILS ON SHEET WD1. SEE WALL PROFILES ON WP SHEETS.
10. DRIVEWAY REMOVAL. SEE MP SHEETS FOR PLANTING PLAN.
11. INSTALL PATTERNED CONCRETE DRIVEWAY. SEE DETAILS ON SHEET XX.
12. INSTALL TYPE 1 REST STOP. SEE DETAILS ON SHEET XX.
13. INSTALL TYPE 2 REST STOP. SEE DETAILS ON SHEET XX.
14. INSTALL SOLDIER PILE WALL.
15. INSTALL GRAVITY BLOCK WALL.
16. INSTALL WING WALL, SEE FP SHEETS.
17. INSTALL EXTRUDED CURB PER WSDOT STD PLAN F-10.42-00.
18. REST STOP PULL-OUT.
19. STAIRS WILL BE ELIMINATED DURING CONSTRUCTION.
20. BRIDGES WILL BE REMOVED TO R/W LINE DURING CONSTRUCTION.
21. INSTALL ROCK WALL.

STORMWATER CONSTRUCTION NOTES:

1. INFILTRATION TRENCH, SEE DETAIL 4 ON SHEET DD1.
2. UNDERDRAIN TRENCH, SEE DETAIL 5 ON SHEET DD1.
3. ROCK PAD, SEE DETAIL 2 ON SHEET DD1 AND WP SHEETS.
4. CONNECTION TO DRAINAGE STRUCTURE AND CLEANING EXISTING DRAINAGE STRUCTURE.
5. INSTALL UNDERDRAIN TRENCH CLEANOUT, SEE DETAIL 6 ON SHEET DD1.
6. INSTALL RECTANGULAR SLIP RESISTANT SOLID METAL COVER PER WSDOT STD DETAIL B-30.20-02.
7. CONCRETE HEADWALL, SEE DETAIL 1 ON SHEET DD1.
8. BASIC DISPERSION, SEE SHEET CS3.
9. QUARRY SPALL OUTFALL PROTECTION. SEE DETAIL 3 ON SHEET DD1.
10. ADJUST CATCH BASIN.

LEGEND:

- RETAINING WALL
- SOLDIER PILE WALL
- WOOD GUARDRAIL
- DISPERSION AREA
- DRIVEWAY REMOVAL

CITY OF SAMMAMISH APPROVAL

City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
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REVISIONS	DATE	BY

DESIGNED M. TSUN
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YAMMIE Y. HO — STATE OF WASHINGTON — 40825 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

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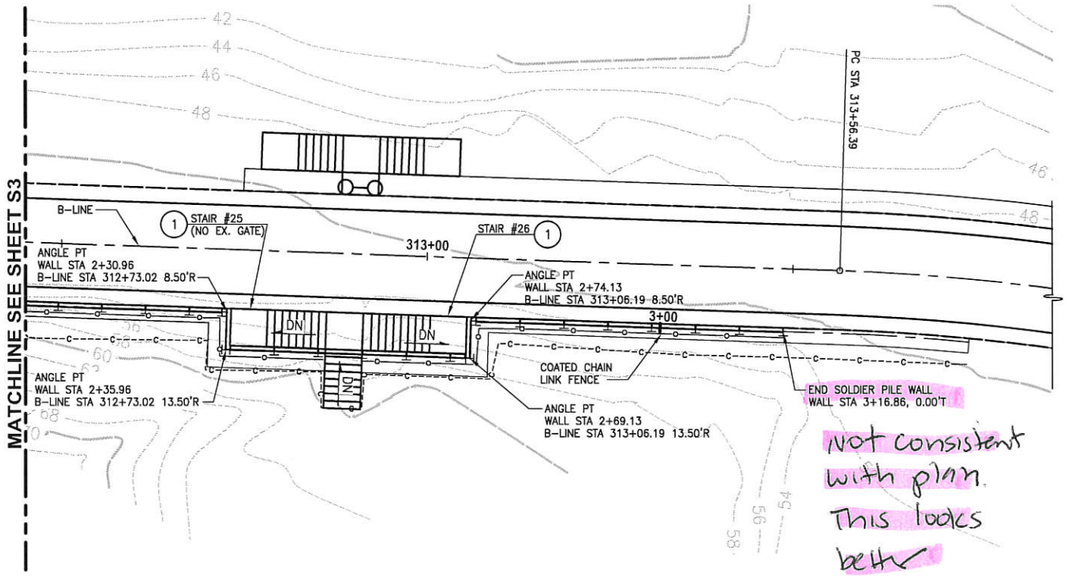
EAST LAKE SAMMAMISH MASTER PLAN TRAIL SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

PLAN AND PROFILE

SHEET NO. 39 OF 135
AL7

SB-74

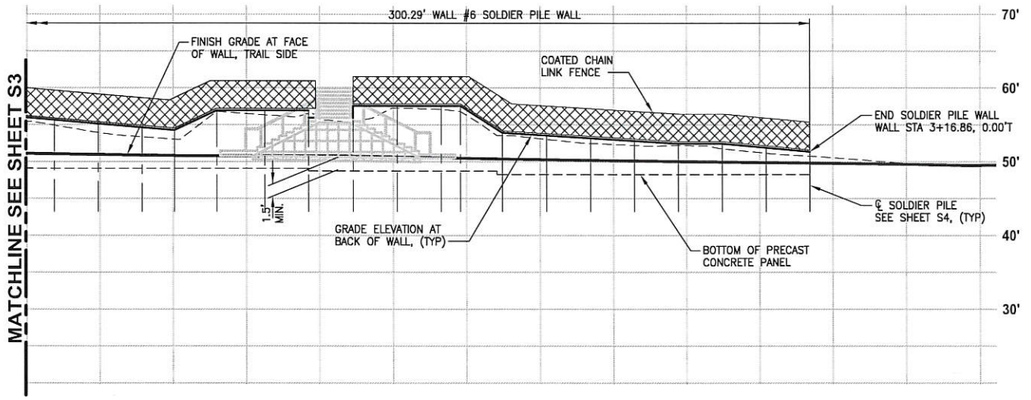


not consistent with plan. This looks better

PLAN

SCALE IN FEET

0 10 20



WALL #6 WALL PROFILE

HORIZ: 1"=10'
VERT: 1"=10'

CIVIL CONSTRUCTION NOTES:

1. RESTORE AND INSTALL STAIR. TYPE TO BE DETERMINED.

EAST LAKE SAMMAMISH MASTER PLAN TRAIL SOUTH SAMAMISH SEGMENT B
SOLDIER PILE LAYOUT WALL #6

STATION OFFSET B-LINE	WALL STATION	TOP OF WALL ELEV	BOT OF WALL ELEV	PILE TIP ELEV	PILE LENGTH
310+69.49, 8.52' R	0+16.57	51.18	48.63		
310+72.49, 8.52' R	0+22.57	52.09	48.63		
310+78.52, 8.52' R	0+28.57	52.22	48.63		
310+84.59, 8.52' R	0+34.58	53.64	48.63		
310+90.67, 8.52' R	0+40.58	54.39	48.63		
310+96.74, 8.52' R	0+46.58	54.39	48.63		
311+02.81, 8.52' R	0+52.58	54.39	48.63		
311+08.89, 8.52' R	0+58.58	54.39	48.63		
311+14.96, 8.50' R	0+64.58	54.89	48.63		
311+21.04, 8.50' R	0+70.58	54.89	48.63		
311+27.11, 8.50' R	0+76.58	54.89	48.63		
311+33.19, 8.50' R	0+82.58	54.89	48.63		
311+39.26, 8.50' R	0+88.58	54.89	48.63		
311+45.33, 8.50' R	0+94.58	54.89	48.63		
311+51.41, 8.50' R	1+00.58	56.48	48.63		
311+52.04, 13.59' R	1+06.32, 0.12' R	56.48	49.07		
311+58.76, 13.59' R	1+12.87	59.86	49.07		
311+64.87, 13.61' R	1+18.87	61.88	49.07		
311+70.99, 13.59' R	1+24.87	63.89	49.07		
311+77.11, 13.52' R	1+30.87	63.89	49.07		
311+83.23, 13.50' R	1+36.87	63.89	49.07		
311+89.34, 13.51' R	1+42.87	63.98	49.07		
311+95.46, 13.50' R	1+48.87	60.38	49.07		
312+01.58, 13.58' R	1+54.87	60.38	49.07		
312+07.69, 13.61' R	1+60.87	60.38	49.07		
312+13.81, 13.59' R	1+66.87	60.38	49.07		
312+20.62, 13.61' R	1+73.53, 0.12' R	60.38	49.07		
312+21.25, 8.51' R	1+79.25	56.11	49.07		
312+25.79, 8.51' R	1+83.74	56.11	49.07		
312+31.81, 8.51' R	1+89.74	56.11	49.07		
312+37.80, 8.50' R	1+95.74	56.10	49.07		
312+43.80, 8.50' R	2+01.74	56.11	49.07		
312+49.80, 8.50' R	2+07.74	56.11	49.07		
312+55.80, 8.50' R	2+13.74	55.66	49.07		
312+61.80, 8.50' R	2+19.74	55.19	49.07		
312+67.80, 8.50' R	2+25.74	54.62	49.07		
312+72.27, 8.50' R	2+30.22	54.20	49.07		
312+73.01, 13.61' R	2+35.96, 0.12' R	56.81	49.07		
312+79.57, 13.50' R	2+42.52	56.81	49.07		
312+85.57, 13.50' R	2+48.52	56.81	49.07		
312+91.58, 13.50' R	2+54.52	55.56	48.75		
312+97.58, 13.50' R	2+60.52	57.56	48.75		
313+03.58, 13.50' R	2+66.52	57.56	48.75		
313+06.17, 13.62' R	2+69.13, 0.12' R	57.56	48.75		
313+06.91, 8.50' R	2+74.86	53.90	48.75		
313+12.91, 8.50' R	2+80.86	53.55	48.29		
313+18.91, 8.50' R	2+86.86	53.18	48.29		
313+24.91, 8.50' R	2+92.86	52.82	48.29		
313+30.91, 8.50' R	2+98.86	52.45	48.29		
313+36.91, 8.50' R	3+04.86	52.45	48.29		
313+42.91, 8.50' R	3+10.86	51.90	48.29		
313+48.91, 8.50' R	3+16.86	51.35	48.29		

PILE LAYOUT AND ELEVATIONS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE PENDING SUBGRADE EXPLORATION

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

DESIGNED X
DRAWN X
CHECKED X
APPROVED Y. HO

SB-74

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

FILE NAME BL1521075P19T03S-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

ROBERT H. MURRAY — STATE OF WASHINGTON — 16089 — PROFESSIONAL ENGINEER

PRELIMINARY

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES
719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104
P 206.394.3700
WWW.PARAMETRIX.COM

PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

WALL #6 SOLDIER PILE WALL

SHEET NO.
109 OF 135

S4

LAYOUT: S4A PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: volinoiv DATE: Tuesday, October 11, 2016 4:26:22 PM

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:34 PM
To: 'Mike Schmidt'; 'ELST Master Plan'
Subject: RE: ELST Segment B Wetland 23C is apparently not part of the Army Corps of Engineers review scope

Dear Mike,

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

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

Regards,

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

From: Mike Schmidt [mailto:MikeSch@msn.com]
Sent: Friday, January 27, 2017 9:40 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; 'ELST Master Plan' <ELST@kingcounty.gov>
Subject: ELST Segment B Wetland 23C is apparently not part of the Army Corps of Engineers review scope

Hi Lindsey and Kelly, thank you for the reference contact to Kathryn E. Curry at the USACE. Unfortunately, after sending her my feedback and concerns regarding Wetland 23C, she has replied back indicating that this wetland is not part of their review scope! She has suggested that I engage with the City and County regarding project design concerns. I have attached the email with her response for your reference.

As you know, my concerns about Wetland 23C are in regard to the presumed deviation of the proposed trail plan around that wetland and the subsequent destruction of beautiful landscaping and numerous mature Aspen and Fir trees in that area. Is it possible Wetlands 23C was overlooked with regard to being included in the review? Is this a mistake? Can we ensure that it is added to the review? What process would we need to go through in order to ensure that Wetland 23C is reviewed again?

Thanks for your help.

--Mike Schmidt

SB-75

From: Curry, Kathryn E CIV USARMY CENWS (US)
To: Mike Schmidt
Subject: RE: East Lake Sammamish Trail Segment B Wetlands 23C
Date: Friday, January 27, 2017 9:18:04 AM

Mike,

Thank you for your email. 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: Mike Schmidt [mailto:MikeSch@msn.com]
Sent: Thursday, January 26, 2017 6:02 PM
To: Curry, Kathryn E CIV USARMY CENWS (US) <Kathryn.E.Curry@usace.army.mil>
Subject: [EXTERNAL] 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

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:32 PM
To: 'Arul Menezes'
Subject: RE: Public comment for East Lake Sammamish trail section 2B SSDP

Dear Arul,

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

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

Regards,

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

From: Arul Menezes [mailto:arulm@microsoft.com]
Sent: Friday, January 27, 2017 9:31 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Duncan Greene (dmg@vnf.com) <dmg@vnf.com>; arul_menezes@hotmail.com
Subject: Public comment for East Lake Sammamish trail section 2B SSDP

Dear Ms. Ozbolt,
Please see attached my comments regarding the SSDP application for the East Lake Sammamish trail section 2B. My comments include an arborist report as Exhibit-A, also attached.
Thanks
--arul

SB-76

To: Lindsey Ozbolt
Sammamish City Planner

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

Dear Ms. Ozbolt,

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.[1]

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

[1] 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).[2]

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

[2] 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.

--

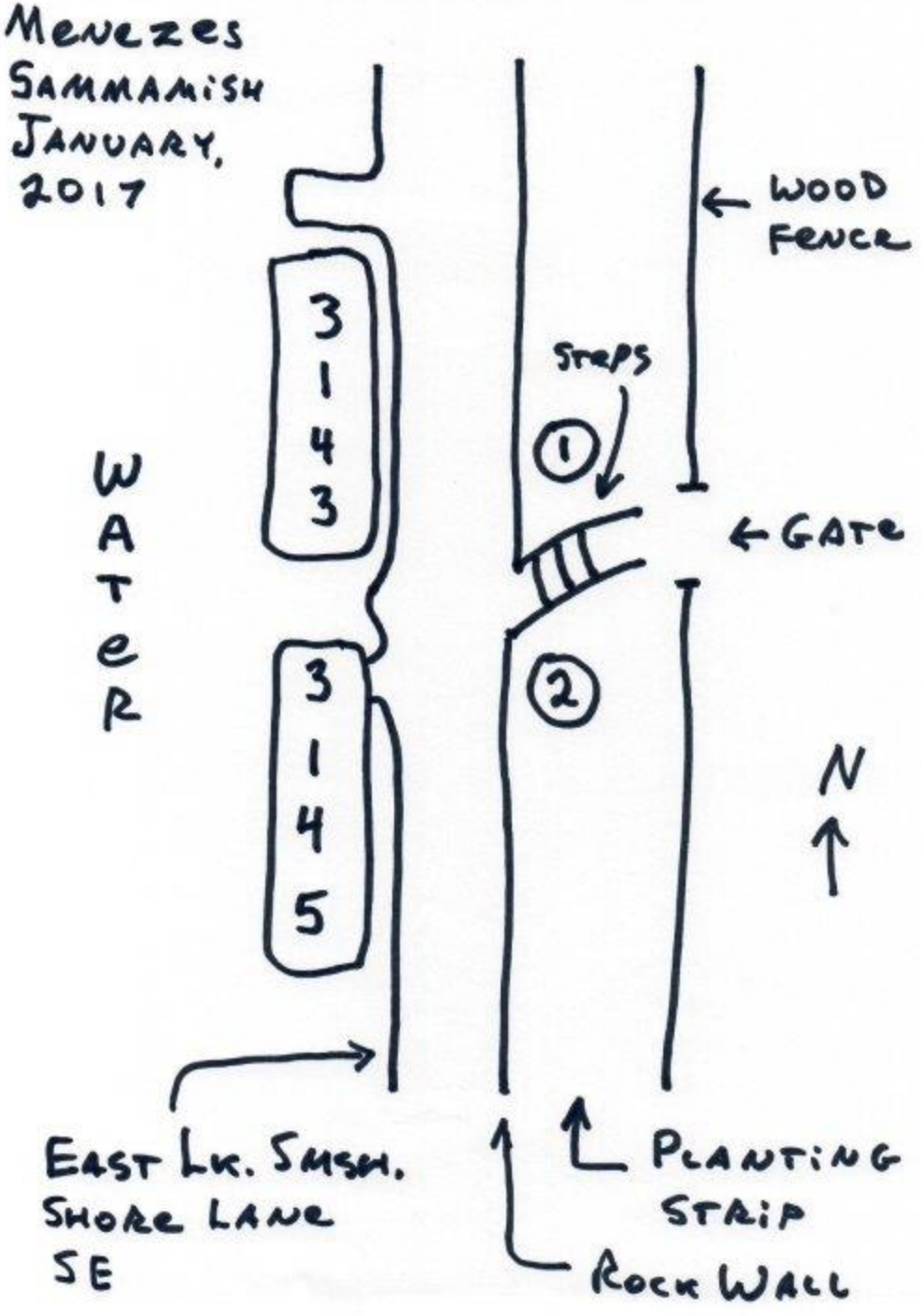
Bruce Mac Coy (PN - 0159A / 10828)
Consulting Arborist
MS Forestry / Entomology / Plant Pathology

1611 105th Avenue , SE
Bellevue , Washington , 98004

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

SB-76

www.ConsultingArborist-USA.com
Alternate email:
ConsultingArborist@msn.com


MENEZES
SAMMAMISH
JANUARY,
2017
WOOD FENCE
STEPS
1
GATE
2
3143
3145
WATER
N
EAST LK. SMSH.
SHORE LANE
SE
PLANTING STRIP
ROCK WALL

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:26 PM
To: 'john@wwward.com'
Subject: RE: East lake trail comments

Dear John,

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

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

Regards,

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

From: John Ward [mailto:jward.family@gmail.com]
Sent: Friday, January 27, 2017 9:18 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Joanna Ward <joanna@wwward.com>
Subject: East lake trail comments

Hi Lindsey, attached are our comments related to the trail. Can you please reply to confirm receipt of this message?

Thank you,

John Ward
425.301.0080

SB-77

Lindsey Ozbolt
Sammamish Community Planner

Dear Lindsey,

King County representatives gave me your contact info for making comments about the East Lake Sammamish Trail. I met with them earlier this week, and walked through the plans to better understand their current intentions, as it pertains to my property.

My address is: 3133 E Lake Sammamish Shore Lane SE, Sammamish (Block 297 on the plan)

Based on my discussion with the County representative, it's clear that the 60% plan will have a significant impact on the security and privacy we have enjoyed. We are realists and understand that change is coming, so our hope with this letter is to ask the County to help us remediate those changes.

Figure 1 is a photo of the space in question. It currently offers us a very private space, and does not in any way invite the public to explore our street or property.

Figure 1

Impacts

The plan (as we unerstand it) calls for removal of the fence along the trail, without replacement, and leaving the existing stairs. Removal of the fence also means that we will be looking directly at a large retaining wall on the opposite side of the trail. Leaving the stairs (absent a fence and gate) is an invitation to leave the trail and explore the properties below.

Since these changes give the public direct visual and physical access to our property, we're hoping our neighbors at the County respect how this affects not only our privacy, but also the security of our personal property.

That said, visual access to the lake appears to be one of the trail design principles, so we assume loss of the fence is inevitable.

Figure 2 depicts the grub line area, which is approximately 1-2' inside the fence. I'm not sure if the county's engineers are familiar with the elevation change, or if it's relevant, but since it's not obvious from the plan I'm sharing it here.

Figure 2

Remediation Proposal

We are asking the county to help us remediate the security impacts resulting from the trail design by allowing minor land use accomodations. In summary they include:

1. Allowing us to remove the stairs (which cross both properties).
2. Building a retaining wall spanning the full width of the property line
3. Adding ground cover or low growth bushes to discourage access to the property outside of the trail boundary

Figure 3 shows the property line according to the survey stakes. Notable is that two trees straddle the line, one on each side, and each having roots that cross this line.

The elevation at this line is approximately four feet. By eliminating the stairs and adding a retaining wall, this drop would discourge casual access to the street and our house. At a minumim it would eliminate the implied invitation to explore.

Figure 3

In order to build the wall, two trees need to be removed. These trees appear to be jointly owned, so we are asking for permission to remove those trees.

We are also asking permission to build a retaining wall so that its face is aligned on the property line. This doesn't seem to impact the county's intended use of the property, would make the wall slightly higher (to discourage access), and offers the side benefit of maximizing the width the road.

The County's New Retaining Wall on Opposite Side of Trail

TheCounty's representative doesn't believe there is a definitive plan for the appearance/finish of the County's new retaining wall. She suggested that I share photos of potential wall finishes in this comment. We've seen walls like the one shown in Figure 4 around Redmond and think they perfectly match natural environments like the trail side.

Figure 4

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:25 PM
To: 'marywictor@comcast.net'
Subject: RE: Public Comment (3): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ Stormwater Fish Passage / Culverts & Salmonid

Dear Mark,

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

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

Regards,

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

From: marywictor@comcast.net [mailto:marywictor@comcast.net]
Sent: Friday, January 27, 2017 9:00 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Public Comment (3): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ Stormwater Fish Passage / Culverts & Salmonid

To: Lindsey Ozbolt / Associate Planner, City of Sammamish
re: Stormwater ~ FOUR (4) Fish Passage Culverts

1) Tremendously glad to see King County will be doing Culvert replacements/upgrades for 4 key Creeks in Sammamish!
[Lawsuits and judgments in 2007 and 2013 are helping drive these changes for our State, County and City to do.] One 2016 news article:
9th U.S. Circuit Court of Appeals says the state must replace hundreds of culverts that block passage for salmon to spawning grounds
http://www.seattletimes.com/seattle-news/environment/washington-must-fix-salmon-blocking-culverts-court-says/

2) "Creek Convergence Zone": Within just 1 1/4 miles along the Western shore of City of Sammamish, Lake Sammamish is fed by 4 potentially salmon-bearing streams, south-to-north named: Pine Lake Creek, Ebright Creek, Zackuse Creek, and George Davis Creek. This is incredibly unique and special! {See .pdf 1-page map from Kokanee Work Group (KWG) full-day technical workshop, which shows this well (and highlights 3 "index" Kokanee/Lake Sammamish streams such as Ebright.)}

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For salmon recovery, it is absolutely essential for King County and the City of Sammamish to work cooperatively for and during culvert design work. Synergy can be achieved if projects are run within the same time period, helping reduce impacts to the environment and potentially reducing costs. However, even if the County and City projects are not done at the same time, it is critical that their planning be done with overall linkage in mind.

Also, importance of all salmonid should be considered from the Endangered Species Act (ESA) including Chinook (where federal funding may be available that will ultimately benefit all fish) to the Lake Sammamish Kokanee locally known as "our little red fish". For example, does the design and slope/elevations work from Lake Sammamish levels to and through the culverts for the K.C. Trail and City of Sammamish parkway work for any/all types of salmon to be able to pass and use/spawn in upstream waters? If the trail needs to be raised to provide minimum slope/elevation, then that should be part of design/plans now or updated/added. [This was a question I heard John Titcomb, resident living near Lake outfall from George Davis Creek, ask recently.] There may be this factor or other concerns that should be thought through thoroughly by appropriate consultants or others experienced with fish and salmon recovery too.

3) Are there past learnings, mind share, or other benefits to reseach or good contacts for other locations and agencies who have been or are doing culvert replacements for fish recovery? Perhaps interacting with other City, County, State or Federal contacts can provide useful "learnings" ... sometimes there are specific details and other things discovered through the process of culvert replacement that might really benefit and aid King County or our City of Sammamish. This helps avoid future issues, provide more robust implementations, and may offer cost savings or alternate approaches.

4) Water Quality: Fish passage and salmon recovery are inextricably intertwine with the quality and quantity of water (flow, velocity, duration, turbidity, and cleanness from any/all pollutants.) Transport of wood, debris, sediment and fine sand/silts can be really problematic and erosion needs to be prevented and/or mitigated! Please also consider how water quality can be maintained and even improved.

5) Education: Please consider adding signage along the trail to educate users and the public about fish passage and salmon recovery. Information could include historic use of streams, honor native american heritage, what to look for at what times of year (like Issaquah hatchery has), native plants, importance of trees and cover, art / sculpture, keeping things clean/clear (no litter, pet waste, oils or pollutants) or many other things. Between the 4 creeks in less than 1.5 miles... there are opportunities to have multiple information stations for kids to seniors and non-english speakers to look at, read and/or maybe even interact with. Doing these types of things will enhance the experience of the Trail for the public and help protect our envirment and living things.

Thank you for all the work, funding, design and efforts putting the ELST through from Issaquah to Redmond and widening/paving it through this last key segment within the City of Sammamish with its unique topography and geology including our very special "creek convergence zone"!

Sincerely, Mary Wictor / Watershed resident between Zackuse and George Davis Creeks since 6/2000.

Pertinent Details/Locations: The 60% design of 135 pages has 8 pages (FP#) for Fish Passage Culverts for 4 Creeks including:
a) Pine Lake Creek Station 379+10 pg52 AL20 & pg77 FP1
b) Ebright Creek Station 412+00 pg59 AL27 & pg80 FP4

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c) Zackuse Creek Station 424+60 pg61 AL29 & pg81 FP5
d) George Davis Crk Station 441+40 pg65 AL33 & pg83 FP7
and there may be other G, EX, or other pages with related info.

P.S. There are multiple other numbered and/or "unnamed" creeks and streams where King County and the City of Sammamish should work together to ensure best passage for water, cleanliness, and stormwater capacity for past, present, and future conditions and development.

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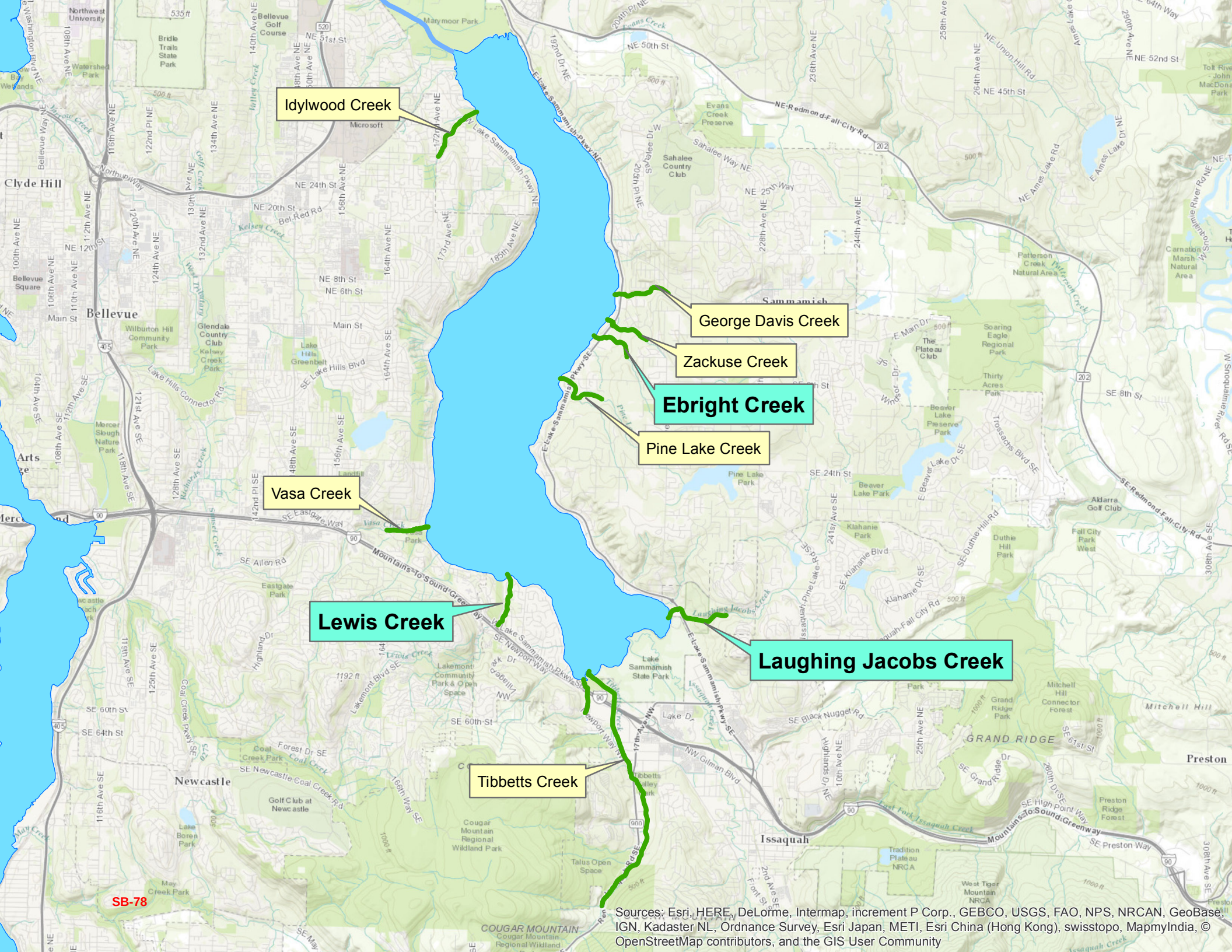
Idylwood Creek
George Davis Creek
Zackuse Creek
Ebright Creek
Pine Lake Creek
Vasa Creek
Lewis Creek
Laughing Jacobs Creek
Tibbetts Creek
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Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:22 PM
To: 'Nick Tsilas'
Subject: RE: East Lake Sammamish Trail Questions and Comments - Gelfuso, Jeff and Julie

Hello Nick,

All comments are due by 5:00pm today.

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

From: Nick Tsilas [mailto:ntsilas@microsoft.com]
Sent: Friday, January 27, 2017 8:38 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Re: East Lake Sammamish Trail Questions and Comments - Gelfuso, Jeff and Julie

Hi Liz, when are comments due today? By what time?

From: Jeff and Julie Gelfuso <jeffandjulie@live.com>
Sent: Thursday, January 26, 2017 11:28:00 PM
To: lozbolt@sammamish.us
Cc: Hettich, Christi; Lindquist, Vern; Nick Tsilas; Jane Tsilas; Doug & Lori Birrell; George; Jeff and Julie Gelfuso
Subject: East Lake Sammamish Trail Questions and Comments - Gelfuso, Jeff and Julie

Dear Ms Osbolt

As instructed following the the Sammamish City Council public meeting on January 10th 2017, Julie and I are submitting the following attached PDF documenting our questions, concerns, and requests regarding the proposed 60% East Lake Sammamish Trail Improvement Plan. Thank you for taking the time to review it, provide detailed responses to each of our questions, and include it in the city public record filing for the King County of trail permit application.

If you have any issues opening or reading the attached pdf, please let us know. We want to ensure that you've received it from us successfully in time to be reviewed and submitted.

Thank you.

Jeff and Julie Gelfuso
1423 E Lake Sammamish Shore Lane SE
Sammamish, WA 98075
jeffandjulie@live.com
(425)736-5682

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RE: Tsilas (Mint Grove residents) – Comments and Questions on Section 2B East Lake Sammamish Trail Segment

Jane Tsilas <janetsi@microsoft.com>

Tue 1/10/2017 5:12 PM

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

Cc:Nick Tsilas <ntsilas@microsoft.com>;

Good to hear back, thanks you. We look forward to joining the meeting later tonight. Best regards

---

From: Lindsey Ozbolt [mailto:LOzbolt@sammamish.us]
Sent: Tuesday, January 10, 2017 4:42 PM
To: Nick Tsilas <ntsilas@microsoft.com>
Cc: Jane Tsilas <janetsi@microsoft.com>
Subject: RE: Tsilas (Mint Grove residents) – Comments and Questions on Section 2B East Lake Sammamish Trail Segment

Dear Nick Tsilas,

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

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

Regards,

Lindsey Ozbolt
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425.295.0527

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Dear Ms Ozbolt – below and attached are our comments and questions related to the Section 2B Lake Sammamish 60% Design Plan. Thanks, Nick

Re: Tsilas (Mint Grove residents) – Comments and Questions on Section 2B East Lake Sammamish Trail Segment

January 10, 2017

Sent Via E-mail

To: Lindsey Ozbolt - lozbolt@sammamish.us

Dear Ms Ozbolt – we understand that the City Of Sammamish will hold a special meeting today, Tuesday, January 10, 2017 in which residents of the City will have the opportunity to Comment on the South Sammamish Plan B 60% Design Plan. Jane and I reside at 1429 East Lake Sammamish Shore Lane, SE, Sammamish, WA 98075 (identified as 362+00 in the Plan) and will attend the meeting. We are planning on making the following comments and questions which we also submit here for your consideration.

As background, we have been the owners of our home since June 23, 2011. We are parents of three children, who also reside with us. Purchasing our house was a dream come true and reflects years of planning and savings, and significant sacrifices made by both Jane and I who are employed full-time. Our family enjoys the Sammamish trail and are regular users. We walk our dog, go for family walks, and ride our bikes on the trail. We are not surveyors or architects and while we have reviewed the 60% Design Plan, we do not fully understand all the drawings, including ones that reference our home. Based on our review of the 60% Design Plan we have some concerns and questions and so this opportunity to engage with you and the City Council is very valuable.

Our home is the second to last house on Mint Grove, where the road narrows relative to the trail border. As such ingress and egress to our house is already challenging, especially: (1) for larger vehicles, including ambulances, fire trucks, delivery trucks, tow trucks, utility trucks (e.g. electricity, water, cable), garbage trucks (note that the Waste Management recycling cannot and does not come down our small road), and moving trucks; (2) when there is a car coming in the opposite direction; and (3) when residents have guests over. In addition, because of the narrowness of the road, parking is currently extremely limited.

We support the paving of the trail in a thoughtful, compliant, safe manner that considers and prioritizes the safety of Sammamish citizens, the environment, and the quality of life of impacted homeowners. Below are our questions and concerns that we hope can be addressed.

1. We have significant concerns regarding the safety for residents of our home, Mint Grove, and the City of Sammamish. The proposed plan creates more dangerous living environment.
    a. **Will the proposed design enable emergency vehicles to access our home and egress our home in an expedited manner should an emergency occur?** This question specifically applies to ambulances and fire trucks and their ability to come to our house, maneuver at the dead end of Mint Grove (basically in front of our house), and egress.
    b. Please note, as is, the road is especially challenging to navigate for emergency vehicles. Turning around requires several K-turns for many of these vehicles. For other vehicles, including larger ambulances and fire trucks, it requires them to slowly reverse out the length of the road. Something that is dangerous in and of itself, and that could in a life-threatening situation where minutes are critical prove fatal.
    c. Regarding location of the center line – a few feet make a big difference in terms of safety for Sammamish Citizens and our family if there is a fire or medical emergency in our home, and vehicles are delayed in entering and exiting, or are not able to access our homes in a timely manner. These few feet could be the difference between life or death in an emergency. **Why is the center line of the trail not at least kept to its current location, and ideally moved to the east so as to not create a more dangerous living environment for our house and other Mint Grove residents?**
    d. At a minimum we ask that the trail does not impede more to the west that it currently does as it will narrow the road and create situations that are more dangerous than the current one by further limiting the ability for emergency

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vehicles to access our home in a timely manner.

e. We hope that the City puts the safety of its citizens and residents first and that a reasonable and responsible approach is taken.
f. **Would the City and County agree to conduct an emergency simulation/test and have an ambulance and fire truck access our house with the proposed 60% draft plan conditions to confirm no potential adverse impact?**
g. **What is the responsibility of the City and City Council to keep the Citizens of Sammamish safe, and at a minimum to not create more dangerous situations than currently exist?**
h. **Related to above what is the potential liability to the City of Sammamish if decisions taken by the City (or inaction) lead to less safe circumstances, and consequently accidents and/or loss of property or life result?**
i. **Does the City have codes related to public welfare and safety that addresses access, ingress and egress by emergency vehicles to homes for emergency purposes? If not should we have such codes?**
j. We are parents of a young child who often plays outside with other neighborhood children and friends who visit from other neighborhoods in Sammamish. A child running onto the trail could potentially be hit by a bicycle. **Does the current proposed plan include plants or structures that would promote thoughtful ingress and egress to the trail by children to avoid getting hit by bicycles or fast moving individuals?**

2. Access to properties for necessities, commerce and maintenance could potentially be significantly impeded.
   a. **Does the current proposed plan impede or make more difficult access to our home by large vehicles such as delivery trucks, moving trucks, utility trucks and construction trucks?**
   b. Please note that as is, many larger trucks cannot access our neighborhood and directly access our home. As an example, the Waste Management recycling truck does not come down the Mint Grover road or stop outside our house. Moreover, when we moved in special arrangements had to be made because moving trucks could not access our home.
   c. Larger trucks such as delivery vehicles have trouble turning around in Mint Grove, including in front of our house. In fact, during our occupancy there have been two accidents caused by vehicles turning outside our home – (1) a delivery truck turning around to egress crashed into our neighbor's house to the north, and (2) a tow truck turning around crashed into our garage.
   d. **Does the current draft plan consider the need for safe and reasonable ingress and egress to conduct commerce and maintenance – utility trucks, UPS and FedEx trucks, water delivery trucks, construction vehicles, etc.?**
3. Location of the current trail works and if the current trail was paved, and\or expanded slightly to the east there would be no adverse impact on safety, quality of life, and the environment.
   a. Many of the above concerns could be avoided if the current trail was paved in its existing location. However, it appears that the proposed draft moves the center line west, thereby narrowing the small road that provides access to our home. **How many feet over does the center line move and how much further west from our current wall to the trail is in the proposed plan?**
   b. **Could we keep the existing center line, or move the center line a few feet to the east?** By moving the center line a few feet to the west, the City would not be creating a more dangerous situation for Mint Grove residents and City of Sammamish residents who visit Mint Grove.
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   e. The proposed draft plan indicates some land to the east of the trail as wet lands. However, this land is not wetlands as defined by federal statutes and to the extent

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it is “wet” it is so because there is a man-made trench that is dug every year (including this year) by King County. The trench created by King County not only captures water, but creates flooding for Mint Grove and our homes. **Why is the land to the east of the trail marked as “wet lands”? and what is the significance of that indication?**

4. **Will the current draft plan address flooding and dangerous situations caused by ice?**
    a. **Does the current draft design address water run-off and potential flooding? Please explain what solutions will improve the situation from today.**
    b. The reason we ask the above is that we have invested over $15k to address drainage issues on our property due to the current trail. We have invested in a new retaining wall, underground drainage, and paving to stop the overflow of water and icing of that water during winter. The icing of the water caused particularly hazardous conditions in the winter resulting in several individuals slipping and falling on the ice.
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Sincerely

Nick, Jane and Loucas Tsilas

1429 East Lake Sammamish Shore Lane SE
Sammamish, WA 98075
425-765-3343

RE: Tsilas (Mint Grove residents) – Comments and Questions on Section 2B East Lake Sammamish Trail Segment

Jane Tsilas <janetsi@microsoft.com>

Tue 1/10/2017 5:10 PM

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

good

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Segment

January 10, 2017

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As background, we have been the owners of our home since June 23, 2011. We are parents of three children, who also reside with us. Purchasing our house was a dream come true and reflects years of planning and savings, and significant sacrifices made by both Jane and I who are employed full-time. Our family enjoys the Sammamish trail and are regular users. We walk our dog, go for family walks, and ride our bikes on the trail. We are not surveyors or architects and while we have reviewed the 60% Design Plan, we do not fully understand all the drawings, including ones that reference our home. Based on our review of the 60% Design Plan we have some concerns and questions and so this opportunity to engage with you and the City Council is very valuable.

Our home is the second to last house on Mint Grove, where the road narrows relative to the trail border. As such ingress and egress to our house is already challenging, especially: (1) for larger vehicles, including ambulances, fire trucks, delivery trucks, tow trucks, utility trucks (e.g. electricity, water, cable), garbage trucks (note that the Waste Management recycling cannot and does not come down our small road), and moving trucks; (2) when there is a car coming in the opposite direction; and (3) when residents have guests over. In addition, because of the narrowness of the road, parking is currently extremely limited.

We support the paving of the trail in a thoughtful, compliant, safe manner that considers and prioritizes the safety of Sammamish citizens, the environment, and the quality of life of impacted homeowners. Below are our questions and concerns that we hope can be addressed.

1. We have significant concerns regarding the safety for residents of our home, Mint Grove, and the City of Sammamish. The proposed plan creates more dangerous living environment.

    a. **Will the proposed design enable emergency vehicles to access our home and egress our home in an expedited manner should an emergency occur?** This question specifically applies to ambulances and fire trucks and their ability to come to our house, maneuver at the dead end of Mint Grove (basically in front of our house), and egress.

    b. Please note, as is, the road is especially challenging to navigate for emergency vehicles. Turning around requires several K-turns for many of these vehicles. For other vehicles, including larger ambulances and fire trucks, it requires them to slowly reverse out the length of the road. Something that is dangerous in and of

itself, and that could in a life-threatening situation where minutes are critical prove fatal.

c. Regarding location of the center line – a few feet make a big difference in terms of safety for Sammamish Citizens and our family if there is a fire or medical emergency in our home, and vehicles are delayed in entering and exiting, or are not able to access our homes in a timely manner. These few feet could be the difference between life or death in an emergency. **Why is the center line of the trail not at least kept to its current location, and ideally moved to the east so as to not create a more dangerous living environment for our house and other Mint Grove residents?**

d. At a minimum we ask that the trail does not impede more to the west that it currently does as it will narrow the road and create situations that are more dangerous than the current one by further limiting the ability for emergency vehicles to access our home in a timely manner.

e. We hope that the City puts the safety of its citizens and residents first and that a reasonable and responsible approach is taken.

f. Would the City and County agree to conduct an emergency simulation/test and have an ambulance and fire truck access our house with the proposed 60% draft plan conditions to confirm no potential adverse impact?

g. What is the responsibility of the City and City Council to keep the Citizens of Sammamish safe, and at a minimum to not create more dangerous situations than currently exist?

h. Related to above what is the potential liability to the City of Sammamish if decisions taken by the City (or inaction) lead to less safe circumstances, and consequently accidents and/or loss of property or life result?

i. **Does the City have codes related to public welfare and safety that addresses access, ingress and egress by emergency vehicles to homes for emergency purposes? If not should we have such codes?**

j. We are parents of a young child who often plays outside with other neighborhood children and friends who visit from other neighborhoods in Sammamish. A child running onto the trail could potentially be hit by a bicycle. **Does the current proposed plan include plants or structures that would promote thoughtful ingress and egress to the trail by children to avoid getting hit by bicycles or fast moving individuals?**

2. Access to properties for necessities, commerce and maintenance could potentially be significantly impeded.

a. Does the current proposed plan impede or make more difficult access to our home by large vehicles such as delivery trucks, moving trucks, utility trucks and construction trucks?

b. Please note that as is, many larger trucks cannot access our neighborhood and directly access our home. As an example, the Waste Management recycling truck does not come down the Mint Grover road or stop outside our house. Moreover,

when we moved in special arrangements had to be made because moving trucks could not access our home.

c. Larger trucks such as delivery vehicles have trouble turning around in Mint Grove, including in front of our house. In fact, during our occupancy there have been two accidents caused by vehicles turning outside our home – (1) a delivery truck turning around to egress crashed into our neighbor's house to the north, and (2) a tow truck turning around crashed into our garage.

d. Does the current draft plan consider the need for safe and reasonable ingress and egress to conduct commerce and maintenance – utility trucks, UPS and FedEx trucks, water delivery trucks, construction vehicles, etc.?

3. Location of the current trail works and if the current trail was paved, and\or expanded slightly to the east there would be no adverse impact on safety, quality of life, and the environment.

a. Many of the above concerns could be avoided if the current trail was paved in its existing location. However, it appears that the proposed draft moves the center line west, thereby narrowing the small road that provides access to our home. **How many feet over does the center line move and how much further west from our current wall to the trail is in the proposed plan?**

b. **Could we keep the existing center line, or move the center line a few feet to the east?** By moving the center line a few feet to the west, the City would not be creating a more dangerous situation for Mint Grove residents and City of Sammamish residents who visit Mint Grove.

c. Please note that by ensuring that the trail does not impede more to the west for the section adjacent to Mint Grove, environmental impact will be minimal and no trees will be cut.

d. If it is not possible to move the center line to the west, can you please explain why not?

e. The proposed draft plan indicates some land to the east of the trail as wet lands. However, this land is not wetlands as defined by federal statutes and to the extent it is "wet" it is so because there is a man-made trench that is dug every year (including this year) by King County. The trench created by King County not only captures water, but creates flooding for Mint Grove and our homes. **Why is the land to the east of the trail marked as "wet lands"? and what is the significance of that indication?**

4. Will the current draft plan address flooding and dangerous situations caused by ice?

a. Does the current draft design address water run-off and potential flooding? Please explain what solutions will improve the situation from today.

b. The reason we ask the above is that we have invested over $15k to address drainage issues on our property due to the current trail. We have invested in a new retaining wall, underground drainage, and paving to stop the overflow of water and icing of that water during winter. The icing of the water caused particularly hazardous conditions in the winter resulting in several individuals slipping and falling on the ice.

c. **If our improvements are destroyed by the new plans, will the County or City reimburse us?**

5. **Will parking and access to our homes by our own vehicles be impeded?**

   a. The Mint Grove road is narrow and turning into our garages from the road is relatively tight and challenging. **Will the current draft plan make more difficult or impede access to our homes by our vehicles?**

   b. Because the road is so narrow, a few feet make a big difference to our ability to negotiate turns into and out of our homes.

   c. Will parking in front of our own homes be adversely impacted by the proposed plan? How do you suggest we handle this if yes? (also a safety concern)

   d. **If parking is adversely impacted, where will Mint Grove residents park?** My family has 4 drivers and as many cars. Not sure where we will be parking.

We would like to invite City of Sammamish Council Members, our Mayor and King County Officials to visit our neighborhood, drive down our road and walk the trail with us. We would also like the City and County to ask emergency services such as fire and medical to assess access and impact of the 60% Draft Plan to Mint Grove homes, including ours. This is big project in terms of financial expenditure and potential risk to public safety and property impact, and we need all stakeholders and decision makers to be properly informed. Looking at plans on paper is not enough to understand the scope of the project and the potential issues and solutions.

We kindly ask that the City of Sammamish take these comments and questions into consideration. More specifically we hope that the City and County put the safety of its citizens first, minimize the impact on Mint Grove residents, and reduce the impact on the environment and the existing trees. This can be easily and reasonably accomplished by moving the center line of the trail a few feet to the east, especially towards the south end of the Mint Grove area.

Sincerely

Nick, Jane and Loucas Tsilas

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