Lindsey Ozbolt

From: Bull, Trishah <Trishah.Bull@kingcounty.gov>
Sent: Monday, January 30, 2017 10:32 AM
To: marywictor@comcast.net; Mike Ammerlaan
Cc: Lindsey Ozbolt
Subject: RE: Public Comment (0)--KC Trail ELST Segment 2B--SSDP2016-00415 Fwd3: Access to Beach Rights easement R.M. Kantonen

Ms. Wictor,

Thank you for the email. This message is to confirm receipt of the materials and affirm that I will be your point of contact during the review process. Moving forward, I will have a better understanding of timing after I meet with management to scope the concern.

Please feel free to contact me with any questions.

Thank you,
Trishah

Trishah Bull
Real Property Agent | King County Parks | Capital Planning & Land Management Section
206-477-3929 | trishah.bull@kingcounty.gov

From: marywictor@comcast.net [mailto:marywictor@comcast.net]
Sent: Friday, January 27, 2017 2:35 PM
To: Bull, Trishah; Mike Ammerlaan
Cc: lozbolt@sammamish.us
Subject: Fwd: Public Comment (0)--KC Trail ELST Segment 2B--SSDP2016-00415 Fwd3: Access to Beach Rights easement R.M. Kantonen

Dear Trishah Bull / King County, & cc: Lindsey Ozbolt / Associate Planner at the City of Sammamish for Public Comment on K.C. Trail - ELST

Kelly Donahue had given this request originally to Heather Marlow/K.C., who we understand is no longer available. Kelly told us this week to forward this same request to you for actual response. [I am also copying lozbolt@sammamish.us so that the email will be recorded along with the attachments in the official Public Comment period which has a deadline of today at 5:00pm on this Friday, January 27, 2017.] Note: R.M. Kantonen recently sold his home, and the new owner is Mike Ammerlaan who is copied on this email.

We look forward, as Tamarack residents (many of whom have the 1968 Beach & Swimming rights recorded by doc #6328552--attached) listed with their title/warranty deed information. Mike also had a copy of the 1983 Short Plat #481035--now attached as well. There are about 210 lots in Tamarack and about 175 homes have been built (80% developed now) since this historic area was recorded directly by the King County Assessor as a Plat in 1964.

The other attachments where those couple scans made by Mr. Kantonen who was a long-time resident of Tamarack and initiated his questions and enumerated the BOLDed **"1-4 Desired**

Remedies" he puts forth at the very bottom of this email from 9/21/2016. {Heather Marlow had never responded at all.}

Please review and respond back to the new owner Mike Ammerlaan. You can also contact me by phone if you wish since I am re-submitting this request for consideration and response from King County for ELST and our easement rights.

Sincerely, Mary Wictor 425-283-7253 mobile
425-836-9819 home/office
408 208th Ave NE, Sammamish, WA 98074 since 6/2000 in Tamarack

---

From: "marywictor" <marywictor@comcast.net>
To: "Mike Ammerlaan" <ammerlaan@live.com>
Sent: Tuesday, January 24, 2017 8:04:10 PM
Subject: Fwd3: Access to Beach Rights easement R.M. Kantonen

Mike--here is the only formal reply Mark got from K.C. Their attachment refers to "Heather Marlow"... who is no longer with K.C. or that department.
Today Kelly Donahue told me at Sammamish City Hall when I talked with them about K.C. Trail details that this is the person to re-request from:

Trishah.Bull@kingcounty.gov

Note: Mark's original attachment/scans were dropped, but I have reattached them, plus the .pdf of 1983.10.07-0974 Short Plat #481035 Hess did in 1983 which I got recently via email from you.

Kelly suggested formally re-emailing to Trishah the information so that King County can followup up directly with you as the new owner. ~ Mary

---

From: "ELST Master Plan" <ELST@kingcounty.gov>
To: kantonen5@comcast.net
Cc: "marywictor" <marywictor@comcast.net>, psanford@windermere.com
Sent: Monday, September 26, 2016 7:17:09 PM
Subject: RE: Access to Beach Rights easement R.M. Kantonen

Hello Mr. Kantonen,

Thank you for reaching out to the East Lake Sammamish Trail Hotline with your comment regarding property access. Please see the attached response to your comment. Let me know if you have any additional questions or comments.

Regards,

Kelly Donahue
Community Engagement

King County Department of Natural Resources
201 South Jackson Street, Suite 700
Seattle, WA 98104-3854
Project Hotline: 1-888-668-4886

From: kantonen5@comcast.net [kantonen5@comcast.net]
Sent: Wednesday, September 21, 2016 8:36 PM
To: ELST Master Plan
Cc: marywictor@comcast.net; Paula Sanford
Subject: Access to Beach Rights easement R.M. Kantonen

Robert Ryes thank you for your assistance this morning.

As I mentioned during our call I have a deeded easement for beach access on Lake Sammamish, but the access has been blocked by the western fence that parallels the Eastlake Sammamish Trail. I have also been harassed by members of the View Point Community, first denying that I had the rights and then saying the rights were useless because they required the user to cross private land. There are two community beach access points that appear to abut each other Lot 2 belonging to the View Point residents a privately held property and then just North is the Tamarack Beach rights. The Tamarack beach rights also have a restriction that no boats are to be buoyed that it is for water and swimming access only. The View Point residences use this strip of beach and water access to Buoy their boats in violation of the easement stipulations. They are not inclined to accept what some feel is an intrusion on their rights. I have dealt with this intimidation tactic for 30 years. I am ready to get this closed.

I've attached several documents for King County Parks to review.

1. Copy of my deeded beach rights
2. Copy of the easement legal description
3. Copy of the location for the beach rights, Orig version and a updated KC plot map
4. Copy of the section map for the area
5. Copy of the Tamarack subdivision covenants and plot map

I apologize they may not be in the correct order. Please let me know if their is any other questions I might be able to answer. I did use this beach access while the easement was under Burlington Northern Railroad and my children were small. I'm in the process of selling my home and a potential buyer was harassed and told that the Beach rights was a hoax. This could have been a very costly and libelous statement if I wished to pursue legal action. I would rather just get this cleared up.

Desired remedies:

1. **King County Parks install a gate access to Beach easement**
2. **Place signage noting the access is for Tamarack residences**
3. **Confirm that access is within the 100 foot right away easement controlled by King County Parks**
4. **Confirm this in writing**

Thank you

Raymond Mark Kantonen
116 Louis Thompson Rd NE
Sammamish WA, 98074
Lot 84 Tamarack Subdivision
Mobile (425) 765-7800

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:56 PM
To: 'marywictor@comcast.net'
Subject: RE: Public Comment (0)--KC Trail ELST Segment 2B--SSDP2016-00415 Fwd3: Access to Beach Rights easement R.M. Kantonen

Dear Mary,

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: marywictor@comcast.net [mailto:marywictor@comcast.net]
Sent: Friday, January 27, 2017 2:35 PM
To: Trishah.Bull@kingcounty.gov; Mike Ammerlaan <ammerlaan@live.com>
Cc: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Fwd: Public Comment (0)--KC Trail ELST Segment 2B--SSDP2016-00415 Fwd3: Access to Beach Rights easement R.M. Kantonen

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4. **Confirm this in writing**

Thank you

Raymond Mark Kantonen
116 Louis Thompson Rd NE
Sammamish WA, 98074
Lot 84 Tamarack Subdivision
Mobile (425) 765-7800

EASEMENT FOR BEACH RIGHTS

NORTHWESTERN CAPITAL CORPORATION, as Grantor, hereby grants to each resident of that parcel of land known as Assessor's Plat of Tamarack, according to the plat recorded in Volume 76 of Plats, pages 36-37, records of the Auditor of King County, Washington, the nonexclusive right to use for beach and swimming purposes the following described property:

> The Westerly ten feet of the easterly twenty feet of that portion of Government Lot 4, Section 6, Township 24 North, Range 6 East, Willamette Meridian, lying west of the Northern Pacific Railway Company right of way and lying north of the line which is parallel to and 100 feet north of the westerly prodiction of the south line of Tract "A" of View Point Park.

DATED this 1st day of April, 1968.

NORTHWESTERN CAPITAL CORPORATION

By _____
President

STATE OF MICHIGAN)
) ss.
COUNTY OF WAYNE)

On this 1st day of April, 1968, before me, the undersigned, a Notary Public in and for the State of Michigan, duly commissioned and sworn personally appeared Ray Nigro, to me known to be the President of Northwestern Capital Corporation, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Nina Vacratsis
Notary Public in and for the State of Michigan, residing at 4868 Nottingham, Detroit, Michigan

NINA VACRATSIS
Notary Public, Wayne County, Mich.
My Commission Expires 1971

SHORT PLAT NO 461035

S. 6 T. 24 R. 6

KING COUNTY, WASHINGTON

Recording Number 8310070974

This space reserved for recorder's use

Filed for record at the request of:

James H. Hess
Name

Return to:

Building & Land Development
450 KC Administration Bldg
Seattle, Washington 98104

APPROVAL

Department of Planning and Community Development
Building and Land Development Division

Examined and approved this 6th day of October, 19 83

Manager, Building & Land Development Division

Department of Public Works

Examined and approved this 6th day of May, 1983 B.F.

Director

Department of Assessments

Examined and approved this 10, day of May, 1983

Harley H. Hoppe
Assessor

Deputy Assessor

83-10-07 #0974 B
RECD F 11.00
REV S 15.00
CASHCL ****26.00
22

LEGAL DESCRIPTION

TOTAL AREA:

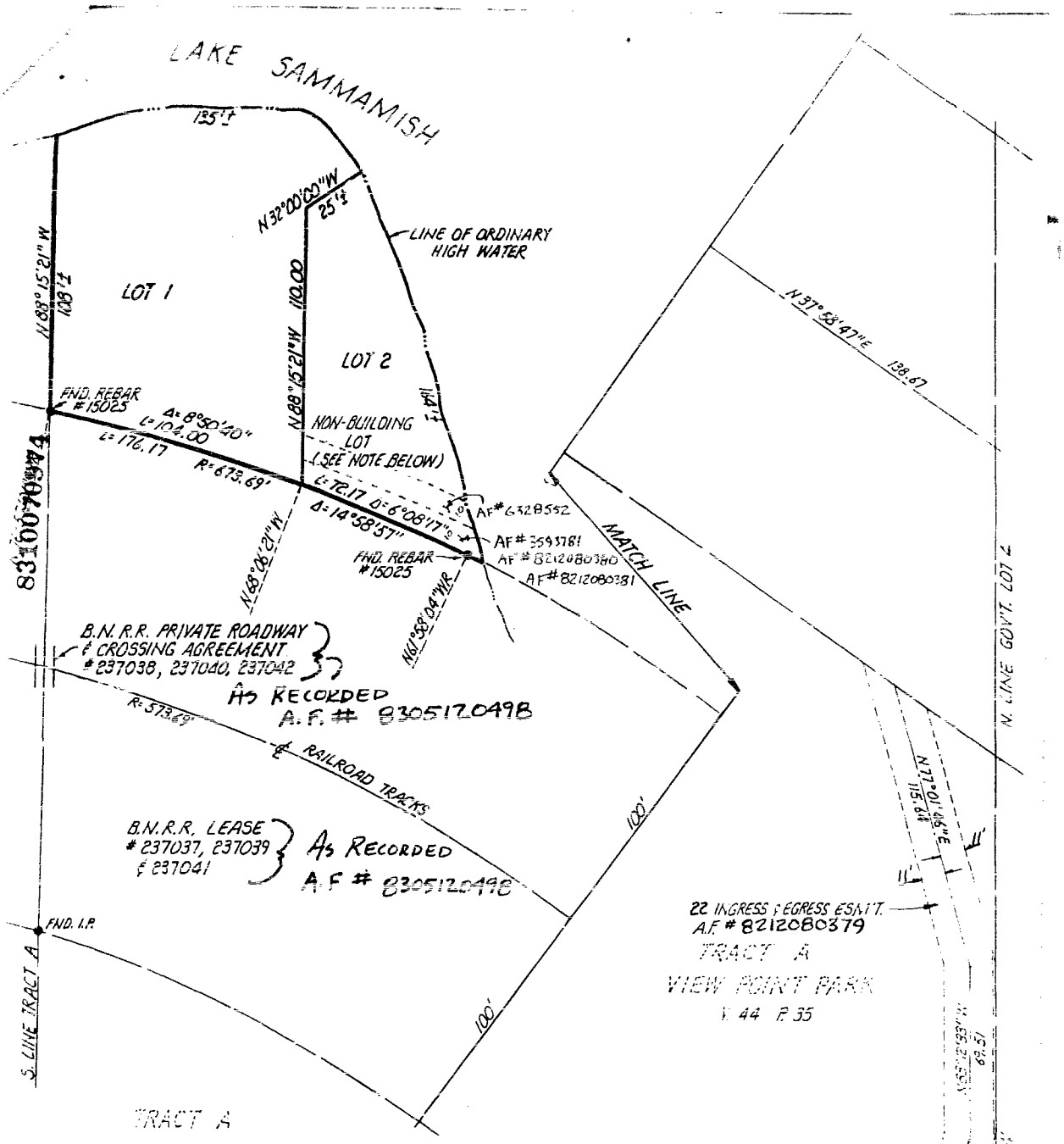
That portion of Government Lot 4, in Section 6, Township 24 North, Range 6 East, W.M., in King County, Washington, lying west of the Northern Pacific Railway Company's right-of-way and lying north of the westerly production of the south line of Tract "A" of View Point Park, according to the plat recorded in Volume 44 of Plats, page 35, in King County, Washington.

Together with second class shorelands adjoining.

Together with an easement for ingress, egress, and utilities over and across a strip of land 22 feet in width lying 11 feet on each side of the following described centerline:

Beginning at a point on the East line of said Tract "A", which is 33.00 feet as measured along said East line, Southerly of the Northeast corner thereof, thence North 76° 39' 15" West a distance of 64.04 feet; thence North 88° 12' 33" West a distance of 69.51 feet; thence South 77° 01' 46" West a distance of 115.64 feet, more or less, to a point on the West line of said Tract "A" and the terminus of this description **as recorded under AF#8212080379.**

Map on File in Vault



WARNING: KING COUNTY HAS NO RESPONSIBILITY TO BUILD, IMPROVE, MAINTAIN OR OTHERWISE SERVE THE PRIVATE ROADS CONTAINED WITHIN OR PROVIDING SERVICE TO THE PROPERTY DESCRIBED IN THIS SHORT PLAT.

SEE RECORD OF SURVEY: Vol 7, Pg. 75

NOTE: LOT 2 IS A NON-BUILDING LOT AS SET FORTH PER FILES 80-21-C, 80-22-V AND 012-80-SV.
THE NON-COMMERCIAL DOCK WITH MOORAGE SPACE FOR TWELVE PLEASURE BOATS SHALL NOT BE CONSTRUCTED UNTIL SUCH TIME AS APPROVED SEWAGE DISPOSAL IS AVAILABLE FOR LOT 2 PER SUBSTANTIAL DEVELOPMENT PERMIT #023-80-SH.

Map on File in Vault

Direction: N

Scale: 1" = 50'

25 0 25 50 75 100 125

ROBERT A. HOLMAN III
REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR

Short Plat No: 481035

DECLARATION:

Know all men by these presents that we, the undersigned, owner(s) in fee simple [and contract purchaser(s)] of the land herein described do hereby make a short subdivision thereof pursuant to RCW 58.17.060 and declare this short plat to be the graphic representation of same, and that said short subdivision is made with the free consent and in accordance with the desire of the owner(s).

In witness whereof we have set our hands and seals.

Name JAMES H. HESS, BONNI M. HESS

Name WOODLAND INVESTMENT & DEVELOPMENT CO.

Name CHARLES O. MEYER, PATRICIA B. MEYER

Name WOODLAND INVESTMENT & DEVELOPMENT CO.

Name JAMES G. LUND, DOLORES A. LUND

Name

3310070974

STATE OF WASHINGTON)
County of) ss.

On this day personally appeared before me _____

to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that _____ *signed the same as* _____ *free and voluntary act and deed, for the uses and purposes therein mentioned.*

GIVEN *under my hand and official seal this day of* _____ 19 81

Notary Public in and for the State of Washington residing at _____

seal

STATE OF WASHINGTON)
County of KING) ss.

On this day personally appeared before me DAVID L. FREE

to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he *signed the same as* he *free and voluntary act and deed, for the uses and purposes therein mentioned.*

GIVEN *under my hand and official seal this day of* Nov 19 81

Notary Public in and for the State of Washington, residing at Redmond

seal

F-808B
8/79

STATE OF WA
County of King } ss.

On this 1ST day of August, A. D. 19 82, before me, the undersigned, a Notary Public in and for the State of WA, duly commissioned and sworn personally appeared James H. Hess and Bonni M. Hess

to me known to be the individuals described in and who executed the foregoing instrument, and acknowledged to me that They signed and sealed the said instrument as their free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Notary Public in and for the State of WA
residing at Bellevue WA

(Acknowledgment by Individual. Pioneer National Title Insurance Company Form L 28)

8310070974

STATE OF WA
County of King } ss.

On this 1ST day of August, A. D. 19 82, before me, the undersigned, a Notary Public in and for the State of WA, duly commissioned and sworn personally appeared Charles O. Meyer and Patricia B. Meyer

to me known to be the individuals described in and who executed the foregoing instrument, and acknowledged to me that They signed and sealed the said instrument as their free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Notary Public in and for the State of WA
residing at Bellevue WA

(Acknowledgment by Individual. Pioneer National Title Insurance Company Form L 28)

STATE OF WA
County of King } ss.

On this 15 day of August, A. D. 19 82, before me, the undersigned, a Notary Public in and for the State of WA, duly commissioned and sworn personally appeared James G. Lund and Dolores A. Lund

to me known to be the individuals described in and who executed the foregoing instrument, and acknowledged to me that They signed and sealed the said instrument as their free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Notary Public in and for the State of WA
residing at Bellevue WA

(Acknowledgment by Individual. Pioneer National Title Insurance Company Form L 28)

DECLARATION OF COVENANT FOR NON-BUILDING SHORT PLAT APPROVAL.

"Declaration of Covenant

"1. In consideration of the approval by King County of short Plat # 481035, which said plat creates (a lot) (lots) described as follows:

LOT 2

8310070974

the undersigned covenants and agrees that no improvements are to be made or placed upon the land for the purpose of human habitation, including tents, tent frames, and trailers or campers, and that no other improvements are made to the property other than fences or those necessary for agricultural, open space, or forestry purposes, unless or until said lot(s) are approved by King County in accordance with County short plat regulations.

"2. This covenant shall run with the land and is binding on all subsequent owner(s) of the above described lot(s).

"3. This covenant is enforceable by any purchasers of lots within the same short plat, and by King County.

"4. Warning: King County has no responsibility to build, improve, maintain or otherwise service any private road contained within or providing service to the above referenced property."

WOODLAND INVESTMENT & DEV. CO. Charles O. Meyer, Patricia B. Meyer owner

H. Chaffey Pres
H. CHAFFEY ~~& ASSOC.~~ INC

FREY-LAND, INC

Bonni M. Hess owner

Dolores A. Lund

STATE OF WASHINGTON)
COUNTY OF KING) ss

On this day personally appeared before me James J. Lund, Dolores A. Lund. Charles O. & Patricia B. Meyer James H. & Bonni M. Hess, to me known to be the individual(s) described in and who executed the within and foregoing instrument and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein stated.

Given under my hand and official seal this 22nd day of March, 1983.

Barbara Ann Murrieu
NOTARY PUBLIC in and for the State of Washington, residing at Kirkland

Form A-1

STATE OF [illegible]

County of [illegible] } ss.

On this [illegible] day of [illegible] A. D. 19[illegible] before me, the undersigned, a Notary Public in and for the State of [illegible] duly commissioned and sworn personally appeared [illegible]

to me known to be the individual [illegible] described in and who executed the foregoing instrument, and acknowledged to me that [illegible] he [illegible] signed and sealed the said instrument as [illegible] free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

[illegible]

Notary Public in and for the State of [illegible]

residing at [illegible]

(Acknowledgment by Individual. Pioneer National Title Insurance Company Form L 28)

8310070974

STATE OF Washington

County of Snohomish } ss.

On this 3 day of April, A. D. 19 83 before me, the undersigned, a Notary Public in and for the State of Washington duly commissioned and sworn personally appeared David L. Frey

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed and sealed the said instrument as his free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

[illegible]

Notary Public in and for the State of Washington

residing at Bothell

(Acknowledgment by Individual. Pioneer National Title Insurance Company Form L 28)

SP 481036

King County
Parks and Recreation Division
Department of Natural Resources and Parks

east lake sammamish trail

September 26, 2016

Hello Mr. Kantonen,

Thank you for calling the East Lake Sammamish Trail Hotline. You will find your comment as well as the King County response to your comment just below. Thank you for your patience.

Comment: Fence put up alongside trail prevents access to lakeside parcel owned by View ridge Development residents. Only access is through adjacent parcels and those owners are refusing access. Estimates 140 properties should have access to specific parcel. Large impact. Very negative experience working with adjacent property owners to gain access. Wants us to help him work through this problem. Going to send us follow up email to project inbox

King County Response: Thank you for your email. The questions you have regarding property access have been referred to King County Parks property agent Heather Marlow. Heather can be reached at Heather.Marlow@kingcounty.gov. I have asked Heather or a member of her team to respond your phone call and email.

If you have any other questions or concerns regarding this trail, please feel free to contact the project hotline at 1-888-668-4886 or ELST@kingcounty.gov. You may also visit the project website, King County Park's blog, and our Twitter page for up-to-date information on this and other projects.

Sincerely,

Kelly Donahue
Community Engagement

King County Department of Natural Resources
201 South Jackson Street, Suite 700
Seattle, WA 98104-3854
Project Hotline: 1-888-668-4886

Statutory Warranty Deed
Dated: January 23, 1986
TA# 01-06-717044

EXHIBIT "A"

Purchaser is entitled to all privileges and uses of Tamarack Beach. Together with Beach Rights in and to the Easterly 10' of that portion of Government Lot 4, Section 6, Township 24 North, Range 6 East, W.M., lying West of the Northern Pacific Railway Company right of way and lying North of the line which is parallel to and 100' North of the Westerly production of the South line of Tract "A" of View Point Park.

8708120401

RLM 9/10/16
URK 9/10/16

RECEIVED FOR DAY
AUG 7 5 7 AM '87
BY THE RECORDER

5060 451

6328552

EASEMENT FOR BEACH RIGHTS

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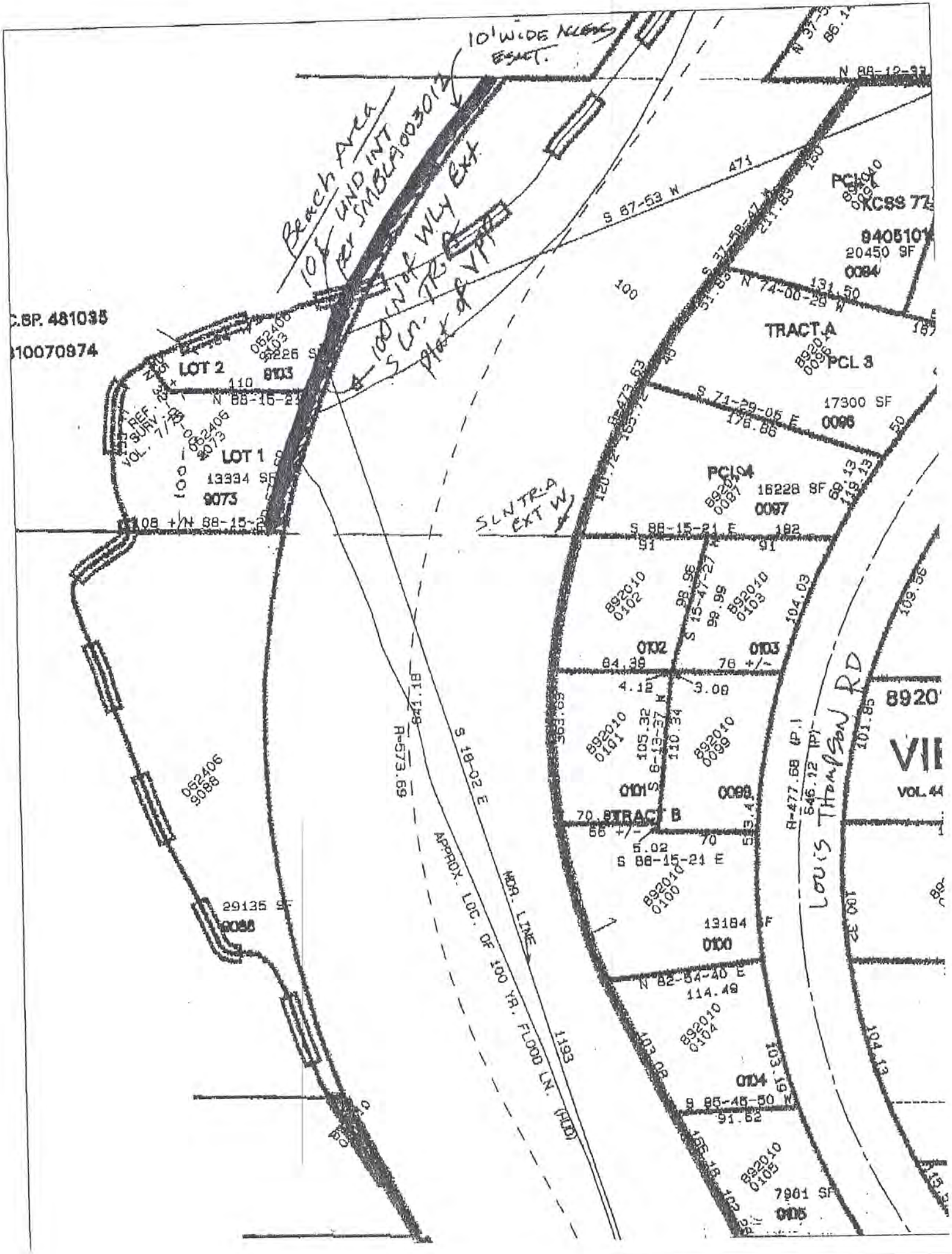
Nina Vacratsis
Notary Public in and for the State of Michigan, residing at 4868 Nottingham, Detroit, Michigan

NINA VACRATSIS
Notary Public, Wayne County, Mich.
My Commission Expires 12-17-1971

Filed for Record at Request of Pacific Northwest Title Ins. Co. 1968 Apr 5 8:30 A.M.
Ralph E. Dunn, King County Auditor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Beach Area
10' UND INT PER SMBLA003012
10' IN OF WLY SLN. TR. A PLAT & VPT
SLN TR. A EXT W
C.BP. 481035
810070974
LOT 2
LOT 1
13334 SF
9073
TRACT A
PCL 3
17300 SF
PCL 4
16228 SF
0097
TRACT B
13184
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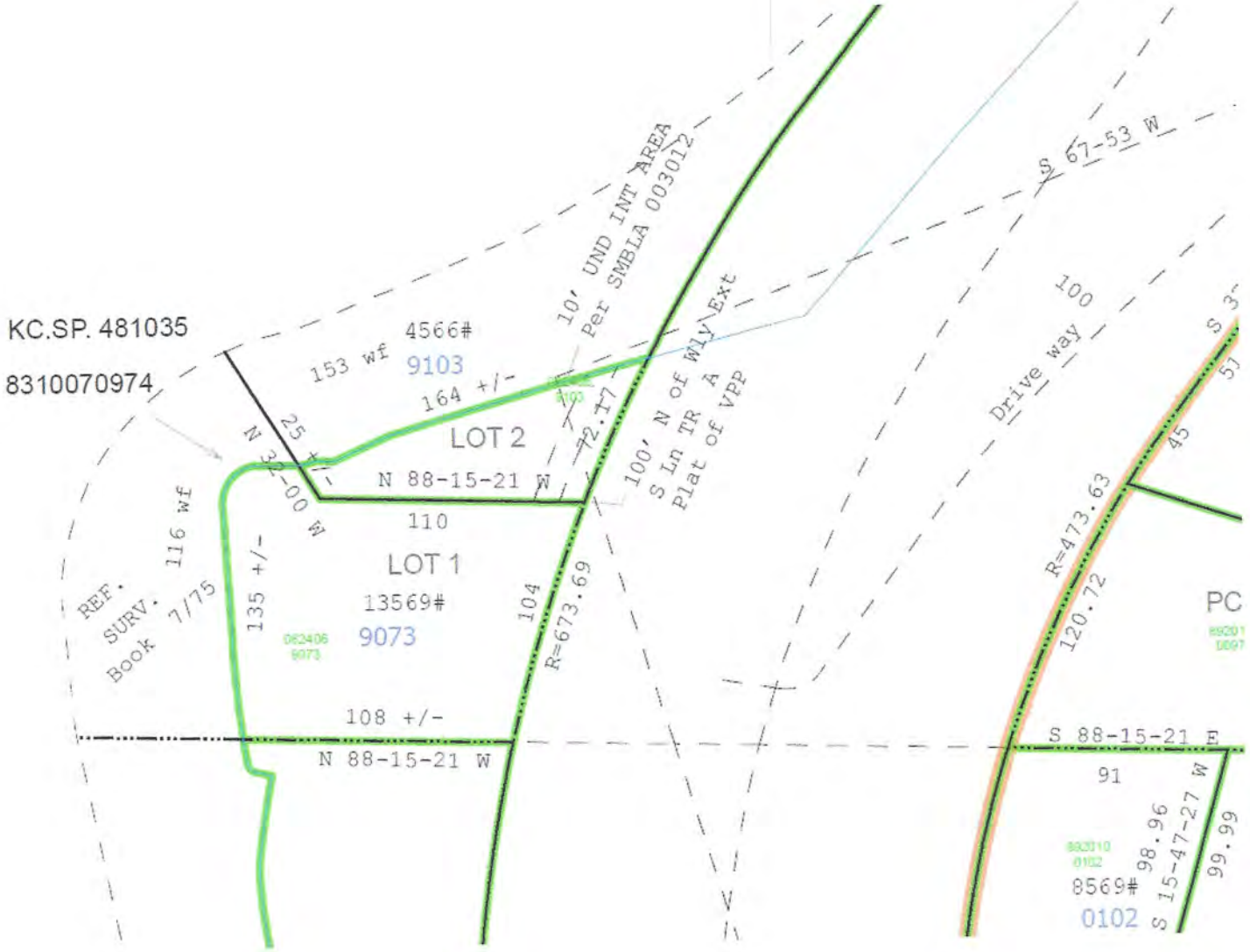
7961 SF
0105
29135 SF
9088
S 87-53 W
N 88-15-21
S 88-15-21 E
N 82-54-40 E
114.49
S 86-46-50 W
91.62
S 18-02 E
APPROX. LOC. OF 100 YR. FLOOD LN. (HUD)
MOR. LINE
Louis Thompson RD
VOL. 44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164 +/-
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Per SMBLA 003012
LOT 2
N 88-15-21 W
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N 32-00 W
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SURV.
Book 7/75
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LOT 1
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8569#
0102

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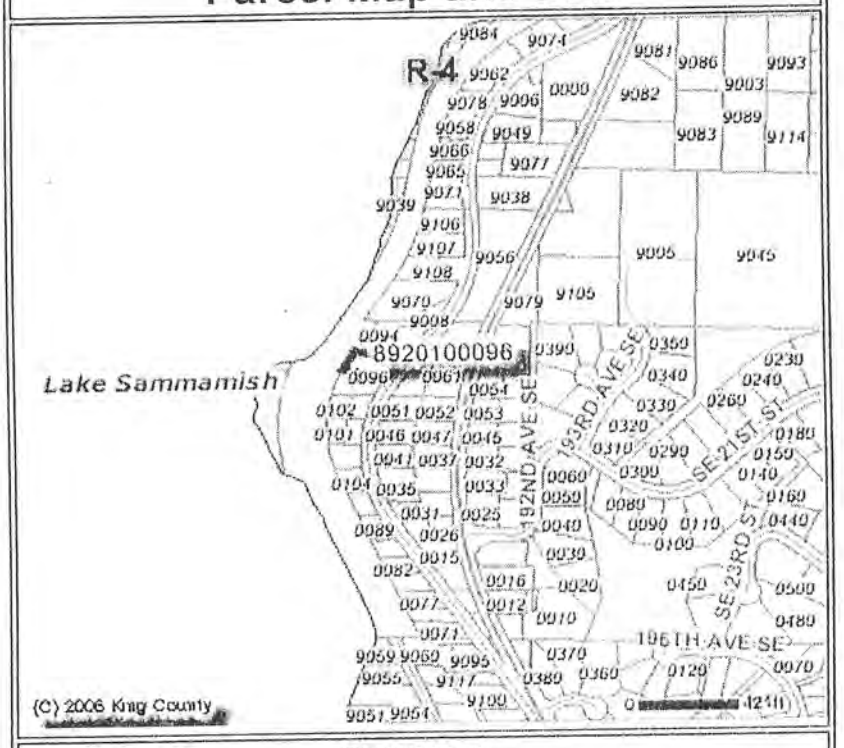
Parcel Map and Data



Parcel Number	8920100096
Address	2021 EAST LAKE SAMMAMISH PL SE
Zipcode	98075
Taxpayer	GARRITY C M

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PROTECTIVE COVENANTS

COVERING

4958584

TAMARAK ADDITION, unrecorded, described as the southeast quarter of the northeast quarter of section 32, township 25 north, range 6 east, W.M., in King County, Washington, EXCEPT the 60 foot strip therein conveyed to King County, Washington, for Louis Thompson County Road by deed recorded under Auditor's file No. 1053610.

These covenants shall run with the land and shall be binding on all parties and persons claiming under them until January 1, 1960, at which time said covenants shall be automatically extended for successive periods of ten years unless by vote of a majority of the then owners of the lots it is agreed to change said covenants in whole or in part.

If the parties hereto or any of them or their heirs and assigns, shall violate or attempt to violate any of the covenants herein; it shall be lawful for any other person or persons owning any real property situated in said development or subdivision to prosecute any proceeding at law or in equity against the person or persons violating or attempting to violate or to recover damages or other dues for such violations.

Invalidation of any of these covenants by judgment or court order shall in no wise affect any of the other provisions which shall remain in full force and effect.

All lots in the tract shall be described as residential lots. No structures shall be erected, altered, placed or permitted to remain on any residential building plot other than one detached single family dwelling, for single family occupancy only, not to exceed two stories in height, and a private garage or carport for not more than three cars.

No building shall be erected, placed or altered on any building plot in this subdivision until the building plans, specifications and plot plan showing the location of such building have been approved in writing as to all conditions of design and construction, and particularly as to conformity and harmony of external design with existing structures in the subdivision and as to location of the building with respect to topography and finished ground elevations by H. R. Watchie, or by a representative designated by him, or his assigns. In the event said party, or his designated representative fails to approve or disapprove such design and location within thirty days after said plans and specifications have been submitted to them, or in any event if no suit to enjoin the erection of such building or the making of such alterations has been commenced prior to the completion thereof, such approval will not be required and this covenant will be deemed to have been fully complied with. The powers and duties of H. R. Watchie and of his designated representative shall cease on and after January 1, 1969, unless extended as heretofore provided.

No building shall be located nearer to the front lot line or nearer to the side street line than the building setback lines shown on the official plat when recorded. No building, except a detached garage or other outbuilding located 70 feet or more from the front lot line shall be located nearer than six feet to any side lot line.

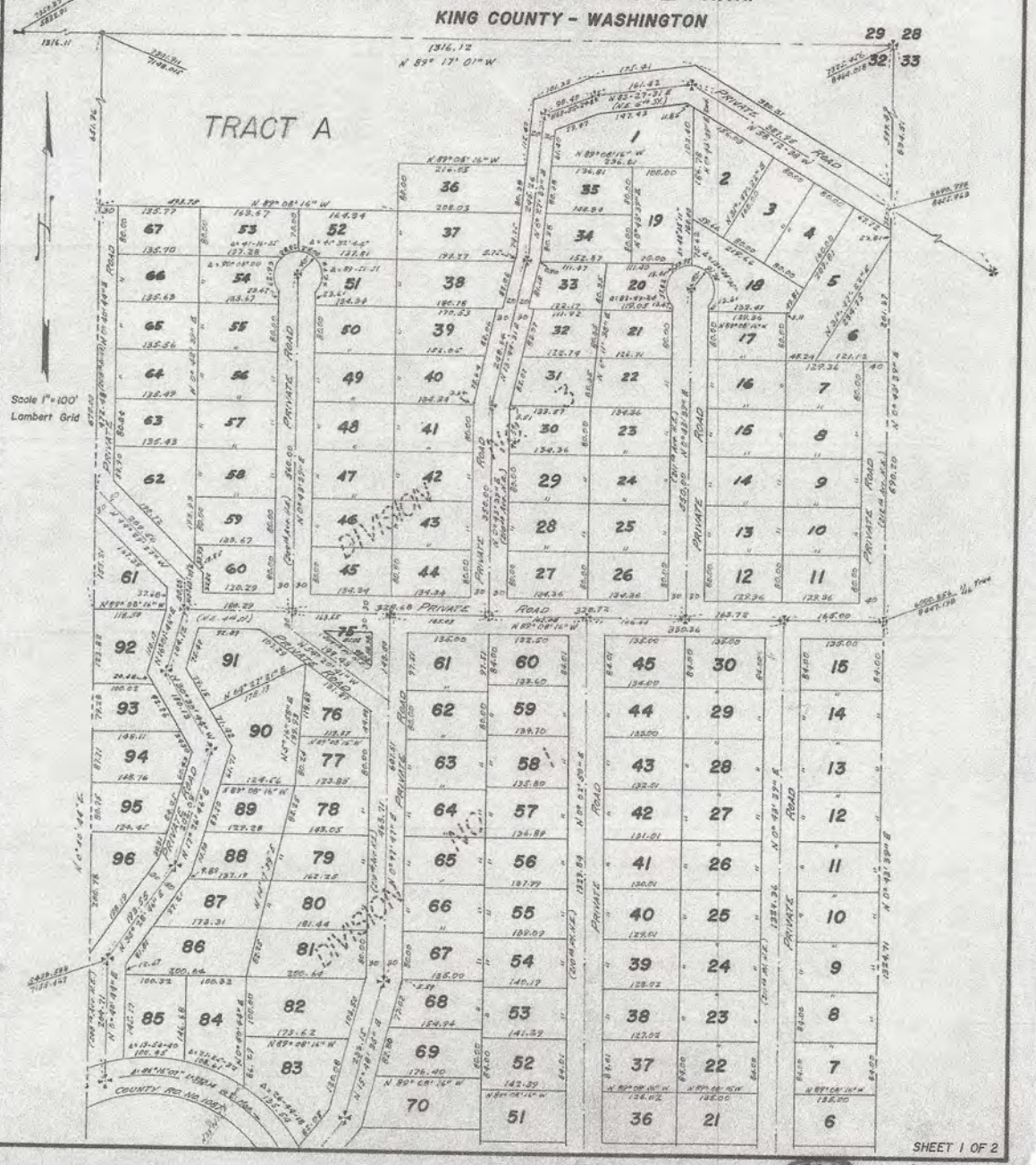
No noxious or offensive trade or activity shall be carried on upon any lot nor shall anything be done thereon which may be or become an annoyance or nuisance to the neighborhood.

No trailer, basement, tent, shack, garage, barn or other outbuilding erected in the tract shall at any time be used as a resident temporarily or permanently, nor shall any structure of a temporary character be used as a resident, nor shall any structure be moved upon any lot without written approval of H. R. Watchie. The floor living area of the main structure of any dwelling, excluding one story open porches and garages, shall not be less than 900 square feet.

ASSESSOR'S PLAT OF TAMARACK

SECTION 32- T. 25N. - R.6E - W.M.

KING COUNTY - WASHINGTON



(17318) 99-100

Lindsey Ozbolt

From: Peggy Michael Reddy <reddy@benefits-consulting.com>
Sent: Friday, January 27, 2017 1:56 PM
To: 'ELST Master Plan'
Cc: Lindsey Ozbolt; karrah@benefits-consulting.com
Subject: RE: 170127 ELST South Samm B - Reddy - Meeting

Hi Kelly: Yes, I can be available at 9:00 a.m. on Tuesday January 31st at my property. Thank you.

From: ELST Master Plan [mailto:ELST@kingcounty.gov]
Sent: Friday, January 27, 2017 12:22 PM
To: reddy@benefits-consulting.com
Cc: lozbolt@sammamish.us; karrah@benefits-consulting.com
Subject: 170127 ELST South Samm B - Reddy - Meeting

Dear Ms. Reddy,

Thank you for your interest in the East Lake Sammamish Trail Project. Please see the attached regarding your email from January 27, 2017. Please let me know if you have any questions.

Regards,

Kelly Donahue
Community Engagement

King County Department of Natural Resources
201 South Jackson Street, Suite 700
Seattle, WA 98104-3854
Project Hotline: 1-888-668-4886

King County
Parks and Recreation Division
Department of Natural Resources and Parks

east lake sammamish trail

January 27, 2017

Dear Ms. Reddy,

Thank you for your interest in the East Lake Sammamish Trail. Please see your comment, as well as the King County response below. Let me know if you have any questions.

Comment: Attached as a word document are my comments and questions with regard to the proposed King County trail. I have also attached (again) the boundary adjustment of 1999 and site survey showing the new boundary adjustment. This boundary change is not entirely and accurately reflected in the King County survey of the trail which I understand has been recognized and will be corrected. I will be removing County stakes on my property unless for some reason the County has jurisdiction on private property. I understand that the King County ROW is 25 feet from the centerline of the trail westward toward my property. Thanks for your consideration and time to review concerns, Peggy

King County Response: Thank you for your email, Ms. Reddy. Members of the survey team and I would like to meet you at your residence next Tuesday morning, January 31. The surveyors would like to review the location of the existing survey stake before you remove it. Please let me know if you would be available at 9:00 am.

If you have any other questions or concerns regarding this trail, please feel free to contact the project hotline at 1-888-668-4886 or ELST@kingcounty.gov. You may also visit the project website, King County Park's blog, and our Twitter page for up-to-date information on this and other projects.

Sincerely,

Kelly Donahue
Community Engagement

King County Department of Natural Resources
201 South Jackson Street, Suite 700
Seattle, WA 98104-3854
Project Hotline: 1-888-668-4886

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

Lindsey Ozbolt

Fri 1/27/2017 4:25 PM

To:cedarforest7@gmail.com <cedarforest7@gmail.com>;

Dear Marna,

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

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

Regards,

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

-----Original Message-----
From: Marna Marteeny [mailto:cedarforest7@gmail.com]
Sent: Friday, January 27, 2017 9:11 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

Myself, my family and my friends use the Sammamish Trail every single week (sometimes multiple times!). Often we ride around Lake Sammamish, and the most scary part of the ride is when we are riding on East Lake Sammamish between the two parts of the unfinished trail, sharing the road with cars.

We can hardly wait for the 3.6 mile segment connecting the two finished pieces to completed!! Many people commute to Issaquah using the trail (where the can), and by completing the trail you are making it safer for people to use alternative transportation to get to work, lessening traffic a bit on congested arterials.

Sincerely,

Marna Marteeny

Marna Marteeny
12143 NE 141st Street
Kirkland, WA 98034
425.681.6132

RE: City of Sammamish

Lindsey Ozbolt

Fri 1/27/2017 4:36 PM

To:Tom Rodgers <trod62857@aol.com>;

Dear Tom,

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

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: Tom Rodgers [mailto:trod62857@aol.com]
Sent: Friday, January 27, 2017 10:00 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Fwd: City of Sammamish

Lindsey,

My name is Tom Rodgers and we reside at 1215 Eastlake Sammamish Shore Lane SE and are the neighbors directly to the South of Liz and Mark
Madgett author of the letter written to you below. We were at the meeting with the Madgett's and the city to review the plan and have the same concerns
that the Madgett's have expressed. Our home is directly in front of the entrance from the parkway to our lane and have access concerns particularly during
the construction phase of the project. As the Madgett's have pointed out in their letter to you below, we share the exact same concerns. We have been
residents for over 20 years and we also enjoy the trail. We are hopeful that the city will be respectful of the homeowners that are critically impacted by
this project on our lane.
Best,

Tom Rodgers

From: Mark J Madgett <Mark_J_Madgett@newyorklife.com>
Date: January 27, 2017 at 8:44:39 AM MST

To: "lozbolt@sammamish.us" <lozbolt@sammamish.us>
Cc: "Lizannemadgett" <lizlablvr@aol.com>
Subject: City of Sammamish

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

Att: Lindsey Ozbolt

We are Mark and Lizanne Madgett, and will forever own a home in the Mint Grove community. The address is 1203 E Lk Sammamish Shore Ln SE. We recognize that "forever" is a long time. As Sammamish residents for 19 years we dreamed, planned, worked hard, and saved for what seemed like an eternity, hoping to find the exact right place for us to spend the rest of our lives, and if possible insure that our children and grandchildren would have that same opportunity.The address of this dream come true is 1203 E Lk Sammamish Shore Ln SE. It is in station 372, the landscape plan is on page 124 of 135 trail plan.

We were able to attend the meeting on the 10th of January, and Liz also had a 30 minute session with a representative on the 12th. Both meetings clarified some of our questions with what will occur near our home and neighborhood. However, there are others that have not been addressed. As you are aware Mint Grove has one entrance and exit.

Concerns: (some of these have also been shared by our neighbors in evidence of the broader impact the new trail design is having on our Lane)

Neighborhood Concerns:

-Emergency vehicle access and turn around, and general safety of all neighborhoods residents and their guests.

-removal of over 300 trees, and the subsequent impact.

-Areas that are erroneously labeled as wet lands, and the subsequent impact that this designation is having on the safety of our neighborhood.

The space to the East of the trail could accommodate both the widening of the trail, satisfy the safety concerns our our community, retain the flora and fauna that currently reside in synergy with our residents, and provide the needed space to retain the water run off from the plateau.

Our Specific Property Concerns:

-The city explained that the C/G area will reside in an area that we have maintained and landscaped with an irrigation system since we took ownership. Will we be responsible for removal and capping of the system?
-There is also a rock retaining wall (that on the plans looks to remain) that is an integral part of the integrity of our landscaping. The wall extends to the end of our drive and turns east towards the trail approximately 4-5 feet, following the continuous line of the property. This curved section holds our house number (1203) and is lighted. The electrical wiring is imbedded in the stone, and is part of a closed loop that also powers the lights on the remainder of the retaining wall. This small section of our wall looks like it will be demolished, and possibly replaced by something else. Who will be responsible for the fees associated with the electrical work and subsequent restoration of power to the remainder of our lighting system?

-There are multiple below ground drainage systems that feed water from the slope to the street that run under our house and feed into the lake. What are the plans for these? Will they be impacted by the proposed construction? If they will be, who is responsible for the work?

Tree Removal: Tree number 8702

- This tree is a mature and healthy Douglas Fir (estimated to be in excess of 50yrs), and is slated to be removed. The reason given is that it lives in the "Sight Triangle". If you look at the tree's placement it does not block any sight line on the trail or the road. Our home is the only residence to the right of the trail entrance. The tree is on the right hand side of the drive. We can assure you having lived in our property for over 5 years that this beautiful tree is not encumbering the entrance to, or egress from our drive to the street. There is complete visibility to all traffic on the trail while crossing in a vehicle. There are so few of these beautiful specimens left on the East side of the lake shore. The tree is clearly outside of the mandated trail width dimensions from the currently staked centerline. I suspect that the real issue here is the desire to use the C/G area, which the tree resides inside of, as a staging area for construction purposes, and will make the execution of the project inconvenient. Again, if the trail went marginally East instead of West this would not even be an issue, along with the loss of an additional 300 trees. Killing this tree would be a ridiculous solution to accommodate the new and improved version of the trail.

From our perspective, these and all of our neighborhood concerns are common sense issues that rely on the human capacity to make great decisions when alternative options are available. To be clear, we are "trail people", use it everyday, and love the idea of a shared community treasure. I suspect that if the non-resident users of the resource had a say in these important micro decisions, that many, if not most would side with the hard earned wisdom that as a community we advance as a common sense argument for minor remediation of the trail plan. We have a chance to get this right, and model a true government/community partnership in the process.

We would request that the SSDP approval be put on hold until the 90% plans are released, and there is resolution to our concerns.

Thank you for your consideration, and we will look forward to your response.

Lizanne and Mark Madgett

Sent from my iPad

Sent from my iPad

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

Lindsey Ozbolt

Fri 2/3/2017 3:34 PM

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

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

Regards,

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

-----Original Message-----
From: Mark Davis [mailto:markdainseattle@gmail.com]
Sent: Friday, January 27, 2017 12:35 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I am writing to show my support for completing the East Lake Sammamish Trail and approving permit SSDP2016-00415.

I have circumnavigated Lake Sammamish by bicycle and know that a completed East Lake Sammamish Trail would greatly improve the bicycle and pedestrian access to this side of the lake.

Please approve the permit, as proposed, with expediency.

Sincerely,
Mark Davis

Mark Davis
1 W Highland Dr
Seattle, WA 98119
425 2211393

RE: Opposition to King County's Proposed 60% Plans Segment B

Lindsey Ozbolt

Fri 2/3/2017 3:58 PM

To:Ben Casady <ben@casadyhomes.com>;

Dear Ben and Connie,

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: Ben Casady [mailto:ben@casadyhomes.com]
Sent: Friday, January 27, 2017 2:41 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Opposition to King County's Proposed 60% Plans Segment B

Ms. Lindsey Ozbolt,
The Honorable Mayor and Member of the City Council
City of Sammamish
Sammamish, WA

My wife, Connie Casady and I own real property on Lake Sammamish at 159 East Lake Sammamish Park Way SE. Connie grew up in our home, of which her parents purchased in 1972, we had the pleasure of purchasing her childhood home in 1995. As such we own the ROW property of which the proposed trail improvements are to be constructed (Segment 2B). Within the related area and related areas to the south we have shared a permitted private driveway access from the parkway with our adjoining three neighbors. Together we have improved and maintained the driveway with asphalt, curbs, drainage, and mature landscape.
We have reviewed King County's proposed 60% plan for Segment 2B as shown on its official website. We OPPOSE the design and construction as it relates to our property and K.C.'s disregard of our real estate rights. The 60% plan as proposed would unnecessarily move the trail from its existing location to the west as it crosses our property, this would require the removal of 65+ year old evergreen trees, (9) nine in total. The conditions surrounding the existing trail within a half mile to the south and/or to the north of our property do not change, with wetlands to the east and improved gardens to the west. The proposed change in trail location as it crosses our 75' section of property results in severe and unwarranted negative impact on the environment and a loss of cherished 65+ year old trees! This can simply be avoided/eliminated by leaving the trail in its current location as

the plan proposes for the property to our immediate south of which have the exact surrounding conditions and allows for similar trees to be saved!
The K.C. plans also eliminate our private driveway entirely, proposing to combine over a dozen unrelated parcels on a narrow, unimproved road, instead of the current four properties, with no turn around routes, confused established surface and subsurface drainage improvements. As mentioned above, for the past 45 years we have shared with our three neighbors a private improved driveway, our home being to the north, with no homes beyond ours. The plan suggests adding our neighbor to the north onto this unimproved road, eliminating their private driveway. Creating tremendous hardship on us, our loss of privacy, loss of current use of our property, added traffic and noise to our home and the life we have known these 45 years, along with the undeniable reduced valuation of all properties impacted.
Also noting in the trail improvements of which are complete at the north and south ends of the lake, we did not see the County combine and/or eliminate private driveways, there are many side by side access routes that were left as they have historically been!
My wife and I are tremendously concerned by the substantive damage we will incur by the 60% plans as currently proposed! We're seeking your representation and respectfully request your support of the homeowners along the trail, to provide a sensitive trail plan, respectful in its concept to not incur unnecessary hardship, inconvenience, and loss of value to property owners. We are confident with your help this can be achieved.
Thank you for service to us as representatives and for your consideration of our comments and concerns.
Ben and Connie Casady

Ben Casady
159 East Lake Sammamish Parkway S.E.
Sammamish, WA 98074
206.947.2084
ben@casadyhomes.com

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

Lindsey Ozbolt

Fri 2/3/2017 3:59 PM

To:jijian.zhang@gmail.com <jijian.zhang@gmail.com>;

Dear Jijian,

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

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

Regards,

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

-----Original Message-----
From: Jijian Zhang [mailto:jijian.zhang@gmail.com]
Sent: Friday, January 27, 2017 3:00 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I and my family have been living in Sammamish since 2002. We love this city and call it home ever since we moved in here. Nice people, nice neighborhood, and a lot of trees. One thing I particularly love city of Sammamish is I could ride my bicycle from my house all over down to Lake Sammamish, and then climb up via Issaquah highland trail. Great trail system and very beautiful view. ELST is great, however, the only bad part is that it is not all paved. So I have to ride on the shoulder. Even though I am comfortable to ride on the shoulder along with East Lake Sammamish Parkway, I am not comfortable to let my kids to ride on it because of safety concern. I am eager to see a fully paved ELST so I could ride along with my kids and enjoy the beautiful view with them.

I have been monitoring the progress of ELST for many years. The slow progress really hurts. Please work with the County and the home owners closed to ELST, finding common ground to make ELST as a win-win for all citizens of the City of Sammamish. Very appreciated.

Sincerely,

Jijian Zhang

Jijian Zhang
1312 270th Way SE
Sammamish, WA 98075
425-392-6165

FW: ELST Segment 2

Donahue, Kelly <Kelly.Donahue@kingcounty.gov>

Fri 1/27/2017 3:04 PM

To: Auld, Gina <Gina.Auld@kingcounty.gov>; Jenny Bailey <JBailey@parametrix.com>; 'Laura LaBissoniere' <llabissoniere@prrbiz.com>; Robert Reyes <rreyes@prrbiz.com>; Samantha DeMars-Hanson <sdemars-hanson@prrbiz.com>; Lindsey Ozbolt <LOzbolt@sammamish.us>;

Importance: High

Lindsey,

Please accept these comments from Ms. Schoenstadt as part of the comment record for the SSDP for South Sammamish B Segment.

Thank you,

Kelly

From: ELST Master Plan
Sent: Friday, January 27, 2017 1:43 PM
To: Donahue, Kelly; Auld, Gina; llabissoniere@prrbiz.com; psingh@prrbiz.com; rreyes@prrbiz.com; sdemars-hanson@prrbiz.com
Subject: FW: ELST Segment 2

From: Julie Schoenstadt
Sent: Friday, January 27, 2017 1:42:18 PM (UTC-08:00) Pacific Time (US & Canada)
To: ELST Master Plan
Subject: ELST Segment 2

To whom it may concern,

I am writing you today, to submit our concerns about the 60% design plan for South Sammamish Segment B, submitted by King County.

According to Page 56 (AL24) of the design, there is going to be a “Type 1 Rest Stop” located approximately 50-60 feet South of Driveway #15. This is a large concern, as Driveway # 16 is being removed, and Driveway #15 will be opened up to increased traffic (3 additional houses, adding approximately 10 additional vehicles in and out daily). Looking at other areas of the trail, these rest stops are generally located half way between driveways – this proposed rest stop is extremely close to driveway #15, which is a HUGE safety concern – for pedestrians, bikes and vehicles. To have a gathering place for pedestrians and cyclists so close to a high traffic area (between all 6 houses, there are approximately 19-20 resident vehicles coming and going multiple times daily – this does not include visitors) It would be much more logical to relocate this proposed rest stop South, even place it where the plan suggests removing Driveway #14.

Best,
Julie Schoenstadt

FW: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

Donahue, Kelly <Kelly.Donahue@kingcounty.gov>

Fri 1/27/2017 3:25 PM

To:'Laura LaBissoniere' <llabissoniere@prrbiz.com>; psingh@prrbiz.com <psingh@prrbiz.com>; Samantha DeMars-Hanson <sdemars-hanson@prrbiz.com>; Robert Reyes <rreyes@prrbiz.com>; Jenny Bailey <JBailey@parametrix.com>; Auld, Gina <Gina.Auld@kingcounty.gov>; Lindsey Ozbolt <LOzbolt@sammamish.us>;

Lindsey,

Please accept these questions as part of the review comment period for the SSDP for ELST South Samammish B Segment.

Kelly Donahue
Community Outreach and Engagement
East Lake Sammamish Trail
King County Parks
T: 206.477.5585
C: 206.639.1188

From: ELST Master Plan
Sent: Friday, January 27, 2017 9:46 AM
To: Donahue, Kelly; Auld, Gina; llabissoniere@prrbiz.com; psingh@prrbiz.com; rreyes@prrbiz.com; sdemars-hanson@prrbiz.com
Subject: FW: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

From: Peggy Michael Reddy
Sent: Friday, January 27, 2017 9:46:30 AM (UTC-08:00) Pacific Time (US & Canada)
To: 'Curry, Kathryn E CIV USARMY CENWS (US)'; ELST Master Plan; lozbolt@sammamish.us
Cc: 'Karrah Penk (Benefits Consulting Services LLC)'
Subject: RE: [EXTERNAL] RE: East Lake Sammamish Trail Segment B Wetlands 23C

If this wetland is not "regulated" does the County have more leeway in the trail design to keep the trail on the existing trail bed? I'm so confused and so is the County. So they can provide the Corps with a plan to mitigate any impact on the "wetland" in question? Is the "applicant" the City of the County. And why is the permit designated "nationwide".

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

Peggy,

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

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

Regards, Kathy

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

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

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

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

Peggy,

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

Regards, Kathy

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

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

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

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

Peggy

Peggy Reddy

929 ELS Shore Lane SE

Sammamish, WA 98075

206.484.14845

From: Mike Schmidt
[mailto:IMCEAEX-_O=FIRST+20ORGANIZATION_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=0002010000008164@eop-nam02.prod.protection.outlook.com]
Sent: Thursday, January 26, 2017 6:02 PM

To: Kathryn.E.Curry@usace.army.mil
Subject: East Lake Sammamish Trail Segment B Wetlands 23C

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

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

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

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

I hope that as part of evaluating the area you will keep this feedback in mind, and hope that both the determination of wetlands can be changed, as well as hopefully redirecting the trail back to the east closer to following

the current trail bed as it does just south of this area at segment 377. This would allow the preservation of the highly desirable plants and mature trees in this area.

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

--Mike Schmidt

903 East Lake Sammamish Shore Lane SE

Sammamish, WA 98075

425 836 3259

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

Lindsey Ozbolt

Fri 2/3/2017 4:17 PM

To:spuddybuddy@ubertuber.org <spuddybuddy@ubertuber.org>;

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

Regards,

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

-----Original Message-----
From: Mark Foltz [mailto:spuddybuddy@ubertuber.org]
Sent: Friday, January 27, 2017 3:43 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

I bike on trails in King County for recreation, dining, drinking and overnight stays. Where I go (and where I spend my money) is determined by where the trails take me.

My in-laws live in Sammamish and having a trail like this where I could take them while walking or biking with my son would be fantastic.

Completing this trail would not only be an asset to Sammamish but encourage me to visit the area more often. The trail must be built to standards that ensure safety for trail users, including standard width and marked crossings.

Please approve the permit, as proposed, with expediency.

Sincerely,
Mark A. Foltz
spuddybuddy@ubertuber.org

Mark Foltz
3635 Burke Ave. N
Seattle, WA 98103
2066322909

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

Lindsey Ozbolt

Mon 2/6/2017 9:54 AM

To:pnelson101@gmail.com <pnelson101@gmail.com>;

Dear Patrick,

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

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

Regards,

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

From: Patrick Nelson <pnelson101@gmail.com>
Sent: Friday, January 27, 2017 3:58 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Completion of this trail is the sort of amenity that would draw me and my family to bike in your city. I also strongly support the width and crossing requirements as submitted in order to make the trail safe for riding with small children.

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Patrick Nelson
1946 S Lander St
Seattle, WA 98144
2068831680

Re: 2617 E Lk Sammamish Pkwy SE 98075

Lindsey Ozbolt

Mon 2/6/2017 10:08 AM

To:Keith Galpin <kerg2@comcast.net>;

Dear Keith,

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: Keith Galpin <kerg2@comcast.net>
Sent: Friday, January 27, 2017 4:01 PM
To: Lindsey Ozbolt
Subject: 2617 E Lk Sammamish Pkwy SE 98075

I live at 2617 E Lk Sammamish Pkwy SE 98075. My properties are bisected by the trail, 2 lots to the east and 1 waterfront lot to the west. I'm asking the City of Sammamish to require King County to grant me an easement on the trail right of way to access my waterfront lot from the south end of the 2600 block of E Lk Sammamish Shore Lane SE. This is historically how owners have accessed my waterfront parcel. The County will be building a retaining wall along this block which should leave enough room for a driveway.

If this point of entry is denied, I'd have to build a driveway down from Lk Sammamish Pkwy SE about 700' thru my other lots, and then across the trail, with a driveway down from the west side of the trail. This would unnecessarily add an additional trail crossing hazard, and adversely affect my property.

More than a year ago, when the County first presented their trail maps at a public meeting, I marked this issue with comments on their map, but they never contacted me about it. I was unable to get an appointment with the County at this month's City Hall meetings to discuss this.

I support the trail as an avid cyclist, and think it's a treasure for our community. I urge the County to work with all trail side residents to make it as good for us as the users, and complete it as quickly as possible after resolving all issues. I ask the City to put SSDP approval on hold until then.

Thank you for your support and advocacy,
Keith Galpin
425.894.0502

Re: Comments to 60% design review for ELST section B @ ~347.00 to 347.5

Lindsey Ozbolt

Mon 2/6/2017 10:09 AM

To:Chamberlin, Martin J <martin.j.chamberlin@boeing.com>;

Dear Carol and Marty,

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: Chamberlin, Martin J <martin.j.chamberlin@boeing.com>
Sent: Friday, January 27, 2017 4:02 PM
To: Lindsey Ozbolt
Cc: martychamberlin2@gmail.com; cjchamberlin1@gmail.com
Subject: Comments to 60% design review for ELST section B @ ~347.00 to 347.5

We are Carol and Marty Chamberlin. We live along the bisected portion of the East Lake Sammamish trail, in section B, at approximately marker 347.00 to 347.5. The following are our comments based on the 60% drawing designs provided off the city website and a familiarization discussion with Kelly Donahue and Angie Schmidt held on January 24th 2016.

Design comments:

Dear Patrick,

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

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

Regards,

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

- Individual access points to the west side of the trail
  - Provide individual residential access points along the western side of the trail. This will allow pedestrian traffic for homeowners to quickly, safely traverse the trail, and exit with little delay and congestion. This revision to existing design would be little to no impact to design or costs. This is based on the 60% drawings having opening every other residence, and having stair casings running both north and south. By splitting this into a single staircase at each residence, and running individual stairs, the costs would be similar.

  - This design change will facilitate the movement of lawn equipment kayaks/paddle boards and other large and awkward pieces to be more easily and safely transitioned between sections of the property, while minimizing impact to trail users.

  - Is the shared stair detail on the drawings a placeholder, proposed similar design or will the contractor rebuild the stairs in the same location? If it is the plan to move to joint access, and use shared stairs to the west property, provide specific reasons why King County and its contractors cannot rebuild our western set of stairs as they are currently placed.

- Trail width
  - Per AASHTO guidelines for developing trail facilities, the guide recommends a width of 10 '. The guide also suggests 8' is acceptable where conditions may dictate. And where usage is high, the AASHTO guide mentions widths up to 14'. Nowhere does is indicate a REQUIREMENT for 18'. As this section of the trail is highly sensitive, I recommend the trail width to be limited to AASHTO standards not to exceed 10' in the bisected areas.

  - If the trail thru the bisected area is to be wider than the AASHTO standards (King County is referencing) please provide specific reasons why King County is deviating from this standard.

- Security
  - How will access points along the trail provide security (fencing and gates) that will prevent unauthorized access to each side of the ELST? This would require taller fencing than the projected 4' high fence currently depicted in the design.

Construction comments:

- Access to property during construction
  - How will access be provided to all sections of the owner's property during construction? This may take the form of temporary fencing and gates, as access will be required throughout construction. How will security for home owners along the construction zone be provided, as many people will be in the area for various reasons? How will emergency responders access the construction zone or the owner's lakeside property in the event of an accident?

- Underground utilities
  - There are underground utilities (power, water, phone etc) that traverse the trail. These utilities

are to power the “building” and run the boat lift. They have been there since before the railroad quit running. How will these utilities be provided during construction? And if damaged, repaired?

- Existing residences structure
  - How will the structure labeled “building” be protected during construction? The C&G line abuts this structure. With heavy equipment being used in the area, this requires preparedness.
  - On the east side of the trail, 4 existing concrete retaining walls exist. 2 are north of the existing stairway (stair #50) down to the trail, and 2 are south. The 2 most westerly concrete walls are within the C&G line. If these walls are removed, how will soil be reinforced to prevent damage to the other existing retaining walls and staircase during construction? And what are the plans for permanent reinforcement at these locations?
  - Referenced in the previous paragraph, stairs (stair #50) exist between the retaining walls. A portion of the stairs are within the C&G line. How will temporary access be provided during construction so access to each side of the trail is available during this time? And post construction, how will these stairs be replaced or repaired?
  - Residents in this area have fences, trellises and other semi-permanent fixtures including sprinkler systems that may be impacted when/if C&G lines move. As this is the 60% design phase, how will conversations occur when/if the C&G lines move?

Final comment:

- How will these questions get answered/addressed and responded back to us?

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

Lindsey Ozbolt

Mon 2/6/2017 10:10 AM

To:jchou2003@yahoo.com <jchou2003@yahoo.com>;

Dear Jeanie,

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: Jennie Chou <jchou2003@yahoo.com>
Sent: Friday, January 27, 2017 4:05 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

As a cyclist I have become extremely fearful of riding with cars on the road. When one considers the number of drivers who are distracted (e.g. by cell phones), are legally drunk, fall asleep at the wheel or just plain don't see a cyclist on the road, the odds of catastrophic injury mount with each ride on public roads.

I now make extensive use of bike paths as they are the only safe alternative to riding on the road. Completion of the last unpaved portion of the ELST will allow cyclists to bike long distances without resorting to riding on the road.

When I ride I encounter fellow cyclists, runners, dog walkers and mothers with strollers - all enjoying the multi-use paths. But those same mothers with baby strollers consistently have to turn around when the paved trail abruptly ends and their only choice would be to continue on the muddy, bumpy, gravel surface.

I know that some homeowners in the area are opposed to completion of the ELST. I expect some of them do not like cyclists on the trail. And a portion of these also do not like cyclists on the road. Some folks just do not like cyclists, period.

Thank you for your consideration of my sentiments expressed in this letter. Please assure homeowners in the area that cyclists are respectful of their private property and are only interested in enjoying a safe, paved trail free of cars.

Sincerely,

Jennie Chou
1745 NE 150th St.
Shoreline, WA 98155
206.407.5437

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

Lindsey Ozbolt

Mon 2/6/2017 10:12 AM

To:Kbach717@yahoo.com <Kbach717@yahoo.com>;

Dear Kathryn,

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

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

Regards,

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

From: Kathryn White <Kbach717@yahoo.com>
Sent: Friday, January 27, 2017 4:10 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Sincerely,

Kathryn White
3816 206th pl ne
Sammamish, WA 98074
4258919408

Re: comments on ELST from Steve and Deborah ENOS

Lindsey Ozbolt

Mon 2/6/2017 10:16 AM

To:Deborah Enos <deborahenos@gmail.com>;

Dear Deborah,

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: Deborah Enos <deborahenos@gmail.com>
Sent: Friday, January 27, 2017 4:23 PM
To: Lindsey Ozbolt
Cc: 'Steve Enos'; 'Deborah Enos'
Subject: comments on ELST from Steve and Deborah ENOS

1. King county is not planning to pave all the way from the trail to the parkway. This is a designated access point to/from the trail and will incur additional wear and tear on the current gravel driveway and should be paved. This makes most sense from a maintenance and safety standpoint.

2. Newly designated drainage/filtration/buffer area on the west side of the trail. And the trail is tilted to facilitate drainage to the west, towards the lake. There is currently no wetland or drainage area on that side of the trail HOWEVER, there is an existing drainage ditch and water collection area on the east side of the trail towards the parkway. It makes sense to utilize this already in use area for drainage and to slope the trail eastward towards the parkway to facilitate this.

3. There is no fencing planned on the west (lake) side of the trail north of driveway 11. Requesting a split rail fence. This will provide safety for trail users as there will be a concrete block wall on this side. There is a safety for people falling off the trail. It will also serve to keep users on the improved surface and not wandering off of it.

4. Concrete block wall – can you use real rockery?

5. What is planned for the “CG” (clearing and grubbing) area after the trail is complete?

6. **IMPORANT POINT FOR US: There is a discrepancy of property line (ownership) and the 50'ROW markers. There are markers that have been installed and verified by two different certified survey companies that clearly define the borders of our property. The ROW markers (tall wooden stakes) are within these boundaries. Specifically the eastern end of our property, north and south corners. This needs to be resolved.**

7. There is an existing storm drain vault on our property approx. 20' inside our property lines on the NE corner of our lot. Will this/can this be moved? Volume has significantly picked up since construction in the area and it creates a buildable footprint, esthetic, and olfactory (the smell has gotten worse over the years and is of environmental concern for us) concern.

STEVE AND DEBORAH ENOS
645 E. LAKE SAMMAMISH PKWY, SE

Re: My vote to approve the last piece of the ELST

Lindsey Ozbolt

Mon 2/6/2017 10:17 AM

To:Chris Fratini <chris.fratini@gmail.com>;

Dear Chris,

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: Chris Fratini <chris.fratini@gmail.com>
Sent: Friday, January 27, 2017 4:26 PM
To: City Council; Lindsey Ozbolt; Kelly.donahue@kingcounty.gov
Subject: My vote to approve the last piece of the ELST

Dear City officials and representatives,

Please consider my voice in expressing support for the last piece of the East Lake Sammamish Trail. I have cycled and run in our region for the past several years, I will in fact do it again in occasion of the Lake Sammamish 1/2 Marthon this coming March. Both in my running and cycling activities I have often wondered when this last short piece of the ELST would be made safe for all to use.

It may not seem as much of a difference for someone just talking a walk, but when running or cycling the difference in safety and comfort is quite pronounced. I remember a couple of years ago when preparing for the Seattle to Portland bicycle ride I planned a route around the two lakes (Sammamish and Washinton) From Bothell to Redmond through the Burke Gilman Trail, to the Lake Sammamish Trail through I-90 and back. In the over 80 miles route (gorgeous!) the little section on East Lake Sammamish was the only one unpaved on the entire route. Although I got through it okay I did get a flat and was worried about my ability to stop and maneuver effectively around foot and vehicle traffic. A paved trail with all the appropriate safety measure would greatly enhance its appeal.

Please approve the permit SSDP2016-00415 as submitted including the proposed width in accordance with AASHTO

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

Please approve the permit, as proposed, with expediency.

Sincerely,
Chris Fratini
206-799-8531
Seattle, WA

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

Lindsey Ozbolt

Mon 2/6/2017 10:18 AM

To:andreaclinkscales@altaplanning.com <andreaclinkscales@altaplanning.com>;

Dear Andrea,

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: Andrea Clinkscales <andreaclinkscales@altaplanning.com>
Sent: Friday, January 27, 2017 4:27 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I strongly support completing the ELST and approving permit SSDP2016-00415. This is a critical network network connection.

Do you want to be know as the community who failed to fill the gap for all the wrong reasons?

No. You want to build your community. You want to be a leader.

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

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

When complete, the trail will be a major local and statewide amenity. It will draw tourists to your town. They will spend money in your town.

Please complete the trail.

Sincerely,
Andrea Clinkscales

Andrea Clinkscales
734 Broadway E, APT 301
Seattle, WA 98102
503-805-1064

Re: Public comment for East Lake Sammamish Trail Segment 2B

Lindsey Ozbolt

Mon 2/6/2017 10:45 AM

To:Jyoti Paul <jyoti_paul@yahoo.com>;

Dear Jyoti,

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: Jyoti Paul <jyoti_paul@yahoo.com>
Sent: Friday, January 27, 2017 4:34 PM
To: Lindsey Ozbolt
Subject: Public comment for East Lake Sammamish Trail Segment 2B

Hi Lindsey,
Please see below my comments on this project:

Storm water management in the existing neighborhoods of Inglewood and Tamarack has been an issue that the City of Sammamish has got increasingly involved in. This includes passing ordinance to limit new impervious area to 500 sf for new building projects in existing lots unless infiltrated or tight-lined appropriately downstream. While this is a short term step to address the issue, the long term resolution is providing storm water drainage systems in these neighborhoods and allowing building on the existing legal lots. The City is in the process of providing such infrastructure in Inglewood and should provide such infrastructure in Tamarack in the near future. It is essential that the City of Sammamish and King County work together to ensure that there are paths and capacity available for such storm water system to drain to Lake Sammamish.

King County is widening and paving the trail adjacent to Lake Sammamish and thus, King County will have to handle additional Storm water (and Water Quality) requirements. The City of Sammamish is the uphill/adjacent neighbor to the (ELST) Trail. It is vital and essential that the City make sure there are routes and adequate capacity for Storm water for both existing and future development.

The City and the county should work together to make sure all issues are addressed, changes made to add capacity and ensure sufficient routes/paths (manmade and natural systems), to handle past, present, and future

runoff and storm water from development including varying levels of rainfall and 100 year events.

Dealing with storm water management challenges should not cause long term impairment to building on existing lots. The City should comprehensively plan and manage storm water facilities including the few neighborhoods in the City that is lacking due to when they were platted. Passing ordinances to limit development on existing lots due to lack of storm water facilities is not a fair and reasonable solution unless the City plans on undertaking projects to put in place storm water drainage systems within a reasonable amount of time. In effect, this takes away the value of existing lots that were platted and approved by the authorized jurisdiction in the past and the development rights/potential for such lots. Not through any fault of the owner(s), but because the City is not doing comprehensive management of Storm water. This includes setting, revising, and collecting fees to make sure that the City has ample funding to do CIP projects to implement, upgrade, expand storm drain systems where they are implemented, to be improved, or added for development and redevelopment.

Regards,

Jyoti Paul

Owner of multiple parcels within the City of Sammamish

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

Lindsey Ozbolt

Mon 2/6/2017 10:45 AM

To:jason.strong@gmail.com <jason.strong@gmail.com>;

Dear Jason,

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: Jason Strong <jason.strong@gmail.com>
Sent: Friday, January 27, 2017 4:38 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

As a longtime resident of Sammamish, I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

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

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

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

Please approve the permit as a benefit to all who live and visit our beautiful area.

Sincerely,

Jason Strong
510 235th AVE NE
Sammamish, WA 98074
2404621516

Re: lake samm trail comments

Lindsey Ozbolt

Mon 2/6/2017 10:46 AM

To:Arne Ness <orneryness@msn.com>;

Dear Arne,

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

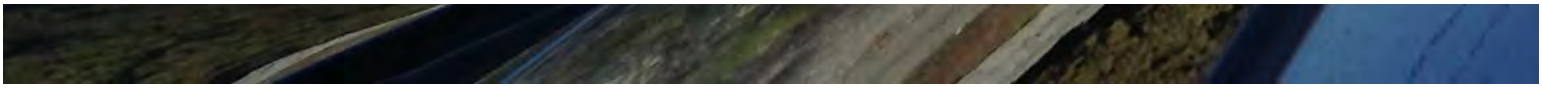
From: Arne Ness <orneryness@msn.com>
Sent: Friday, January 27, 2017 4:40 PM
To: Lindsey Ozbolt
Subject: Fw: lake samm trail comments

lindsey
first, thank you for you service to our community.

my name is Arne Ness, i reside at 433 E Lake Sammamish Pkwy SE.
This email is intended to provide my input on the final segment of the east lake Sammamish trail.
My comments are narrow in scope in that they will address concerns associated with my property and my immediate neighbors, specifically the properties identified on panel AL-24.
My first item of concern relates to an outbuilding at the eastern edge of our property, that appears slated for removal as part of the trail expansion.
The proposed removal of a portion of this shed is being recommended as as being necessary to maintain sight lines at our driveway where it intersects with the trail.
the second of the two enclosed photographs shows my vehicle stopped at the intersection at the current yield sign. The first of the two photos shows the view to the north from the perspective of the driver. The sight line is well in excess of 195 feet, and can be achieved without the removal of my property.

The second area of concern pertains to the removal of driveway #16 on this same pane.
I can only assume that this removal is being done in the interest of safety, which I suggest is an erroneous assumption. Traffic from these homes will be directed southerly and parallel the trail traffic with an increased likelihood of interactions. Driveway #16 should be left in place, shutting it down and redirecting traffic will be a useless and more costly endeavor.
sincerely
Arne Ness

From: Arne Ness <orneryness@icloud.com>
Sent: Friday, January 27, 2017 2:42 PM
To: orneryness@msn.com
Subject:



Sent from my iPad

Re: Questions: 60% Design Plans ELST

Lindsey Ozbolt

Mon 2/6/2017 10:47 AM

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

Dear Shelly,

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

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: Shelly Bowman <ShellyBowman@hotmail.com>
Sent: Friday, January 27, 2017 4:42 PM
To: Lindsey Ozbolt; ELST Master Plan
Cc: Shelly Bowman; Lizette Hedberg
Subject: Questions: 60% Design Plans ELST

Hello Lindsey Ozbolt (Associate Planner of Sammamish City Community Development) and Kelly Donahue (King County),

I have reviewed the 60% design plans for the Segment B of the Eastlake Sammamish Trail. I have a few questions that I would like answered as soon as possible, both in regards to the 60% plans and the subsequently next release of next round of plan release, please.

First, I want to state that I am in complete favor of the trail designed to meets industry standards (AASHTO): A 12ft trail with 2ft shoulders. Thank you! Well done!

I am also in complete support of the 100ft public land along the trail borders being completely utilized by King County to create the stunning PNW landscapes they have created along the trail in other segments. I am adamantly opposed to private encroachment of private use for any reason on our valuable public lands for any reason. While I do understand that there are 5 areas where allegedly private home owner have somehow acquired the property along the trail, I am dumbfounded by this. I attended a hearing where the SHO attorney stressed that “no permanent structure should be built because a train could be brought back at any time to use the rail line.” With that interesting statement, I cannot imagine that if that is indeed true, how 1)any private ownership allowing only 25ft for the train passage would ever take place and 2) why private adjacent owners to the train track would ever encroach on public property with strong fences, garages, gardens and more. Further, I cannot imagine why any home owner would not be wildly in support of the Trail vs having a train return to running on the public land adjacent to their yards. Clearly a trail adds significant value increase to home ownership (there are many examples on line

and the sales price of 2 current vacant land lots clearly advertise the value of living right off the trail) while a coal/freight train running through would significantly reduce the value of their private property.

So to my questions please, and note, I am just a normal citizen and have no expertize in analyzing the 60% design plans.

1. Why does there appear to still be private permanent structures (fences, stairs, gardens, old cars, etc) still on the 100 ft width of public land?
2. When will these items be removed?
3. How will these areas be developed to mirror the beautiful PNW landscapes that benefit the birds and bees, the lake and the publics love of our public "green ways"?
4. How will you design the public 100ft lands between the five 25 foot segments widths due to the alleged private owner?
5. Can you please provide the titles that demonstrate clear private ownership of these five encroachments of private ownership onto the Train Lands?
6. Who signed these?
7. Why were these sold when clearly the SHO Attorney states that he believes a train could return to running the lines at any time?
8. If a train were to start running at any time, I imagine it would be unsafe for the five areas where private ownership narrows the train track to only 25 feet, how would this be dealt with?
9. I love peek a boo views of our public lake, and find that I and my friends experience a lot of stress when monoculture "shrub trees" or tall private fences (in excess of 6 feet) block the view and worst yet, create a horrible "tunnel" claustrophobic effect while enjoying our recreational walks or bikes. My question is, how will you ensure that all private items are moved off our 100ft public lands and that those items that are on "true" privately owned property adhere to development rules such as 6ft fences back 5 inches from the public property?
10. How are the private encroachment folks being held accountable? I understand "some" may have been given "temporary use" of the public lands (key word temporary). Are they being fined daily? If they wrongly stole public property be building a "permanent" structure on the 100 ft public land, are they being taken to court to have it removed?
11. Or,.. are they being required to pay market value for the lake front land so that the public can purchase additional water front park lands or restrooms or parking lots along the trail?
12. When on the trail, I see lots of new houses being built. Can you show me proof by survey that 1) those new developments are off the 100ft public land, 2) they have proper storm drainage?
13. Regarding Stop Signs. Can you please confirm that the Trail Right of Way are being adhered to?
14. Where will the STOP Signs be placed so that car drivers on little roads or out of their driveways clearly stop so as not to endanger any trail user?
15. Where will there be clear signs marking Road Access for cafes, restrooms or water purchase?
16. I am concerned about Trees and it appears that KC is doing an outstanding job exceeding the canopy limit. Can you please send me proof that the massive new developments along the 100ft public lands have correctly complied with the tree canopy retention plan?
17. Can you confirm that all large trees, regardless of health, that have the potential to have tree root eventually rip up the trail will be removed?
18. Can you confirm that for every large tree taken down, new PNW vegetation that benefit the lake health will be planted?
19. Lastly, can you please let me know when the next release of plans will be released?
20. When will this public land that benefits Sammamish citizens, neighboring Redmond and Issaquah citizens by connecting us to parks, retail and each other be completed?

As a citizen of our great state of Washington, I remain dumbfounded as to why 20 or so wealthy lake front home owners can control Sammamish Council in such a way that permits, designs and completion of an amazing public greenway trail in "our backyard" (vs a loud, dirty train for the risky private home owners that purchased adjacently) benefiting thousands of our families and the health of our PNW nature and lake can take so long costing taxpayers in time and effort to complete.

I look forward to your answers to help my family better understand the current 60% design and

future goals.

Thank you,

Shelly Bowman and Lizette Hedberg

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

Lindsey Ozbolt

Mon 2/6/2017 10:47 AM

To:sknygaard@comcast.net <sknygaard@comcast.net>;

Dear Michael,

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

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

Regards,

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

From: Michael Nygaard <sknygaard@comcast.net>
Sent: Friday, January 27, 2017 4:45 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the East Lk Sammamish trail with the proper widths to make this a multi use trail and to be consistent with the rest of the trails in the system. My wife and I use the trail often both walking and biking, and I have used it with friends biking from Issaquah to Redmond, stopping for lunch, and riding back. It is a huge asset to the regional trails system.

I have seen substantial use of the portion of the trail that is completed in Redmond. I have also ridden the Sammamish River trail and the Burke Gilman. The heavy use by walkers, bikers, skaters, runners and strollers speak to the need for the safe, wide access that should be put in place on the East Lk Sammish trail.

Michael Nygaard
820 Highwood Dr SW
Issaquah, WA 98027
4253913454

Re: Public Comment (7): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ ROW & Access

Lindsey Ozbolt

Mon 2/6/2017 10:18 AM

To:marywictor@comcast.net <marywictor@comcast.net>;

Dear Mary,

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 <marywictor@comcast.net>
Sent: Friday, January 27, 2017 4:26 PM
To: Lindsey Ozbolt
Subject: Public Comment (7): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ ROW & Access

To: Lindsey Ozbolt / Associate Planner, City of Sammamish
re: Easements, ROW widths=Public and add more locations wider Public Access/Use

I see in the 60% design plans Construction Access driveways. I would like to ask that any of these locations be carefully built or used so as to preserve access to the King County ELST during and/or after completion of the Trail Segment 2B project. There have been only 3 real public accesses up to this point, and many more are needed. There are people, old and younger of many ethnicities, with dogs and/children or young adults that wish to connect to the Trail on foot. More, many more locations, are needed for this type of use and access. This will only increase over time I think as well.

Otherwise, folks will have to get in their cars, drive to one of the public parking accesses, park--taking up spaces in the lot, just to walk on the Trail.

There are also short pieces of road which have signs that say PRIVATE road... but are really Public or should be converted to Public through negotiaions. Please review anywhere there are road accesses presently... plus whereever construction action will occur. I hope these can remain and be public accesses at least by foot, bike, stroller, etc. It would be a shame to build construction accesses, and then pay again to remove them when they can provide suitable function for people and improve the

quantity and quality of accesses available to the public.

The City of Sammamish owns the East Lake Sammamish Parkway as a PUBLIC ROAD and Right Of Way (ROW). For the entire western edge of Sammamish, the Parkway parallels the King County Trail ROW and former Railroad bed. Thus, it is crucial for King County to work with the City of Sammamish so that as many public access points, at least by foot and non-motorized means, can get to and use the trail system directly--if not also vehicular as/where appropriate.

Are there any places likely where the City ROW and County ROW overlap, or do they just run parallel?
-Some places have a very small, tiny, narrow strip between the Parkway and Trail ROW.
-Other places have a wide enough gap that there is land and/or houses and structures built.
-It is really key for utilities, safety, and public/private interactions for the County and City to work together to make the Trail system interface with our City as well as possible. This includes sending stormwater/drainage and runoff through the K.C. Trail area to the lake too.

I do also see quite a number of staircase and stairways located on the WEST side of the K. C. Trail. Are these for Public Use? Particularly because they interface to Public ROW on the west side of the centerline. If these are primarily for private houses/homes/developments on the lake, then shouldn't there be just as much or more accesses for the Public Side from the Parkway-- a Public road and ROW for people to use?

[I also believe that more parking (down by 7-11) may be being added, along with public restrooms for Trail users... and also at Inglewood. These seems like it would be really great to have and is highly needed since the trail connects such a long way in the region.]

Thank you for this opportunity to give input, and also to the staff and resources that have been available at the City Hall counter for many weeks!

Best regards,
Mary Wictor, Sammamish resident since 6/2000 and sometimes trail-user in Issaquah, Redmond, Bothell, and Seattle near UW.

Re: Public Comment (8): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ Easement

Lindsey Ozbolt

Mon 2/6/2017 10:47 AM

To:marywictor@comcast.net <marywictor@comcast.net>;

Dear Mary,

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 <marywictor@comcast.net>
Sent: Friday, January 27, 2017 4:52 PM
To: Lindsey Ozbolt
Subject: Public Comment (8): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ Easement

To: Lindsey Ozbolt / Associate Planner, City of Sammamish
re: Questions to answer and/or clarify

1) Are some of the staircases dual-way (two ways to go up and down)? (e.g., Station 344+00)

2) Can the public use the stair cases shown (or being built) on the West side of the trail centerline? Are there some/any only for private use?

3) At Station 349:00 those stairs are by a wetland. What does this access connect to? Just walking along the fence? Viewing the wetland?

4) Looks like a really nice facility at Station 341+00 B-Line. Can here or anywhere else, the Public go to the Beach, shoreline, tidal zones, or Lake Sammamish itself?

5) How about public access to the areas between the Parkway and Trail?

6) What landscaping or other plans are to be done for SSE Shoreline Setback Enhancement Areas like at Station 341+50?

6) I realize the 60% design plans likely won't really have landscaping plans until 90%? What is being done to use native plants, and re-mediate areas that are overgrown with weed and blackberries for example? What plants and type of plantings are being done for Steep Slope and landslide areas?

7) Wetlands and creeks handle stormwater many places. There are likely some hot-spots for drainage too. Will King County be CCTV-ing lines and culverts going under the trail. This is to ensure no clogging nor collapsing structures BEFORE the topside trail work is done.

8) What is the public use of public land owned in the K.C. ROW?

9) Where might shore/beach accesses or viewing be open to the Public? Clarify this and equity of access to Lake Sammamish.

10) How many rest stops (benches etc) are planned from Issaquah to Redmond. How many parking locations? How many restrooms?

11) Will any unnamed creeks and/or streams be named to help indicate where things are located?

12) What "Educational signs" and information will abound to protect the environment and honor history and special aspects of this area?

13) To what do A- B- C- and D-lines refer? (Assumed part of survey profile mapping or something?)

14) At Station 338+00 to +50 along the Trail R/W on the WEST... what is the "RR LEASE LINE" marking and what does it mean?

Thank you for the ELST built to date. We appreciate the opportunity to give input. I hope the project will more forward SOONER than later for the benefit of all for this wonderful, regionally connected ammenity.

Best regards, Mary Wictor

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

Lindsey Ozbolt

Mon 2/6/2017 10:48 AM

To:jenhl@luanava.com <jenhl@luanava.com>;

Dear Jen,

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: Jennifer HaganderLuanava <jenhl@luanava.com>
Sent: Friday, January 27, 2017 4:53 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I have been biking around Lake Sammamish for years -- it is a beautiful and healthy ride. However, every time I have to get off the trail in Sammamish and continue on the road, I am nervous due to the many cars in the area. It is not a ride I feel comfortable allowing my children to do, so what is often a family experience for us has to be cut short.

I was recently so pleased with the extension of the trail from Marymoor park. The amenities are created are so wonderful for all of us that live in this area and use the trail. I urge you to approve the permit, as proposed, with expediency.

Thank you,
Jennifer Hagander-Luanava

Jennifer HaganderLuanava
14518 NE 173rd St
Woodinville, WA 98072
2063515713

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

Lindsey Ozbolt

Mon 2/6/2017 10:48 AM

To:s.williamson@comcast.net <s.williamson@comcast.net>;

Dear Sylvia,

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: Sylvia Williamson <s.williamson@comcast.net>
Sent: Friday, January 27, 2017 4:56 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

To My City,

As a Sammamish resident and frequent user of the Lake Sammamish trail,I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415. Creating a safe trail corridor will improve the safety of all users and keep more bicycles off of E Lk Sammamish Pkwy by keeping bikes and cars separate.

Please approve the permit, as submitted.

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

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

The benefits of this trail are wide reaching. Please approve quickly so we can all enjoy this amazing recreational resource.

Sincerely,
Sylvia Williamson

Sylvia Williamson
21739 NE 18th Way
Sammamish, WA 98074
206-459-7306

Re: ElLST

Lindsey Ozbolt

Mon 2/6/2017 10:49 AM

To:Calvin White <seasquirl@comcast.net>;

Dear Calvin,

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: Calvin White <seasquirl@comcast.net>
Sent: Friday, January 27, 2017 4:57 PM
To: Lindsey Ozbolt
Subject: ElLST

Liz I am writing you regarding the trail, in particular sections 338-341.
My two big concerns are the fences that are being removed on the west and east side of the trail, why are they not being replaced? This will be a safety concern.

My other concern is the rest area and the cost of putting it in. Why is it being placed at this location? Is it necessary to have it so close to another bench just south of the corner?
Is it allowed to be built inside the 50ft shoreline setback?

Why put the rest area on the west side when placing it on the east side of trail would be much less expensive, you wouldn't have to build a wall (12b) and fill in around rest area. I also have concerns with the trees between rest area and lake? What about the fish and beaver habitat just west of proposed rest area? How will you replace those?

Thank you for considering my points.

Calvin White

Calvin's Phone

Re: Public Comment: King County ELST SSDP2016-414 Inglewood Parking Lot

Lindsey Ozbolt

Mon 2/6/2017 10:49 AM

To:marywictor@comcast.net <marywictor@comcast.net>;

Dear Mary,

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 <marywictor@comcast.net>
Sent: Friday, January 27, 2017 4:58 PM
To: Lindsey Ozbolt
Subject: Public Comment: King County ELST SSDP2016-414 Inglewood Parking Lot

Lindsey / Associate Planner for King County Permits:

The City of Samammish has been doing a drainage improvement trunkline project on Inglewood Hill Road nearly finishing.

Will there be one or more drainage pathways with outfall to Lake Sammamish for current or possible future designs to handle stormwater?
Think this might be a good idea, as the original outfall plan has changed due to Permit timing/impacts.

Sincerely, Mary Wictor

Re: East Lake Sammamish Trail - South Sammamish segment B

Brian Horman <hormanbw@gmail.com>

Fri 2/3/2017 4:02 PM

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

Great. Thank you, Lindsey.

On Fri, Feb 3, 2017 at 4:00 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

> Dear Brian,
>
> Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).
>
> Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.
>
> Regards,
>
> Lindsey Ozbolt
>
> Associate Planner | City of Sammamish | Department of Community Development
>
> 425.295.0527
>
> **From:** Brian Horman [mailto:hormanbw@gmail.com]
> **Sent:** Friday, January 27, 2017 3:21 PM
> **To:** Lindsey Ozbolt <LOzbolt@sammamish.us>
> **Subject:** East Lake Sammamish Trail - South Sammamish segment B
>
> To Lindsey Ozbolt, Associate Planner,

I am writing to express my support for the City of Sammamish issue a permit to allow this segment of the ELST to begin construction. I am an avid cyclist and have ridden this trail a number of times. While the current hard-packed gravel surface is okay as a temporary surface completing the middle section in a similar manner to the north section and the under-construction southern section is key to making the entire trail acceptable for all users (walkers, bicyclist, wheelchair users, etc.) year-round. It is important to for the trail to maintain the same width over its full length and not be narrower in the middle section. If the trail is reduced in width it inevitably will lead to clashes between users passing in opposite directions from each other.

While I am an experienced rider and able to navigate less-than-optimum riding conditions, there are many, many other potential riders (my wife included) who are only comfortable riding on grade-separated trails (away from car traffic) like the ELST. Opportunities for trails like these are very limited and consequently it is critical to take full advantage of this particular one.

Please consider the benefits to the community at large in deciding to issue this permit and allowing the County to proceed with their well thought out design.

Thank you,

Brian Horman

Bellevue, WA

RE: Opposition to Issuance of SSDP2016-00415 Permit

Kathy Koback <kkoback@romeropark.com>

Fri 2/3/2017 4:02 PM

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

Thank you for your confirmation email.

Have a nice weekend!

Kathy Koback, Legal Assistant
ROMERO PARK P.S.

Northwest Office
155 108th Ave. NE, Suite 202
Bellevue, WA 98004
(425) 450-5000 Telephone
(425) 450-0728 Facsimile

California Office
16935 West Bernardo Dr., Suite 260
San Diego, CA 92127
(858) 592-0065

From: Lindsey Ozbolt [mailto:LOzbolt@sammamish.us]
Sent: Friday, February 3, 2017 4:01 PM
To: Kathy Koback <kkoback@romeropark.com>
Subject: RE: Opposition to Issuance of SSDP2016-00415 Permit

Dear Kathy,

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: Kathy Koback [mailto:kkoback@romeropark.com]
Sent: Friday, January 27, 2017 3:25 PM

To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Troy Romero <TRomero@romeropark.com>
Subject: Opposition to Issuance of SSDP2016-00415 Permit

Good afternoon Ms. Ozbolt,

Attached please find a letter/opposition from Troy Romero, attorney for several Sammamish Property Owners, in response to the above-referenced Application and public comment period.

Thank you for your attention to the attachments.

Have a nice weekend!

Kathy Koback, Legal Assistant
ROMERO PARK P.S.

Northwest Office
155 108th Ave. NE, Suite 202
Bellevue, WA 98004
(425) 450-5000 Telephone
(425) 450-0728 Facsimile

California Office
16935 West Bernardo Dr., Suite 260
San Diego, CA 92127
(858) 592-0065

SUPERIOR COURT OF WASHINGTON
FOR KING COUNTY

TRACY NEIGHBORS and BARBARA NEIGHBORS; ARUL MENEZES and LUCRETIA VANDERWENDE; LAKE SAMMAMISH 4257 LLC; HERBERT MOORE and ELYNNE MOORE; TED DAVIS and ELAINE DAVIS; REID BROWN and TERESA BROWN; SHAWN HUARTE and TRINA HUARTE; ANNETTE MCNABB; EUGENE MOREL and ELIZABETH MOREL; VOLKER ELSTE and GAIL UREEL; JOHN R. WARD AND JOANNA WARD, AS CO-TRUSTEES OF THE WARD HALES LIVING TRUST; YORK HUTTON; L. LARS KNUDSEN and LISE SHDO, Plaintiffs, vs. KING COUNTY, a municipal corporation and political subdivision of the State of Washington, Defendant.	Cause No.: 15-2-20483-1 SEA COMPLAINT FOR DECLARATORY RELIEF AND TO QUIET TITLE

COME NOW Plaintiffs Tracy Neighbors and Barbara Neighbors, Arul Menezes and Lucretia Vanderwende, Lake Sammamish 4257 LLC, Herbert Moore and Elynne Moore, Ted Davis and Elaine Davis, Reid Brown and Teresa Brown, Shawn Huarte and Trina Huarte, Annette McNabb, Eugene Morel and Elizabeth Morel, Volker Elste and Gail Ureel, John R.

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Hanson Baker Ludlow Drumheller P.S.
2229 112th Avenue NE, Suite 200
Bellevue, WA 98004
(425) 454-3374

Ward and Joanna Ward, as Co-Trustees of the Ward Hales Living Trust, York Hutton, and L. Lars Knudsen and Lise Shdo (collectively "Plaintiffs"), pursuant to the Revised Code of Washington § 7.28.010, *et seq*, and § 7.24.010, *et. seq*., and allege as follows:

THE PARTIES

1. Plaintiffs Tracy and Barbara Neighbors are husband and wife and are residents of King County, Washington who own land adjacent to both sides of a former railroad right of way which is now the site of a recreational trail known as the East Lake Sammamish Trail ("ELST"). Tracy and Barbara Neighbors' property, King County Tax Parcel No. 072406-9006, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all of their property to the edges of the ELST.

2. Plaintiffs Arul Menezes and Lucretia Vanderwende are residents of King County, Washington who own land adjacent to both sides of the ELST. Arul Menezes and Lucretia Vanderwende's property, King County Tax Parcel No. 072406-9024, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

3. Plaintiff Lake Sammamish 4257 LLC is a Washington limited liability company duly licensed and existing under and by virtue of the laws of the state of Washington. Lake Sammamish 4257 LLC owns land adjacent to one side of the ELST. Lake Sammamish 4257 LLC's property, King County Tax Parcel No. 172406-9079, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all its property to the edge of the ELST.

4. Plaintiffs Herbert Carvel and Elynne Moore are husband and wife and are residents of King County, Washington who own land adjacent to the ELST. Herbert Moore and

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Elynne Moore's property, King County Tax Parcel No. 172406- 9077, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edge of the ELST.

5. Plaintiffs Ted R. and Elaine M. Davis are husband and wife and are residents of King County, Washington who own land adjacent to both sides of the ELST. Ted R. and Elaine M. Davis' property, King County Tax Parcel No. 072406-9020, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

6. Plaintiffs Reid and Teresa Brown are husband and wife and are residents of King County, Washington who own land adjacent to both sides of the ELST. Reid and Teresa Brown's property, King County Tax Parcel No. 072406-9003, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

7. Plaintiffs Shawn and Trina Huarte are husband and wife and are residents of King County, Washington who own land adjacent to both sides of the ELST. Shawn and Trina Huarte's property, King County Tax Parcel No. 072406- 9041, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

8. Plaintiff Annette McNabb is a resident of King County, Washington who owns land adjacent to both sides of the ELST. Annette McNabb's property, King County Tax Parcel No. 072406-9030, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

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9. Plaintiffs Eugene and Elizabeth Morel are husband and wife and are residents of King County, Washington who own land adjacent to both sides of the ELST. Eugene and Elizabeth Morel's property, King County Tax Parcel Nos. 072406-9008 and 072406-9090, include the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

10. Plaintiffs Volker Elste and Gail Ureel are residents of King County, Washington who own land adjacent to the ELST. Volker Elste and Gail Ureel's property, King County Tax Parcel No.0724069057, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all their property to the edge of the ELST.

11. Plaintiffs John R. Ward and Joanna Ward are the Co-Trustees of the Ward Hales Living Trust (the "Ward Hales Trust") and are residents of King County, Washington. As Co-Trustees of the Ward Hales Trust, John and Joanna Ward own land adjacent to the ELST. The Ward Hales Trust property, King County Tax Parcel No. 072406-9023, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all Trust property to the edges of the ELST.

12. Plaintiff York Hutton is a resident of King County, Washington who owns land adjacent to both sides of the ELST. York Hutton's property, King County Tax Parcel No. 4065100030, includes the fee title, which encompasses all surface, subsurface, and aerial rights, to all his property to the edges of the ELST.

13. Plaintiffs L. Lars Knudsen and Lise Shdo are husband and wife and are residents of King County, Washington who own land adjacent to the ELST. L. Lars Knudsen and Lise Shdo's property, King County Tax Parcel No. 072406-9050, includes the fee title, which

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encompasses all surface, subsurface, and aerial rights, to all their property to the edges of the ELST.

14. Defendant King County ("Defendant") is a municipal corporation and political subdivision of the State of Washington.

JURISDICTION AND VENUE

15. Pursuant to RCW 7.28.010 *et seq* and 7.24.010 *et seq* this Court has jurisdiction to rule on the claims and defenses in this action.

16. Pursuant to RCW 4.12.010, venue is properly laid in this Court.

FACTS

17. For more than 100 years, various railroad companies operated trains over a narrow, 12.45 mile long strip of property ("Right of Way") or ("ROW") adjacent to the east shore of Lake Sammamish, in the cities of Issaquah, Sammamish and Redmond.

18. In a Quit Claim Deed recorded under King County Recording No. 9704290575 the then current operator of rail service, Burlington Northern & Santa Fe Railroad ("BNSF"), quit claimed its interest in the ROW to Defendant and the Land Conservancy of Seattle, who then conveyed their interest in the ROW to Defendant in a Quit Claim Deed recorded under King County Recording No. 9809181252 ("Defendant's Quit Claim Deed").

19. Defendant has asserted control over the real property described in Defendant's Quit Claim Deed and is allowing public use of portions of the former ROW as the ELST. Since receiving its Quit Claim Deed Defendant has performed substantial construction within, and made substantial changes to, the ROW. Defendant has now applied for permits to make more substantial changes to the ROW abutting Plaintiffs' properties.

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20. On information and belief, although the Quit Claim Deed that BNSF gave to Defendant and the Land Conservancy of Seattle may have included a description of portions of the ROW abutting Plaintiffs' properties, BNSF did not, in fact, have any recorded interest in said properties capable of being conveyed to the Land Conservancy of Seattle and Defendant.

CLAIM FOR DECLARATORY RELIEF

21. Consequently, Defendant did not acquire any interest in properties abutting the Plaintiffs' properties when it accepted Defendant's Quit Claim Deed.

22. Alternatively, Defendant acquired, at most, unrecorded and unperfected prescriptive easement rights to cross the area of the ROW that had been improved with railroad tracks, ties and ballast, which is much narrower than the width of the ROW.

23. If Defendant is able to prove BNSF acquired prescriptive easement rights to widths greater than the railroad tracks, ties and ballast, Defendant later lost those rights when Plaintiffs improved and occupied major portions of the ROW.

24. Plaintiffs' uses and improvements include, without limitation construction of walkways, driveways, parking areas, landscaping systems, utilities and the planting of trees, shrubs and ground cover, all within the ROW. Plaintiffs' uses and improvements were open, notorious, continuous and under claims of right for periods exceeding ten years. Plaintiffs have adversely possessed the sections of the ROW, adjacent to their properties, lying outside the margins of the former railroad tracks, ties and ballast.

25. Until Defendant has proven that (a) it acquired a fee interest in the abutting properties in its Quit Claim Deed; or (b) it has proven all of the elements of its prescriptive easement claims; or (c) Plaintiffs' have failed to prove all of the elements of their adverse

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possession claims, Defendant should be restrained by Court Order from entering onto and performing construction on the land abutting Plaintiffs' properties.

26. Plaintiffs are entitled to entry of a Declaratory Judgement declaring: (a) BNSF never acquired recorded interests in the properties abutting Plaintiffs' properties; (b) Defendant did not succeed to any previously recorded interests in the abutting properties when it accepted Defendant's Quit Claim Deed; (c) Defendant and the public do not have any right to use or build in the ROW adjacent to Plaintiffs' properties; (d) alternatively, Defendant and the public only have a prescriptive easement to use the portions of the ROW between the margins of the former railroad tracks, ties and ballast; (e) alternatively, Defendant and the public do not have any right to use any portions of the ROW that have been adversely possessed by Plaintiffs.

CLAIM TO QUIET TITLE

27. Plaintiffs are also entitled to entry of an Order Quieting Title to their properties that (a) approves modified legal descriptions for Plaintiffs' properties, which reflect the Court's rulings on Plaintiffs' claims and defenses; (b) establishes the margins of the ELST; and (c) extinguishes any interest Defendant might have in property outside the margins of the ELST.

WHEREFORE, Plaintiffs pray as follows:

1. For entry of the Orders granting the relief described in paragraphs 25, 26 and 27 above; and

2. Entry of an Order granting such other and further relief as the Court deems just and equitable.

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DATED this 20th day of August, 2015.

HANSON BAKER LUDLOW
DRUMHELLER P.S.

By: John T. Ludlow

JOHN T. LUDLOW
WSBA No. 7377
jludlow@hansonbaker.com
Attorneys for Plaintiffs

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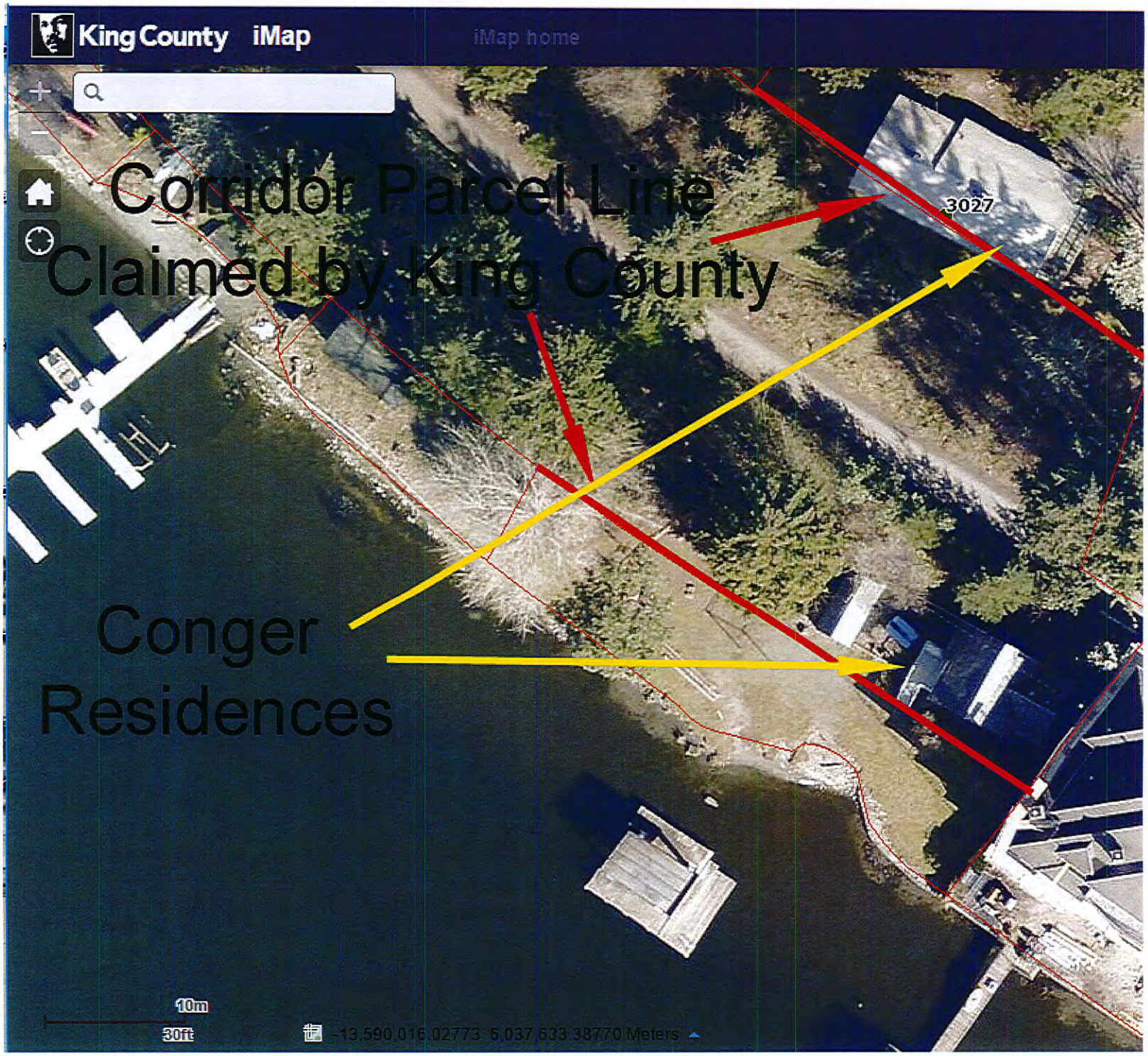
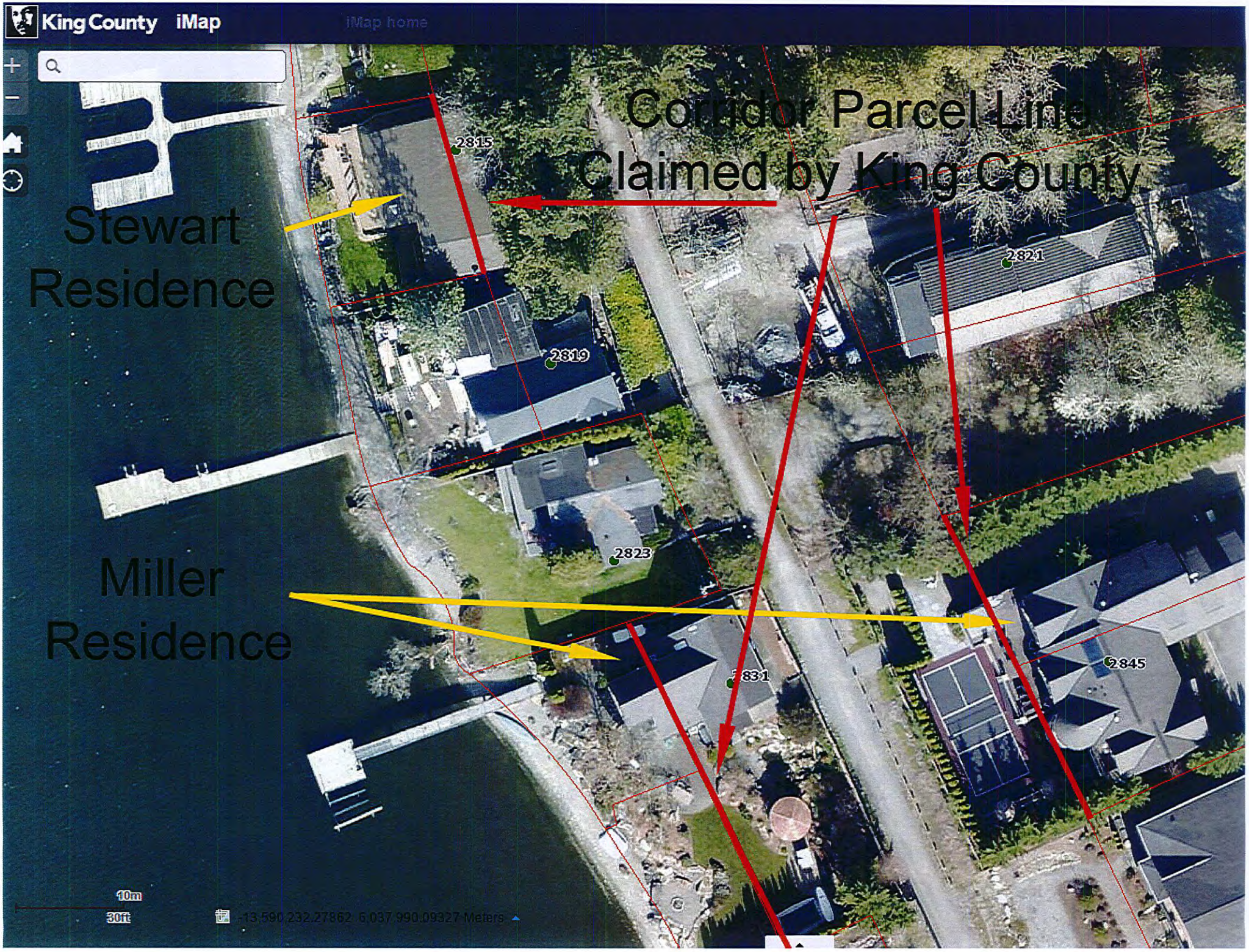
Corridor Parcel Line
Claimed by King County
3133
3137
3139
3141
3143
Davis
Residence
Brown
Residence
Schumacher
Residence
McNabb
Residence


King County iMap
iMap home
Corridor Parcel Line
Claimed by King County
3027
Conger
Residences
10m
30ft
-13,590,016.02773 6,037,633.38770 Meters


King County iMap
iMap home
Corridor Parcel Line
Claimed by King County
Stewart
Residence
Miller
Residence
2815
2819
2821
2823
2831
2845
10m
30ft
-13,590,232.27862 6,037,990.09327 Meters

BOOX/224

GENERAL SITE CONSTRUCTION NOTES:

1. THIS SITE/ PLOT PLAN ILLUSTRATES AREAS OF NEW WORK, PAVING, AND CONFORMANCE WITH ZONING CODES. REFER ALSO TO THE PROJECT FLOOR PLANS FOR ADDITIONAL INFORMATION.

2. THE SITE BOUNDARIES, ADJACENT ROW, SITE TOPOGRAPHY, AND BUILDING LOCATION ON THE SITE NOTED IN THIS DOCUMENT RELY ON KING COUNTY AND OWNER RECORDS.

THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF ALL PROPERTY BOUNDARY INFORMATION AS REQUIRED TO ESTABLISH THE LOCATION OF BUILDING SETBACKS AND EASEMENTS AND NEW AND EXISTING CONSTRUCTION.

THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF ADJACENT TOPOGRAPHY AND BUILDING ELEVATION TO ESTABLISH THE OVERALL BUILDING HEIGHT IN COMPLIANCE WITH CITY OF SEATTLE ZONING HEIGHT LIMITS.

3. EXTENT OF SITE WORK INCLUDES MINOR ROUGH AND FINE GRADING. GENERAL CONTRACTOR SHALL LEAVE DISTURBED AREAS IN A FINISHED CONDITION READY TO RECEIVE LANDSCAPING BY OWNER. SITE WORK INCLUDES MINOR EXCAVATION AND SOIL REMOVAL FOR NEW CONSTRUCTION. G.C. SHALL PROVIDE REMOVAL AND STORAGE OF EXISTING PLANT MATERIALS AS REQUIRED IN AREAS OF NEW WORK.

STOCK TOPSOIL REMOVED FROM THE SITE AND COVER TO PROTECT FROM WEATHER. CONSULT OWNER FOR STOCKPILE LOCATION AS REQUIRED. REMOVE EXCESS SOIL NOT SUITABLE AS BACKFILL OR PLANTING TOPSOIL FROM SITE AND DISPOSE OF AS PART OF THE PROJECT SCOPE.
GENERAL CONTRACTOR SHALL PROVIDE NEW TOPSOIL AT ALL DISTURBED AREAS, AS REQUIRED, AT END OF PROJECT IN PREPARATION FOR LANDSCAPING BY OWNER OR OWNER'S CONTRACTOR.

4. ALL EXCAVATION AND SITE WORK SHALL BE DONE TO MINIMIZE DAMAGE TO AREAS OUTSIDE OF BUILDING FOOTPRINTS. GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVISIONS TO INSURE THE PROTECTION OF EXISTING TREES AND LANDSCAPING TO REMAIN.

WHERE EXCAVATION FOR NEW FOUNDATION CONSTRUCTION REQUIRES APPROVED SHORING SYSTEMS, IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL REQUIRED SHORING AND BRACING FOR EXCAVATIONS.

5. EXCAVATE TO ELEVATIONS SHOWN ON ARCHITECTURAL AND STRUCTURAL PLANS. REMOVE ANY DISTURBED MATERIAL AND REPLACE WITH COMPACTED FILL AT NO ADDITIONAL COST TO OWNER. NOTIFY OWNER IF ADEQUATE BEARING SOIL IS NOT REACHED. EXISTING SITE SOILS MAY INCLUDE EXISTING UNCOMPACTED FILL MATERIALS NOT ACCEPTABLE FOR THE SUPPORT OF NEW STRUCTURES AND FOUNDATIONS. REFER TO STRUCTURAL ENGINEERING REQUIREMENTS FOR MORE INFORMATION INCLUDING SPECIFIC FOUNDATION BEARING REQUIREMENTS.

WHERE SOLID BEARING BELOW FOOTINGS OR CONCRETE SLAB IS DISTURBED OR IS NOT SUITABLE FOR THE BEARING OF THE NEW CONSTRUCTION, THE GENERAL CONTRACTOR SHALL NOTIFY THE OWNER AND ARCHITECT, AND COORDINATE THE INVESTIGATION OF PROJECT ARCHITECT AS REQUIRED.

4. GRADE (BY HAND, IF NECESSARY) TO SMOOTH, EVEN SURFACES AND SLOPES BETWEEN NEW AND EXISTING STRUCTURES AND NATURAL GRADES REMAINING ON SITE. SLOPE GRADES AWAY FROM NEW AND EXISTING STRUCTURES TO ESTABLISH NATURAL DRAINAGE ALL AROUND. PROVIDE DRAINAGE FLOWLINES AS REQUIRED/ NOTED ON THIS PLAN.
DO NOT PERMIT WATER TO ACCUMULATE IN EXCAVATED AREAS.
PROVIDE ADJACENT GRADES AS RECOMMENDED BY THE ARCHITECTURAL DRAWINGS AND AS REQUIRED TO INSURE POSITIVE DRAINAGE.

SITE DRAINAGE NOTES:

1. GENERAL CONTRACTOR IS RESPONSIBLE FOR THE PROVISION OF ALL STORM DRAINAGE COLLECTION, CONDUCTION, AND DISPOSAL DEVICES REQUIRED ON SITE AND/ OR SHOWN IN THESE DOCUMENTS. DRAINAGE CONVEYANCE SYSTEMS SHALL MEET THE REQUIREMENTS OF THE CITY OF SEATTLE AND WSDOT, AND APWA STANDARD SPECIFICATIONS.
PROVIDE SEPARATED FOUNDATION AND ROOF DRAINAGE SYSTEMS. ALL DRIVE AND FLATWORK AREA DRAINS AND CONDUCTORS AS REQUIRED. VERIFY LOCATION OF EXISTING STORM DRAINAGE SYSTEM ON SITE AND PROVIDE CONNECTION TO EXISTING SYSTEM WITH REQUIRED CLEANOUTS.

2. ROOF DRAIN NUMBER AND SIZE SHALL CONFORM TO THE UNIFORM PLUMBING CODE. ALL DOWNSPOUTS SHALL BE TIED INTO A NON-PERFORATED, RIGID PIPE WHICH DRAINS TO A STORM SYSTEM APPROVED BY THE CITY OF SEATTLE.

ROOF DRAINAGE SYSTEM SHALL INCLUDE CLEANOUTS AT THE UPPER END OF THE SYSTEM AND AT EACH CUMULATIVE CHANGE OF DIRECTION IN EXCESS OF 135 DEGREES.

3. FOOTING DRAINS SHALL BE INSTALLED AROUND ALL FOUNDATIONS WHICH ENCLOSE THE (NEW) STRUCTURE. DRAINS SHALL BE CONSTRUCTED OF 4" MINIMUM PERFORATED PVC PIPE MEETING ASTM D2729 WITH THE PERFORATIONS DIRECTED DOWNWARD.
PROVIDE GRANULAR BACKFILL ABOVE AND AROUND THE DRAIN PIPE TO A MINIMUM DEPTH OF 3/4 THE HEIGHT OF THE ADJACENT FOUNDATION WALL. REFER TO GEOTECHNICAL ENGINEERING REPORT DETAILS FOR GRANULAR BACKFILL REQUIREMENTS AT RETAINING FOUNDATION WALLS. A FILTER FABRIC SHALL BE PROVIDED AT ALL DRAINS PER PROJECT DETAILS.

4. ALL NEW PAVING SHALL BE SLOPED TO DRAIN AS NOTED OR REQUIRED BY APPLICABLE CODES. PROVIDE DRAINAGE TO EXISTING DRAINS AND DRAINAGE STRUCTURES WHERE FEASIBLE. PROVIDE NEW AREA DRAINS IN CAST IRON WHERE REQUIRED BY PROJECT CONDITIONS. INSURE THE AREAS UNDER NEW DECKS HAVE POSITIVE DRAINAGE AWAY FROM THE STRUCTURE.

5. STORM DRAINAGE SEWER PIPE (WHERE REQUIRED) SHALL BE THE FOLLOWING:
PVC SDR 35 WITH RUBBER GASKET JOINTS. CONNECTIONS TO CATCH BASINS SHALL BE MADE WITH AC MANHOLE ADAPTERS.

6. PIPE BEDDING AND BACKFILL SHALL BE PER MANUFACTURER'S RECOMMENDATIONS. EXTRA CARE SHALL BE TAKEN TO AVOID KICKING OR DAMAGING PIPE.

7. EXISTING UTILITIES WHERE SHOWN ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO LOCATE ALL UTILITIES IN THE CONSTRUCTION AREA AS REQUIRED AND TO PROTECT THEM DURING CONSTRUCTION.
THE GENERAL CONTRACTOR SHALL NOTIFY ALL LOCAL UTILITIES PRIOR TO ANY EXCAVATION OR SUB-SURFACE EXPLORATION AND ARRANGE UTILITY MARKING BY THE SPECIFIC UTILITY CONCERN.

SITE EROSION CONTROL/SEDIMENTATION NOTES:

1. CONSTRUCTION AREAS SHALL BE RESTORED TO THEIR ORIGINAL EXISTING CONDITIONS OR BETTER UPON THE COMPLETION OF CONSTRUCTION. EASEMENT AREAS SHALL BE RESTORED TO THEIR EXISTING CONDITIONS OR BETTER UPON THE COMPLETION OF CONSTRUCTION. MAINTAIN EXISTING VEGETATION FOR SILT CONTROL WHERE POSSIBLE.

2. IF SITE EROSION IS EXPERIENCED AND/ OR THE CITY OF SEATTLE AUTHORITIES DEEM IT NECESSARY, PROVIDE EROSION CONTROL SYSTEMS AS REQUIRED.
DIRECT ALL SILT-LADEN WATER TO TEMPORARY EROSION/ SEDIMENTATION CONTROL FACILITIES UNTIL STORM DRAINAGE CONVEYANCE SYSTEMS ARE COMPLETE.

IF REQUIRED, A TEMPORARY EROSION/ SEDIMENTATION CONTROL FACILITY SHALL BE CONSTRUCTED PRIOR TO ANY GRADING OR EXTENSIVE LAND CLEARING. THESE FACILITIES MUST BE MAINTAINED UNTIL CONSTRUCTION AND LANDSCAPING ARE COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED. RETURN TEMPORARY EROSION/ SEDIMENTATION CONTROL AREA TO ORIGINAL CONDITION AFTER LANDSCAPING HAS BEEN COMPLETED.

IF REQUIRED, THE SILTATION SYSTEM SHALL BE AS REQUIRED BY/ TO MEET THE MINIMUM CITY OF SEATTLE REQUIREMENTS. AS CONSTRUCTION PROGRESSES, AND EXPECTED SEASONAL CONDITIONS DICTATE, MORE SILTATION CONTROL FACILITIES MAY BE REQUIRED TO INSURE COMPLETE SILTATION CONTROL FOR THE PROPOSED PROJECT. DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES ABOVE AND BEYOND THESE MINIMUM REQUIREMENTS AS NEEDED TO PROTECT ADJACENT PROPERTIES.

3. ALL DISTURBED SURFACES MUST BE SEEDED IMMEDIATELY AFTER CONSTRUCTION HAS BEEN COMPLETED UNLESS OTHER LANDSCAPING MATERIALS ARE PUT IN PLACE.

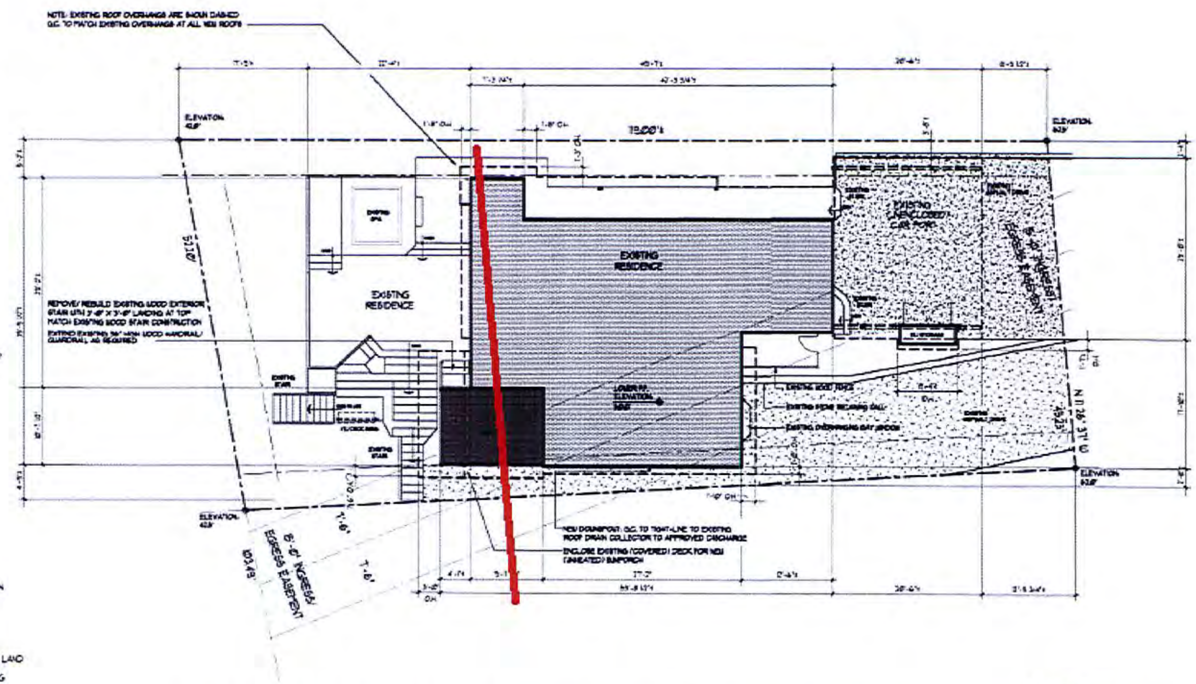
SITE INFORMATION:

EXISTING LOT DEVELOPMENT INFORMATION/KING COUNTY STANDARDS:

PROPERTY OWNER:	ASHOK KURUGANTI
PROPERTY ADDRESS:	2811 EAST LAKE SAMMAMISH PARKWAY SE ISSAQUAH, WASHINGTON, 98027
K.C. TAX PARCEL NUMBER:	# 4065100006 (LOT 3)
LEGAL DESCRIPTION:	LOT 3, LK SAMMAMISH WATERFRONT TRS UNREC LESS ELY 161 FT AS MEAS ALG & PERPDIC TO S LN OF SD 3 LESS RR R/W TGW UND 1/2 INT IN BOAT DOCK LOCATED ON LOT LN COMMON TO TRS 3 & 4.
LOT AREA:	8581 SQUARE FEET (.19 ACRE)
K.C. ZONING:	R-4
REQUIRED SETBACKS:	FRONT YARD: (STREET) 10'-0"; SIDE YARDS: 5'-0"; REAR YARD: 10'-0" FROM RR R.O.W.
MAXIMUM IMPERVIOUS LOT COVERAGE:	55%
MAXIMUM BUILDING HEIGHT:	30'-0"

EXISTING ZONING CONDITIONS:

ACTUAL SETBACKS:	FRONT YARD: (STREET) 111'-0"±; SIDE YARDS:	5'-2" (NORTH LOT LINE) 2'-0" (SOUTH LOT LINE)
	REAR YARD:	10'-3" FROM RR R.O.W.
EXISTING IMPERVIOUS LOT COVERAGE:	PAVED DRIVES/ WALKS:	517 SQUARE FEET
	EXISTING HOUSE/ CARPORT:	1925 SQUARE FEET
	EXISTING DECKS:	764 SQUARE FEET
	TOTAL EXISTING IMPERVIOUS AREA:	3,606 SQUARE FEET
PROPOSED IMPERVIOUS LOT COVERAGE:	TOTAL PROPOSED IMPERVIOUS AREA:	3,606 SQUARE FEET (UNCHANGED)
EXISTING (BUILDING) LOT COVERAGE:	EXISTING HOUSE/ CARPORT:	1925 SQUARE FEET
	EXISTING DECKS:	764 SQUARE FEET
	TTL. EXISTING (BLDG.) LOT COVERAGE:	2689 SQUARE FEET
PROPOSED (BUILDING) LOT COVERAGE:		2689 SQUARE FEET (UNCHANGED)



LARGE SCALE SITE PLAN: ASHOK KURUGANTI PROPERTY: 2811 EAST LAKE SAMMAMISH PRKWY SE

SCALE: 1/8"=1'-0"

NOTE: ALSO REFER TO COMPLETE SITE PLAN AT SMALLER SCALE ON SHEET A-0 FOR ADDITIONAL INFORMATION INCLUDING FULL PROPERTY BOUNDARIES, ADJACENT ROADWAYS, AND TOPOGRAPHY

ALL DIMENSIONS RELY ON OWNER-PROVIDED SITE INFORMATION AND KING COUNTY PUBLIC RECORDS. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF ALL SITE DIMENSION AND CLEARANCES PRIOR TO ANY NEW CONSTRUCTION. DO NOT SCALE THESE DRAWINGS. WRITTEN DIMENSIONS TAKE PRECEDENT OVER SCALED DIMENSIONS

ARCHITECT'S ESTIMATED COST OF NEW CONSTRUCTION: $ 28,000.00
APPRAISED VALUE OF EXISTING RESIDENCE: $ 415,000.00

RHODES
ARCHITECTURE + LIGHT

4715 S.W. Juneau
Seattle, Washington
98136

206 . 933 . 1257 ph/fax

Tim Rhodes AIA Architect

REGISTERED ARCHITECT — STATE OF WASHINGTON

Revisions:
REVISED PER OWNER'S RECORDS
9-17-91

Drawn by: TTD
Checked by: TJR
Directory: C:\A305\AK
Drawing File: A-1.DWG
Plotting Scale: 1/8"=1'-0" 24"X36" SHEET

Ashok Kuruganti Residence

2811 East Lake Sammamish Pkwy
Issaquah, Washington 98027

Construction Documents

Site Plan

Plot Plan

Site Notes

A-1

Project No.: 97003
Date: 4-08-98

Copyright RHODES ARCHITECTURE + LIGHT

KING COUNTY DIVISION OF BUILDING
ROBERT L. KRUEGER DIRECTOR
450 KING COUNTY ADMINISTRATION BUILDING
344-4141

APPLICATION FOR PERMIT

OCT-21-74 5247 5M- 18.35

FINAL 11-20-75

DATE 10/21/74

1-7063
JOB NUMBER

EXPIRES { ONE YEAR FROM VALIDATION

PERMIT NUMBER WHEN VALIDATED: OCT-25-74 5439 5--

TOTAL FEE: 36.65

TYPE	RES	COM	PL-R	MECH	DEM	F.C.	GRAD	H/Z	BOND	S/M	MH
	X		X	X							

OWNERS NAME PETTUS DAN.

ADDRESS OF PROPERTY 2811 E. SAMMAMISH PKW S.E 550 E 7 24 6 R-5 96.

OWNERS MAILING ADDRESS 14545 S.E FAIRWOOD BLVD. PHONE 237-0689.

LEGAL DESCRIPTION SEE ATTACHED

USE FIRE REPAIR (MOBS) PARTIAL AND ADDITON OF A 2ND FLOOR (ENVELOPE. 30 RMS 2 BATHS) TO EXIST 1ST FLOOR.

UC | PUC

TAX PARCEL NUMBER: VN

TYPE OF CONST.: I & T

OCC. GROUP

AREA: 900 #

1ST FLOOR | 2ND FLOOR | BASEMENT | GARAGE/CARPORT | DECK | COVERED PATIO | COM. # OF STORIES | COM. TOTAL AREA

VALUATION: $14,204

PLAN REVIEW

ORD	S	F	H	Z	BP	BOND	MECH
X	X	O	X	X			X

PARKING STALLS — REQUIRED — SHOWN

PLAN TO PUB. WORKS — SENT — RETURNED

PLAN TO HEALTH — SENT 10/21 — RETURNED 10/21

MECHANICAL

	FEES
PERMIT FEE	3.00
FURNACE GAS<100,000	6.00
GAS PIPING	6.00
TOTAL	15.00

FEE DISTRIBUTION

BUILDING	36.65
PLAN REVIEW	18.35
MECHANICAL	
FIRE PLACE	
DEMOLITION	
BOND	
TOTAL	

OTHER AGENCIES

PUBLIC WORKS

PARKING
DRAINAGE
CURBING
APPROACHES
BOND TOTAL
FC2D (SW/WL SAMA)
HYDRAULIC CONDITIONS:

LAND USE MANAGEMENT

LOT AREA
NO. OF UNITS
SCHOOL DISTRICT
CENSUS TRACT
GRID NUMBER
PLAT, PUD, VARIANCE #
OTHER #973028

STATE ACCESS PERMIT # O.K.
Date 10-21-74
By Comerich

HEALTH
EXISTING SEPTIC SYSTEM.
BY
APPROVED
SEATTLE - KING COUNTY
DEPARTMENT OF PUBLIC HEALTH
PUBLIC SAFETY BUILDING

BY OWNER.
CONTRACTORS NAME — REGISTRATION # — PHONE

ADDRESS

I CERTIFY THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT AND THAT THE APPLICABLE KING COUNTY REQUIREMENTS WILL BE MET.

OWNER/AGENT SIGNATURE

F142 5/73 15-M

INSPECTORS

(21)

KING COUNTY DIVISION OF BUILDING
ROBERT L. KRUEGER DIRECTOR
Issued by Gonzalez
BY

APPROVED | NOT APPROVED

	INSPECTION ITEM	DATE	INSPECTORS NAME	DATE	INSPECTORS NAME	COR NOTE	NOT RDY	COMMENT
BUILDING	DRIVEWAY ACCESS							
	STEEL							
	FOUNDATION							
	FOUNDATION GARAGE							
	FLOOR JOISTS & GIRDERS							
	PORCH & PATIO PIERS							
	TRUSSES							
	FRAMING	11-26-74	Bill Cox					
	FIRE RATED CONST.	11-26-74	✓					O.K.
	FIREPLACE							
	SHOWER WALL OVER TUB							
	SHOWER PAN & WALLS							
	CLEAN UNDER FLOOR AREA							
	FINAL	12-22-75	Cahill					
MECHANICAL	DUCTS UNDERFLOOR	✓						
	DUCTS OVERHEAD	✓						
	COMBUSTION AIR							
	FURNACE	11-26-74	Bill Cox					
	FIRE DAMPER							
	GAS PIPING	12-3-74	Bill Cox	11-26-74	Bill Cox			✓ affidavit
HOUSING								
ZONING								
DEMOLITION								

OCCUPANCY BOND	AMOUNT	INSPECTORS NAME	DATE	APPROVED BY	DATE	REFUND BY	DATE

KING COUNTY DIVISION OF BUILDING
ROBERT L. KRUEGER DIRECTOR
450 KING COUNTY ADMINISTRATION BUILDING
344-4141

APPLICATION FOR PERMIT

DATE 10/15/74

JOB NUMBER

EXPIRES { ONE YEAR FROM VALIDATION

OCT-15-74 5065 -- 20.00
11-26-74
Final o.k.
Bill Cox

PERMIT NUMBER WHEN VALIDATED: OCT-15-74 5065 -- TOTAL FEE: 20.00

TYPE	RES	COM	PL-R	MECH	DEM	F.C.	GRAD	H/E	BOND	S/M	MH

OWNERS NAME Pettus, Dan

ADDRESS OF PROPERTY 2811 E. SAMMAMISH PKWY S.E SEC 7 T 24n R 6 2RS 96

OWNERS MAILING ADDRESS 14545 - S. E. Fairwood Blvd.

PHONE BA 6-8632
WORK 237-0689

LEGAL DESCRIPTION

TAX PARCEL NUMBER

USE Fire Damage Inspection

UC	PUC	TYPE OF CONST.	OCC. GROUP

AREA

1ST FLOOR	2ND FLOOR	BASEMENT	GARAGE/ CARPORT	DECK	COVERED PATIO	COM. # OF STORIES	COM. TOTAL AREA

PLAN REVIEW

ORD	S	F	H	Z	SP	BOND	MECH

PARKING STALLS — REQUIRED — SHOWN

PLAN TO PUB. WORKS — SENT — RETURNED

PLAN TO HEALTH — SENT — RETURNED

MECHANICAL

	FEES
PERMIT FEE	3.00
FURNACE	
GAS PIPING	
TOTAL	

VALUATION

FEE DISTRIBUTION

BUILDING	20.00
PLAN REVIEW	
MECHANICAL	
FIRE PLACE	
DEMOLITION	
BOND	
TOTAL	20.00

OTHER AGENCIES

PUBLIC WORKS

PARKING	
DRAINAGE	
CURBING	
APPROACHES	
BOND TOTAL	
FC2D (SW/WL SAMA)	
HYDRAULIC CONDITIONS:	

LAND USE MANAGEMENT

LOT AREA
NO. OF UNITS
SCHOOL DISTRICT
CENSUS TRACT
GRID NUMBER
PLAT, PUD, VARIANCE #
OTHER

STATE
ACCESS PERMIT #

HEALTH
BY
APPROVED

CONTRACTORS NAME — REGISTRATION # — PHONE

ADDRESS

I CERTIFY THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT AND THAT THE APPLICABLE KING COUNTY REQUIREMENTS WILL BE MET.

OWNER/AGENT SIGNATURE

KING COUNTY DIVISION OF BUILDING
ROBERT L. KRUEGER DIRECTOR

BY

F142 5/73 15-M

INSPECTORS

	APPROVED			NOT APPROVED				
	INSPECTION ITEM	DATE	INSPECTORS NAME	DATE	INSPECTORS NAME	COR NOTE	NOT PR	COMMENT
BUILDING	DRIVEWAY ACCESS							
	STEEL							
	FOUNDATION							
	FOUNDATION GARAGE							
	FLOOR JOISTS & GIRDERS							
	PORCH & PATIO PIERS							
	TRUSSES							
	FRAMING							
	FIRE RATED CONST.							
	FIREPLACE							
	SHOWER WALL OVER TUB							30 ES
	SHOWER PAN & WALLS							
	CLEAN UNDER FLOOR AREA							
								Fire damage Material Replaced O.K.
	FINAL	11-26-74	Bill Cox					
MECHANICAL	DUCTS UNDERFLOOR							
	DUCTS OVERHEAD							
	COMBUSTION AIR							
	FURNACE							
	FIRE DAMPER							
	GAS PIPING							
HOUSING								
ZONING								
DEMOLITION								

	AMOUNT	INSPECTORS NAME	DATE	APPROVED BY	DATE	REFUND BY	DATE
OCCUPANCY BOND							

KING COUNTY

BUILDING DIVISION

FIRE DAMAGE REPORT

LOCATION 2811 E. Lamon Pkwy SE

DATE 10-16-74

PERMIT NO. 5065

DESCRIPTION	O.K.	REPLACE	REMARKS
1. Foundation	O.K.		
2. Post & Beams	O.K.		
3. Floor Joists	OK		
4. Ceiling Joists	OK	Fire Damaged	Bedroom #1
5. Exterior Walls and Windows	OK	✓	Bedroom #1
6. Interior Walls	OK	Replace	Studs in Bedroom #1
7. Rafters	OK	Replace	over Bedroom #1
8. Trusses	—		
9. Roof Covering	OK	Replace	over Bedroom #1
10. Chimney & Furnace		Replace	Base Board Heaters in Bedroom #1
11. Fireplace	OK.		Smoke damage
12. Electrical		✓	To Meet Code Bedroom #1
13. Plumbing			To Meet Code
14. Porches & Detached Garage			
15.			

ESTIMATE OF DAMAGE $14,100.00

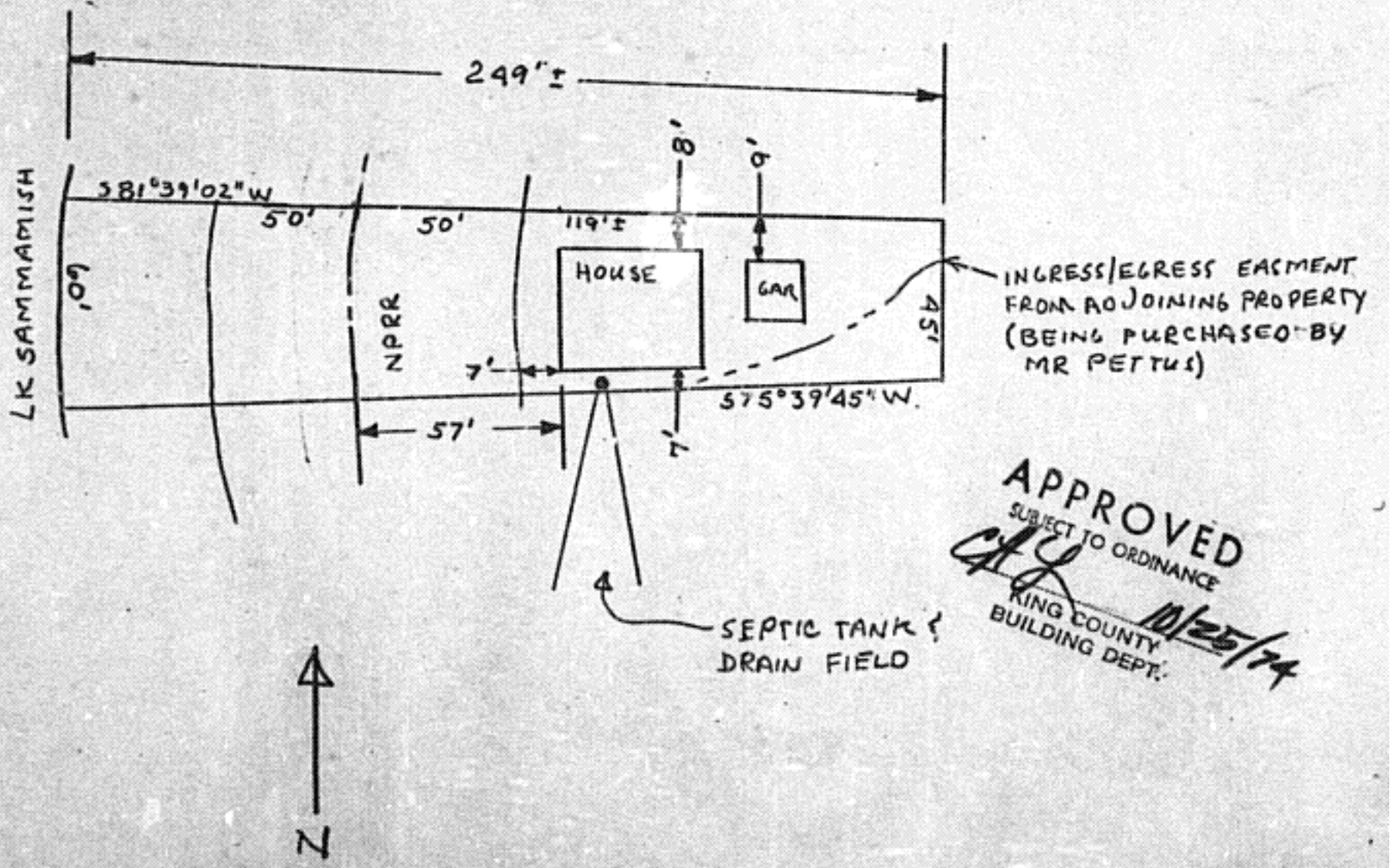
ESTIMATE OF PERCENT OF DAMAGE 40%

GENERAL COMMENTS: Structural damage to Bedroom #1 Only. House almost Completly lined with Cedar. Fire + Smoke damage Cedar throughout House.

O.K. to issue Building Permit

William P. Cox
Signature of Inspector

F-140
3/73



APPROVED
SUBJECT TO ORDINANCE
KING COUNTY
BUILDING DEPT.
10/25/74

SHORT SUBDIVISION APPLICATION

KING COUNTY, WASHINGTON

LAND USE MANAGEMENT DIVISION
Department of Community Development
W 217 King County Court House
Seattle, Washington 98104

Telephone 344-4292

OWNER'S NAME	STREET	CITY	ZIP	PHONE
KENNETH W. ARASIM	21626 S.E. 28TH ST.	ISSAQUAH	98027	392-9878

AGENT'S NAME	STREET	CITY	ZIP	PHONE
D.S.C.	231-211TH PL. N.E.	REDMOND	98052	392-1798

1/4	1/4	SEC	TWP	RGE	TAX LOT	DATE OF SEGREGATION	ACREAGE	NO. OF LOTS
(SW of NE) GOV.	LOT 2	7	24	6	—	AUGUST 8, 1966	± 0.9	3

WATER SOURCE	SEWAGE DISPOSAL	SIGNATURE (I CERTIFY THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.)
W.D. 82	SEPTIC TANKS	Kenneth W. Arasim

DO NOT WRITE BELOW THIS LINE

RECEIVED SEP 17 '73 SUB-DIVISION KING COUNTY

KROLL PAGE 55DE	(23)
BOOK 14	
ZONING RS9600	
RELATED FILE	

9730328

	ACTION	INITIALS	DATE
PRELIMINARY	Approval	GY	9-25-73
FINAL		GY	1-3-74

APPROVED
LAND USE MANAGEMENT

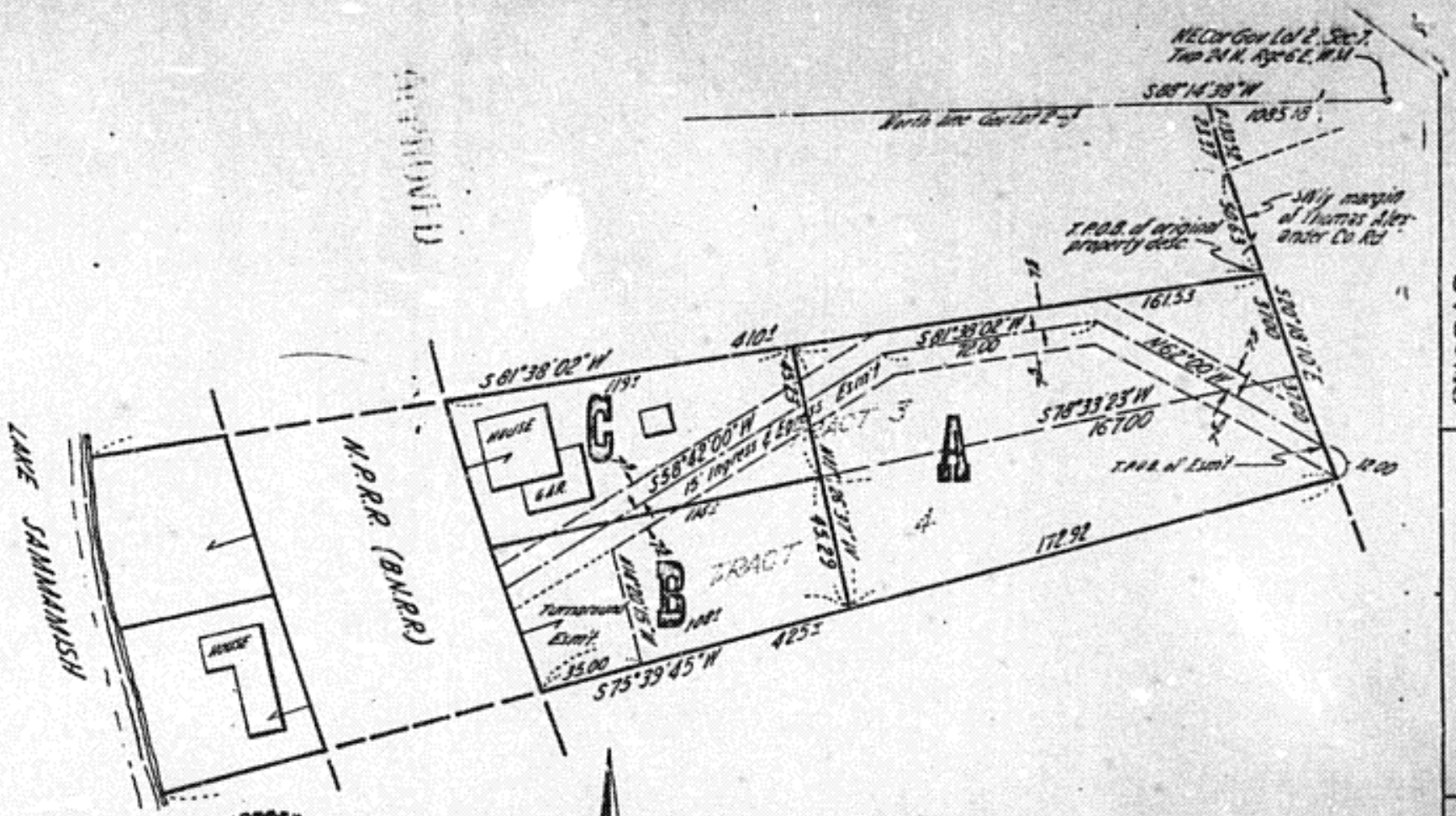
CONCURRENCE	DATE
Public Works	
Health Department	12-13-73

CONDITIONS OF FINAL APPROVAL / REASONS FOR DISAPPROVAL

1. STANDARD CONDITIONS

2. Const Easement to King Co Min Standards. OK GY 2 Existing Houses-

3. Record Easement with Maintenance agreement.



DOUGLAS I. DODDS
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL LAND SURVEYOR
9-17-73

SCALE: 1" = 50'

PROPERTY SUBDIVISION
FOR

KENNETH W. ARASIM
21626 S.E. 28TH ST.
ISSAQUAH, WASH. 98027
PHONE 392-5878

NOTES:
1. SURVEY DATA FROM MORTSON & MONEY SURVEY DTD 4-23-58 (#3470)
2. PARCEL "2" TO RETAIN RIGHT TO USE SHORE & BEACH ON PARCEL "C"
3. SEE AND'L SHEETS FOR LEGAL DESCRIPTIONS

PREP. BY
DEVELOPMENTAL SURVEYING CONSULTANTS
231-211TH PL. N.E. - REDMOND, WA. 98052 (392-1790)

9730028

KING COUNTY DEPARTMENT OF BUILDING

#E 115 KING COUNTY COURTHOUSE
SEATTLE, WASHINGTON 98104
PHONE 344-4141

BUILDING PERMIT — EXPIRES ONE YEAR FROM DATE

DATE	PERMIT NO.	FEE
2/18/70	#247005	17.00
	#247095	6.00

JOB NUMBER: 2 [illegible]

INSPECTOR:

DATE OF APPLICATION: 2-18-70 PROJ. NO.: 550-E SEC.: 12 TWP. NO.: 24 R. NO.: 5 ZONING: R-4

OWNER'S NAME: Krasim, K. N. ADDRESS: 2811-E. Sammamish Rd. S.E. PHONE: EX 2-5878

CONTRACTOR'S NAME AND REG. NO.: Kelco Const. Co. ADDRESS: 2310-4 Ave. - Seattle PHONE: MA 2-2141

ARCHITECT'S NAME AND REG. NO.: Same as Contr. #223-01-5459 ADDRESS: PHONE:

USE: Renewal of Permit #245526 & Additional Sq. Footage

1ST FLOOR AREA	2ND FLOOR AREA	BASEMENT AREA	GARAGE/CARPORT AREA	DECK AREA	COVERED PATIO AREA	TOTAL AREA	RATE/100	PERMIT FEE
250	318			108			1.40	$ 17.00

ADDRESS OF PROPERTY: 2811-E. Sammamish Rd. S.E.

LEGAL DESCRIPTION: 3-31-71 LOT HOME HARALSEN
Lake Sammamish Waterfront Ests, Div.
Lot 3

FRAMING INSPECTION WILL NOT BE MADE UNTIL FURNACE INSTALLATION HAS BEEN APPROVED

INSPECTIONS

1. SET BACK OK FROM PROPERTY LINES CLAIMED BY OWNER. [OK]
2. OK TO POUR FOOTINGS OR LOCATION AND SIZE OF PIER BLOCKS APPROVED. [OK]
3. OK TO ENCLOSE FRAMING. [OK]
4. OK TO TAPE, SPACKLE, WALLBOARD. [OK]
5. STRUCTURE COMPLETE AND OK TO OCCUPY. [OK]

4. FINAL HARALSEN

KENMORE

SANITATION

*APPLICATION TO H.D. _____ RETURNED _____

PROGRESS CHART

	S	C	F	H	P
A					
P	X	X	O	X	X

	TYPE CONST.	GROUP OCCUP	AREA (SQ. FT.)	COST PER 100 SQ. FEET	ESTIMATED VALUATION	FEES
Subject to field inspection	VN	I	250 (Renewal	1.40 add	3125 Permit)	5.00
Permit #245526 (Add. to res.)	VN	I	426 (2ND FLR & DECK)	—	3,000	12.00
					6,125	

CONTRACTOR REGISTRATION
☐ CERTIFIED REGISTERED
☒ CERTIFIED EXEMPT KWA

BUILDING PERMIT FEE	17.00
PLAN CHECK FEE	6.00
DEPOSIT	NONE
TOTAL FEES	23.00

Permit #247095

I CERTIFY THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT AND THAT THE APPLICABLE KING COUNTY REQUIREMENTS WILL BE MET.

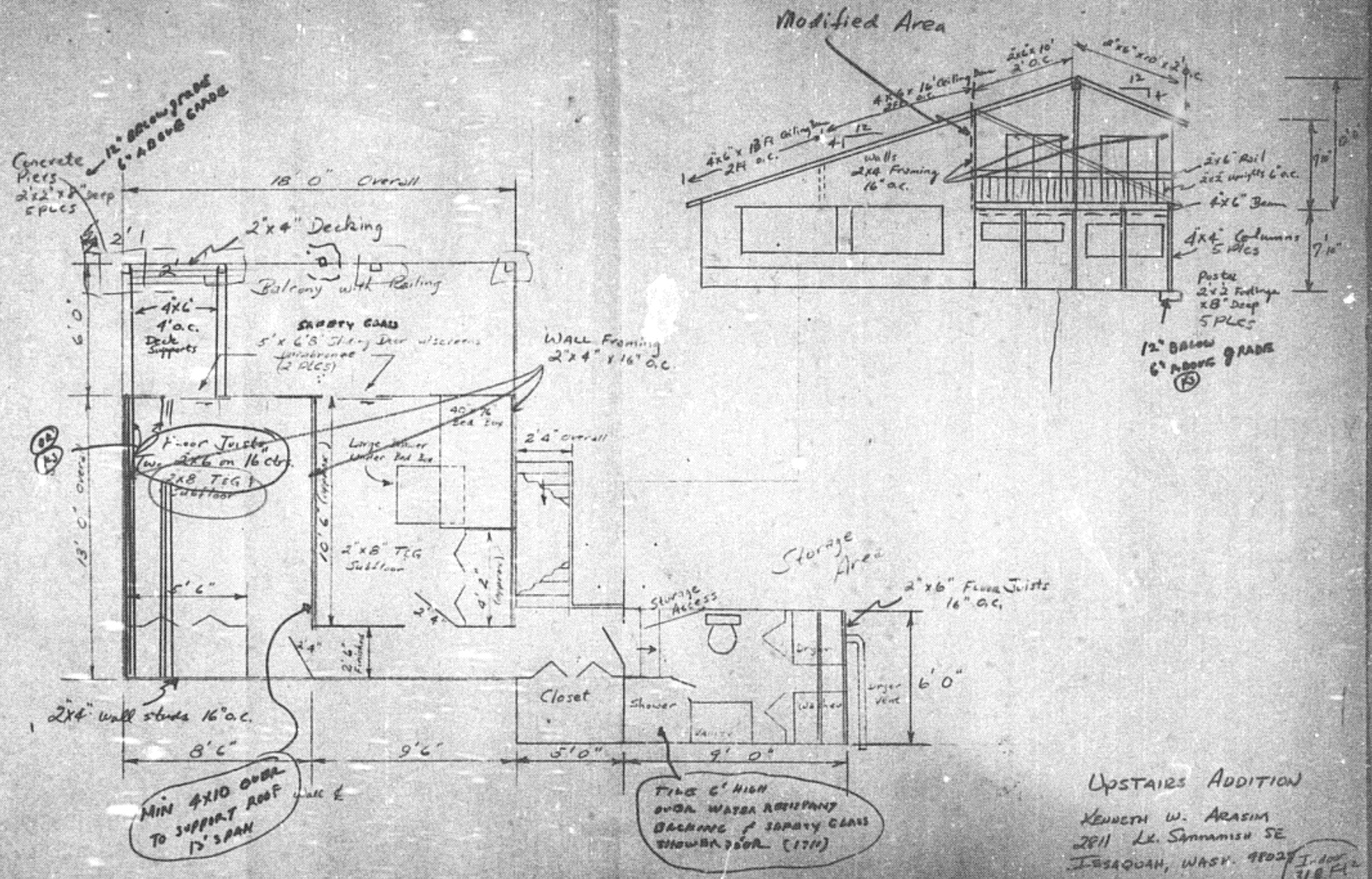
KING COUNTY DIRECTOR OF BUILDING

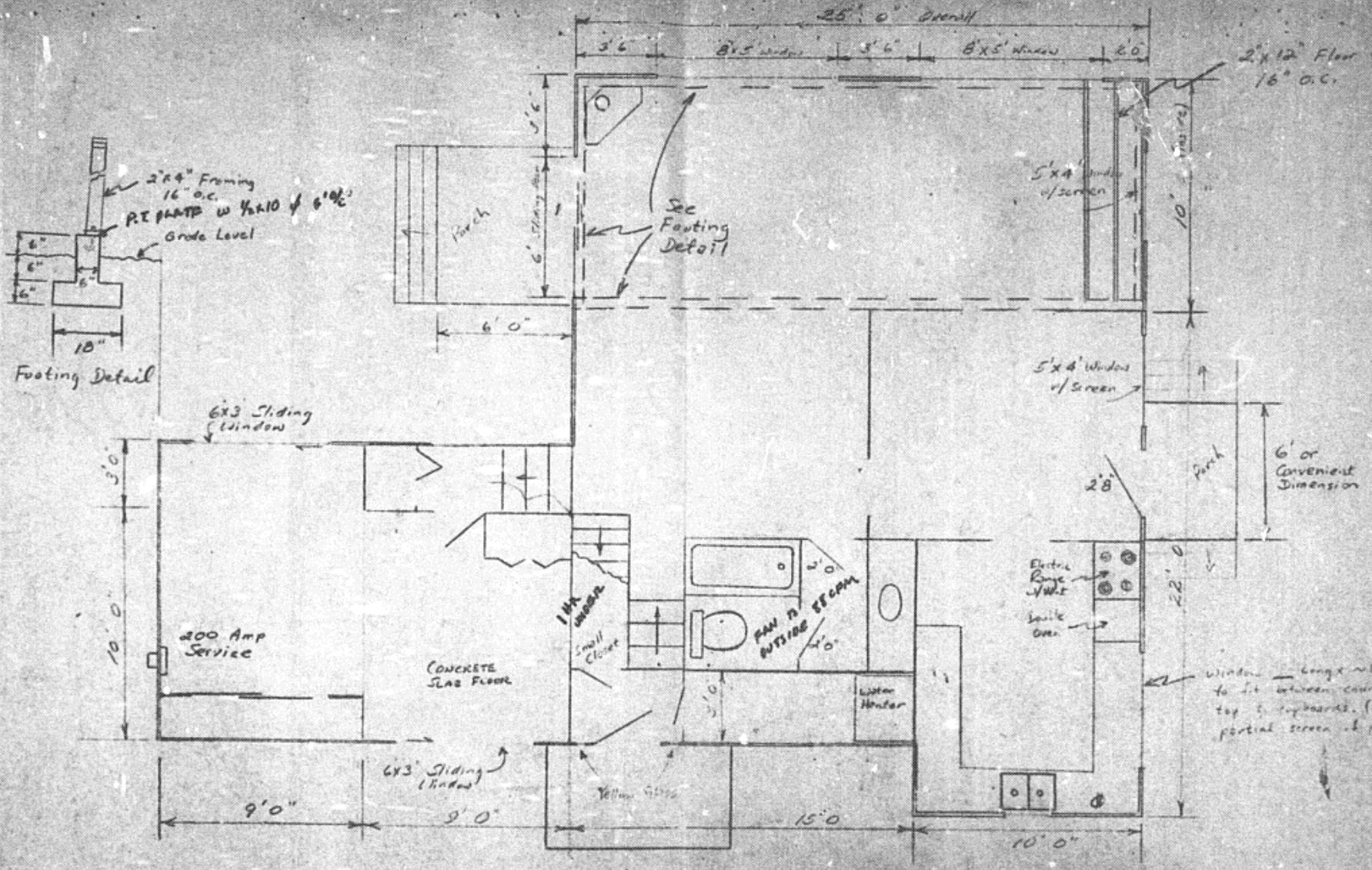
OWNER/AGENT Kenneth W. Krasim

BY Carol Belanga

REV. 6/69

OFFICE COPY


Modified Area
Concrete Piers 2'x2'x8" Deep 5 PLCS
12" Below grade 6" Above Grade
18' 0" Overall
2'x4" Decking
Balcony with Railing
4'x6' 4' o.c. Deck Supports
SAFETY GLASS
5' x 6'8" Sliding Door w/screens (2 PLCS)
WALL Framing 2'x4" x 16" o.c.
Floor Joists Two 2x6 on 16 ctr.
2x8 T&G Subfloor
Large Shower Under Bed Box
2'4" Overall
2'x8" T&G Subfloor
2'x4" wall studs 16" o.c.
MIN 4x10 over to support roof 12' span
Storage Area
Storage Access
2'x6" Floor Joists 16" o.c.
Closet
Shower
Vanity
Washer
Dryer
Dryer Vent
TILE 6' HIGH OVER WATER RESISTANT BACKING & SAFETY GLASS SHOWER DOOR (171)
2'x6" Rail
2x2 uprights 6" o.c.
4'x6" Beam
4'x4" Columns 5 PLCS
Poste 2x2 Footings x8" Deep 5 PLCS
12" BELOW 6" ABOVE GRADE
4'x6" x 18' Ceiling Beam 24" o.c.
4'x6" x 16' Ceiling Beam 24" o.c.
2x6 x 10' 2' o.c.
4'x6" x 10' x 2' o.c.
Walls 2x4 Framing 16" o.c.
UPSTAIRS ADDITION
KENNETH W. ARASIM
2811 Lk. Sammamish SE
ISSAQUAH, WASH. 98027


25' 0" Overall
3' 6"
8'x5' Window
3' 6"
8'x5' Window
2' 0"
2"x12" Floor Joists
16" o.c.
2"x4" Framing
16" o.c.
P.T. PLATE w ½"x10" @ 6'0" c
Grade Level
6"
6"
6"
6"
18"
Footing Detail
Porch
6' Sliding Door
See
Footing
Detail
6' 0"
5'x4' Window
w/screen
10' 0"
5'x4' Window
w/screen
6'x3' Sliding
Window
3' 0"
10' 0"
200 Amp
Service
CONCRETE
SLAB FLOOR
1 Hr.
Door
Small Closet
FAN TO
OUTSIDE 50 CFM
2' 0"
2' 0"
2' 0"
Water
Heater
Porch
6' or
Convenient
Dimension
2' 8"
Electric
Range
Built
Over
12' 0"
Window — long x ~14" high
to fit between counter
top & cupboards. (with
partial screen & passive)
6'x3' Sliding
Window
Yellow Pine
9' 0"
9' 0"
15' 0"
10' 0"
Downstair Addition
250 Ft²
Scale ½" = 1'

KING COUNTY DEPARTMENT OF BUILDING

E 115 KING COUNTY COURTHOUSE
SEATTLE, WASHINGTON 98104
PHONE 344-4141

BUILDING PERMIT — EXPIRES ONE YEAR FROM DATE

DATE	PERMIT NO.	CODE	FEE $
OCT 31 69	245526		

2662-C
JOB NUMBER

#2
INSPECTOR

10/31/69 — DATE OF APPLICATION
550-E — PAGE NO.
12 — SEC.
24 — TWP. NO.
5 — R. EWM
R-8.4 — ZONING

Oradin, K. M. — OWNER'S NAME
2811-E. Sam. Rd. S.E. — ADDRESS
EX2-5878 — PHONE

Bel Const. Co. — CONTRACTOR'S NAME AND REG. NO.
2310-4 Ave. - Seattle — ADDRESS
MA2-2141 — PHONE

Same as Contr. #223-01-5459 — ARCHITECT'S NAME AND REG. NO.
ADDRESS
PHONE

ADDITION TO RES.

USE: 264

1ST FLOOR AREA	2ND FLOOR AREA	BASEMENT AREA	GARAGE/CARPORT AREA	DECK AREA	COVERED PATIO AREA	TOTAL AREA	RATE/100	PERMIT FEE
						264	1.40	$ 5.00

ADDRESS OF PROPERTY 2811- E. Sammamish Rd. S.E.

LEGAL DESCRIPTION Lake Sammamish Waterfront Es, Un Lot 3

FRAMING INSPECTION WILL NOT BE MADE UNTIL FURNACE INSTALLATION HAS BEEN APPROVED

INSPECTIONS

1. SET BACK OK FROM PROPERTY LINES CLAIMED BY OWNER. ☐
2. OK TO POUR FOOTINGS-OR-LOCATION AND SIZE OF PIER BLOCKS APPROVED. ☐
3. OK TO ENCLOSE FRAMING. ☐ OK
4. OK TO TAPE, SPACKLE, WALLBOARD. ☐ OK
5. STRUCTURE COMPLETE AND OK TO OCCUPY. ☐

OK

Renewed 2-18-70
Permit # 247095

SANITATION

APPLICATION TO H.D. _____ RETURNED _____

PROGRESS CHART

	S	C	F	H	P
A					
P	X	X	O	X	X

Subject to field inspection

NO CORRECTIONS NOTED

TYPE CONST.	GROUP OCCUP.	AREA (SQ. FT.)	COST PER 100 SQ. FEET	ESTIMATED VALUATION	FEES
IIN	1	264	1.40	3125	5.00

CONTRACTOR REGISTRATION
☐ CERTIFIED REGISTERED 2mo
☐ CERTIFIED EXEMPT .....

BUILDING PERMIT FEE	5.00
PLAN CHECK FEE	2.50
DEPOSIT	—
TOTAL FEES	7.50

I CERTIFY THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT, AND THAT THE APPLICABLE KING COUNTY REQUIREMENTS WILL BE MET.

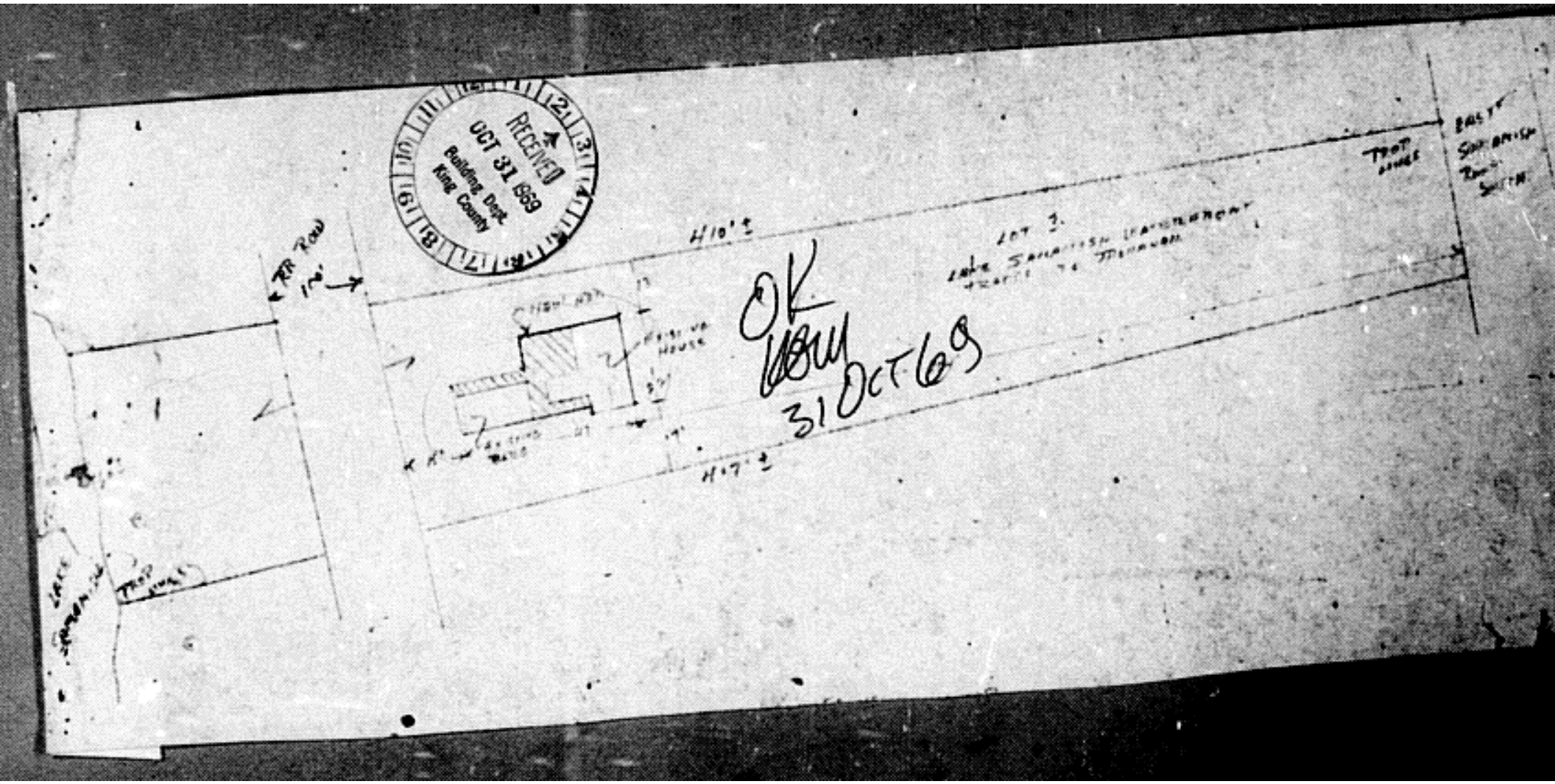
OWNER/AGENT Belco. Const Co
2mo

KING COUNTY DIRECTOR OF BUILDING

BY Carol Belanga

REV. 6/68

OFFICE C


RECEIVED
OCT 31 1969
Building Dept.
King County
RR Row
Lake Sammamish
Trap Range
East Sammamish Road South
Lot 3
Lake Sammamish Improvement
Existing House
OK
31 Oct 69

King County Department of Development and
Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98055

Phone: (206) 296-6696 Fax: (206) 296-6698

Microfilm Data Input Form

Permit #:	B00X1224
Address:	2811 EAST LAKE SAMMAMISH PKWY SE
Description:	EXTENSION OF B99X3336
Plan:	☑ YES ☐ NO
Date Finaled:	9/25/01

DDES

King County

Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, Washington 98055-1219

FINAL APPROVAL

Inspector: [illegible]

Date: 9-25-01

DUPLICATE

Permit Number:B00X1224

Date Issued:08/29/2000
Expiration Date: 08/13/2001
Permit Status:ISSUED

Permit Extension

Permit Type:EXTENSN , BUILDING
Title:EXTN OF B99X3336
Description:RESIDENTIAL ADDITION/ALTERATION

Location:City of Sammamish
List of Parcels:406510-0016
Site Address:2811 EAST LAKE SAMMAMISH PKY SE 9M
Valuation:$0.00

Applicant:KURUGUNTI, ASHOK

Contact the Inspections Section at 206-296-6615 to schedule the inspection.

1. **This extension does not replace the original permit -- it does extend the life of the original permit to the new expiration date. This extension must be posted on the job site with the original permit in a visible and readily accessible location.**

2. **This permit is subject to all corrections indicated on the associated plans and conditions.**

3. **Work may proceed only at the direction of the field inspector. Please call the inspector at 206-296-6630 between 7:30 and 8:30 a.m. Monday through Friday.**

date printed 08-29-2000

bp_exten

DUX1224

NG

DDES

King County
Department of Development
and Environmental Services
900 Oakesdale Ave SW
Renton, Washington 98055-1219
Tuesday, August 29, 2000

SUMMARY OF CHARGES AND PAYMENTS

Activity Number: B00X1224

Project Number:

Permit Type: EXTENSN

Applicant: KURUGUNTI, ASHOK
28112 E. LK SAMMAMISH PKWY SE
ISSAQUAH, WA 98029

425.392.3876

CHARGES

Description	Check #	Checklogid	Payee	Date Entered	Amount
Bldg Inspection/No Hrly					$275.00
Counter Service Fees					$93.50
SUB TOTAL:					$368.50

BALANCE:

Fees shown are an estimate based on information available at application. It is not possible to completely estimate hourly fees, speci
fees, per-occurrence fees, or fees collected for other agencies. These additional fees will be added during the permit process. Hourly
fees will be charged at the rate in effect at the time work is performed and may be billed monthly. At the time the permit is approve
you will be notified of any fees due. As additional fees are incurred a billing will be generated.

Comment

Type: Comment

Text: EXTN FEE $369.50 FM/CK#1475 (MADE OUT FOR $478.50) FM/ASHOK KURUGUNTI POSTED; PERMIT STATUS NOTICE MAILED TO APPLICANT IN ERROR, OVERCHARGED; HAS FRAMING APPROVAL, IS WORKING ON FINAL; REFUND $110.00 PROCESSED AND SENT TO CASHIER.

Created By

FINAL APPROVAL

Inspector: Jg Schu

Date: 9-25-01

King County

Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, Washington 98055-1219

Permit Number:B99X3336

Date Issued:12/17/1999
Expiration Date: 08/13/2000
Permit Status:ISSUED

BUDX 1224

Permit Extension

Permit Type:EXTENSN , BUILDING
Title:EXTN OF B98A1334
Description:RESI ADDN/ALTERATION

Location:
List of Parcels:406510-0016
Site Address:2811 EAST LAKE SAMMAMISH PKY SE KC
Valuation:$0.00

Applicant:KURUGUNTI, ASHOK

B99X3336

Contact the Inspections Section at 206-296-6635 to schedule the inspection.

1. This extension does not replace the original permit -- It does extend the life of the original permit to the new expiration date. This extension must be posted on the job site with the original permit in a visible and readily accessible location. All inspections will be signed or corrections noted on the original permit inspection card.
2. This permit is subject to all corrections indicated on the associated plans and conditions.
3. Work may proceed only at the direction of the field inspector. Please call the inspector at 206-296-6630 between 7:30 and 8:30 a.m. Monday through Friday.

date printed 12-17-1999

King County
Department of Development
and Environmental Services
900 Oakesdale Avenue S.W.
Renton, Washington 98055-1219

B99X3336

FINAL APPROVAL

Inspector: [illegible]

Date: 9-25-[illegible]

Activity No: B98A1334
Project No: [illegible]
Page: 1 of 1
Date Issued: 08/13/98

ISSUED * C O N S T R U C T I [redacted]

Permit Type : RESIDENTIAL ADDITION/ALTERAT'N — Type Code: ADDITION
Title : LOT 2 LK SAMM WTR FRNT TRS — Valuation: 14,294
Description : RESIDENTIAL ADDITION (NO CHANGE TO FTPRT — Valid. by: JSTR
Occup'y/Type: R3 Class: 434 Bldgs: 0 Units: 0

Location : 2811 E LAKE SAMMAMISH PKWY SE — Zone: R4
Parcel : 4065[illegible] 9016 — STR: SE,NE,07-24-06 — Block:
Lot : 3 — Plat: LAKE SAMMAMISH WATER FRONT TRACTS UNREC

Applicant : RHODES ARCHITECT — Phone: 206-933-1257
Appl.Address: 4719 SW JUNEAU
: SEATTLE WA 98136

KURUNUT/

B98A1334

Fee description	Units	Fee/Unit	Ext fee	Cmtn
Total Sq. Ft. of House or Addition>	244		12371.00	
Total Sq. Ft. of Carport or Decks >	146		1883.00	
Total Permit "Valuation" is:			14294.00	
Base Fee for Addition/Alteration >			125.00	
Addition Plan Ck. (Enter Sq.Feet)>	244		76.92	
Garage, Deck, etc.(Enter Sq.Feet)>	146		35.91	
Addition/Alteration Permit? (Y/N)>			76.92	Y
Garage, Deck, etc.? (Y/N)>			35.91	Y
State Building Code (Y/N)>			4.50	Y
SA Basic Rev w/o site visit (Y/N)>				N
SA Basic Rev w/site visit (Y/N)>			512.00	Y
*** Fees Required ***	***	Fees Collected & Credits		***

Fees:	867.16		
Adjustments:	.00	Total Credits:	.00
Total Fees:	867.16	Total Payments:	867.16
		Balance Due:	.00

(Fee detail may continue on next page)

Amount posted this date: 08/13/98 $ 395.33

COMMENTS AND CONDITIONS

B96A3841 ACCESSORY JOINTS USE DOCK

1. This permit must be posted on the job site at all times in a visible and readily accessible location.
2. This permit is subject to all corrections indicated on the associated plans and attached conditions.
3. Work may proceed only at the direction of the field inspector. To request an inspection of work completed, call 296-6635.

NG

Corrections – Occupancy Inspection

King County
Department of Development
and Environmental Services

Building Inspections
900 Oakesdale Ave. SW
Renton, WA 98055-1219
(206)296-6630

Permit# B00X1224	Date 8/24/01
Address 2811 - ELK SAMM PK SR	

- ☐ No access for requested inspection (UBC 108, 109).
- ☐ No occupancy is allowed until approved (UBC 108, 109).
- ☐ No building permit/approved plans on site (UBC 108).
- ☐ Post site address on structure (Must be clearly visible, UBC 502).
- ☐ Complete final grading (UBC 108.5.6).
- ☐ All materials exposed to weather must be pressure treated or wood of natural resistance to decay (UBC 2308).
- ☐ Handrail required on stairs with 4 or more risers (UBC 509 – 1003.3.3.6).
- ☐ Guardrail required on surfaces over 30" high (UBC 509 – 1003.3.3.6).
- ☐ Seal all penetrations in one hour separation of garage (UBC 302.4). Specifically, _____
- ☐ Complete one hour separation in garage (UBC 302.4). Specifically, _____
- ☑ Door from garage is part of one hour separation; install/adjust self closer (UBC 302.4).
- ☐ Secure hot water tank to wall (UMC 308.1).
- ☐ Glazing within tub enclosure must be safety glazed (UBC 2406).
- ☐ Glazing within 24" of a door must be safety glazed (UBC 2406.1 – 2406.6).
- ☐ Woodstove must be installed per mfg. specs (UMC 303.1).
- ☐ Duct dryer to outdoide using smooth wall metal pipes (no screws), (UMC 504.3 – 504.3.1).
- ☐ Install combustion/smoke detector (UBC 310.9.1 – 310.9.2).
- ☐ Install flamespread 25 material over exposed insulation (UBC 707.3).
- ☐ Remove standing water/debris from crawl space (UBC 2317.1 and 3302).
- ☐ Inadequate crawl space/attic ventilation – min. 1 square foot per 150 square feet area (UBC 2306.7, 1505.1-1505.3).
- ☐ Landing required at all exterior doors.
- ☐ 1" clearance required at b-vent per mfg. Listing.
- ☐ Protect appliance from damage (UMC 304.9).
- ☐ Other Specifically, _____

Door to rear area under the sunroom must be rated or 1 3/8" solid, self closing, gasketed, from garage.

Failure to complete the above corrections before recalling may result in a reinspection fee. If you have any questions or you wish to leave a message, call (206)296-6630 during the hours of 7:30 to 8:30 A.M.

Revised 07/22/98 King County Building Inspector Lee Armstrong

:egories:
; = Setbacks
) = Foundation (includes Mobile Home)
(= Drainage/Erosion Controls
. = Framing
J = Energy (Insulation Compliance)
= Final (includes Mobile Home)
S = Woodstove

FP = Fireplace
ME = Mechanical (furnace/ducts/conditioning/hoods)
IV = Investigation
FD = Fire Damage Report
RE = Relocation Report
CE = Code Compliance
MH = Minimum Housing
O = Other (explain)

Codes:
AP = Approved
PA = Partial Approval
CN = Correction Notice
NR = Not Ready
NA = No Access/Not Home
RW = Report Written
LN = See Log Notes

SP = Stop Work P
SL = Stop Work L
SO = Status Only

Inspector	Date	S	FO	DR	FR	EN	FI	WS	FP	ME	IV	FD	RE	CE	MH	O	SW		COMMENTS
[illegible]	8/26/97				A														
[illegible]	11.1.99						CN	~~left messa~~											
[illegible]	7/ /01			CN			left message w/ owner at work												
							to let us know how to get into house												
							for inspection												
[illegible]	8/24/01						C												
[illegible]	9.25.01						A												

King County
Department of Development
and Environmental Services
900 Oakesdale Avenue SW
Renton, WA 98055-1219
(206) 296-6630

PERMIT #: B98A1334 TYPE CONST. OCC.

ADDRESS: 2811 E LK SAMM PKWY SE

PROJECT NAME:

DATE OF REQUEST: DATE OF INSP. 10/1/99

TYPE OF INSPECTION: FINAL

CONTACT NAME: PHONE #:

COMMENTS:

APPROVALS: CORRECTIONS: (each Bedroom)

(1) Bedrooms Require smoke Detectors and one window must meet egress Requirements
SEE items # 55 & 83 on checklist

(2) unlisted sunrm must be finished per plan or delete the sunrm and convert to deck with code approved guard rails & hand rails servicing area.
if Latter option is chosen a change to the permit is Required for County records.

Recall when complete

NOTES: Jim Whitehead

Rev. 3/92

DATE: August 4th/1998

AFFIDAVIT REGARDING CONTRACTOR REGISTRATION

Ashok Kuruganti, having been duly sworn on oath, deposes and says:

1. He/She is the owner or authorized agent of the owner of property legally described as: Lake Sammamish waterfront tract unrecorded less 167 ft. as measured along and perpendicular S/N of SD3. Less CROW TGW UND 1/2 interest in Boat Dock located on Lot LN. common to tracts 3+4.

and located at the approximate street address of 2811 E. Lake Sammamish Parkway SE Issaquah WA 98029

2. That he/she is an applicant for a King County building permit at the above location.

3. That he/she is aware that the State Contractors Registration Act requires all persons doing any work as contractors to obtain a certificate of registration from the Washington State Department of Labor and Industries.

4. That he/she is aware that it is unlawful to do any work as a contractor without a certificate of registration and that a violation of this requirement is a criminal misdemeanor.

5. That all construction work done pursuant to the proposed building permit for the property described above will be done by the owner or owners of the property.

6. That the proposed construction work is not being done with the intention or for the purpose of selling the improved property.

Ashok Kuruganti

SUBSCRIBED and SWORN to before me this 4th day of August, 1998

Linda S. Carlon

NOTARY PUBLIC In and for the State of
Washington, residing at Issaquah

SH-OCT.2.IND
wp.1 8-17-92

Sensitive Area Notice

King County
Dept. of Development and
Environmental Services
Land Use Services Division
900 Oakesdale Avenue Southwest
Renton, WA 98055-1219

For Permit Number: B98A1334

For Parcel Number: 7065100016, more fully

described as (street address)

This property contains sensitive areas and/or sensitive area buffers, as defined by the King County Sensitive Areas Ordinance, KCC 21A.24. The provisions of the Sensitive Areas Ordinance apply to this property. Limitation may exist on actions in or affecting the sensitive areas or their buffers present on this property. For further information regarding such limitation, please contact the Land Use Services Division of King County or its successor agency. This notice shall run with the land and shall not be removed except upon specific written authorization recorded herein by King County.

I, (*print*) Ashok Kurugunti, hereby certify that I am the owner of the above-referenced property.

(*Owner's Signature*)

SUBSCRIBED AND SWORN TO before me this 4th day of August, 1998

notary seal

Notary Public in and for the
State of Washington, residing at
Issaquah

Attachments

P36/SentArea.not/July 29, 1997/mh

King County
Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98055-1219

Notice on Title Requirements

DDES Activity No. B98A1334 Date: 6/22/98

During review of this development proposal, it was determined that this property contains one or more of the following sensitive areas and buffers, which are identified and protected by the Sensitive Areas Code, KCC 21A.24:

Erosion Hazard	Class 1 Stream	Class 1 Wetland
Seismic Hazard	Class 2 Salmonid Stream	Class 2 Wetland
Landslide Hazard	Class 2 Perennial Stream	Class 3 Wetland
Steep Slope Hazard	Class 3 Stream	Wildlife Habitat Corridor
Coal Mine Hazard	Flood Hazard	

The Sensitive Areas Code requires a buffer of native vegetation around most of these sensitive areas. In order for a buffer to perform its functions, it must remain in an undisturbed condition as a "setback area" in which native plants are allowed to grow; no non-native species may be introduced into this area. However, certain agricultural uses and landscaping which existed in these areas prior to 1990 are allowed to continue. In addition, a 15-foot building setback is required beyond the buffer boundary.

This proposal appears to conform to the Sensitive Areas Code. The property owner is required by the Sensitive Areas Code to record a Notice on Title of the property before a permit may be issued. Please follow the instructions below to file a Notice on Title.

A. Examine the enclosed site plan which shows our determination of the approximate boundaries of the sensitive areas, the buffer(s), and the building set back line(s) (BSBL) for your property. If you agree with the boundaries as drawn, then please follow the remaining instructions. If you do not agree with the boundaries as drawn, then please submit a revised site plan to the Site Development Services Section for review. Please wait for our approval of the new site plan prior to carrying out the instructions below.

B. Complete and notarize the attached Sensitive Area Notice and Legal Description forms.

C. Record the Notice, Legal Description, and site plan at the King County Office of Records and Elections (located on the third of floor of the King County Administration Building, 500 Fourth Avenue, Seattle.

D. Be sure to get a copy of the recorded documents.

E. Keep one copy and return two copies of the recorded documents to the Residential/Commercial permit counter at DDES before or when you pick up your building permit, or to the Site Development Services Section for plats, short plats, and clearing and grading permits.

of the sensitive area(s) and buffer(s) is/are not surveyed. All sensitive area(s) may be subject to further review upon any alteration of the site or its sensitive area(s) or buffer(s).

This site plan for parcel number 406510-0016 depicts the approximate location(s) of the sensitive area(s) and buffer(s).

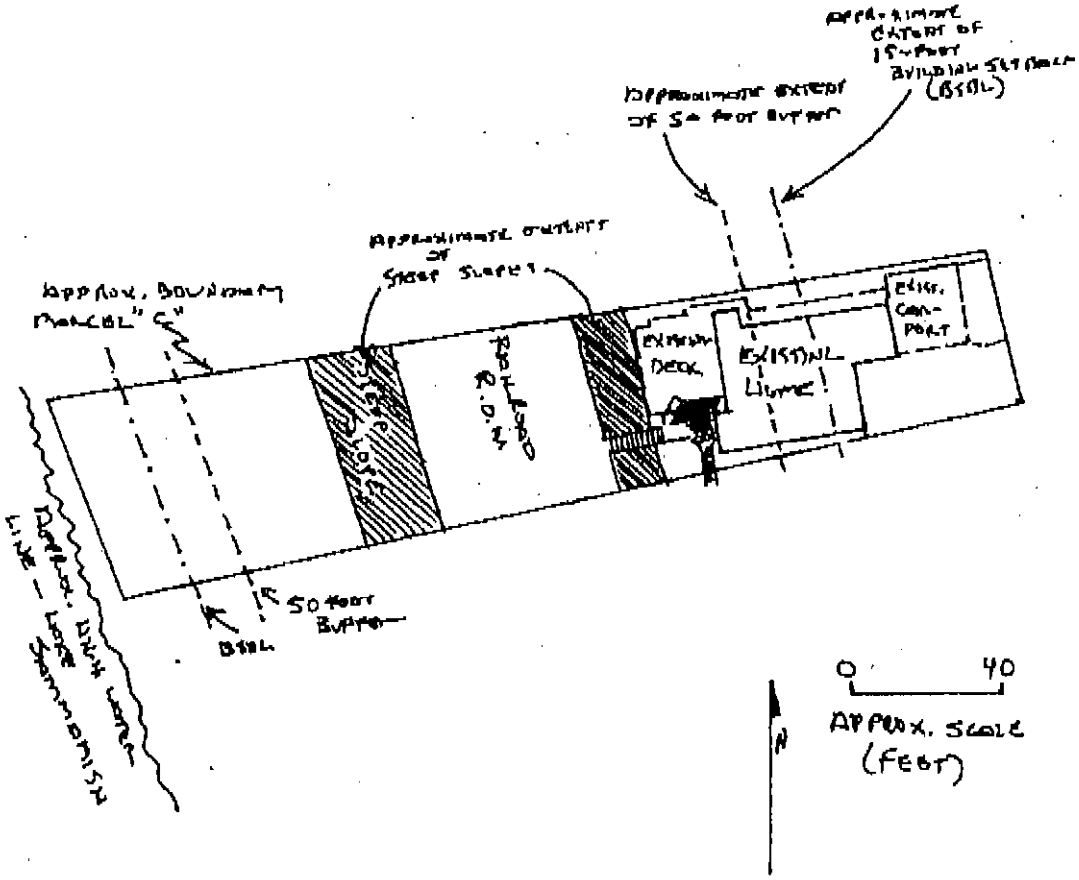
Signature

6/22/98
Date

SITE DEVELOPMENT SPECIALIST
Title

B98A1334
King County Activity Number

ENTIRE PARCEL IS ALSO WITHIN A BALD EAGLE HABITAT AREA.



King County
Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, Washington 98055-1219
Fax (206) 296-6729

NOTIFICATION OF PERMIT APPROVAL

Date: 6/26/98

Rodee Arch
4715 SW Juneau
Seattle, WA 98136

This letter is to inform you that permit B98A1334 for addition located at 2811 E Lake Sam Pkwy SE has been reviewed and approved. The following fees and/or additional items must be received by this department prior to issuance of your permit.

TOTAL AMOUNT DUE FOR PERMIT ISSUANCE: $ 393.33

Itemization of fees:

$ 280.50 Remaining Application Review Fees
$ 112.83 Building Inspections Fees*
$ _____ School Mitigation Impact Fees
$ _____ Road Mitigation Impact Fees

Items:

[ ] Copy of approved septic design.
[ ] Sewer availability letter/certificate from local sewer district.
[ ] Water availability letter/certificate from local water district.
[ ] Copy of recent sewer bill.
[ ] Copy of recent water bill.
[ ] Copy of recorded well covenant.
[X] Copy of current contractor's license or notarized owner affidavit.
[X] Two (2) copies of recorded Notice on Title.
[ ] _____
[ ] _____
[ ] _____
[ ] _____
[ ] _____

Please make all checks payable to the *King County Office of Finance*. If your permit is not issued within sixty (60) days, your application expires and will be canceled in compliance with King County Ordinance 10608. Any requests for extension of this time should be directed in writing to Kenneth Dinsmore, Acting Supervisor, Permit Center. Mailing address: 900 Oakesdale Avenue Southwest, Renton, Washington, 98055-1219.

STRUCTURAL OBSERVATION and SPECIAL INSPECTIONS CHECKLIST

permit # B96A 1334

NOTE: SPECIAL INSPECTOR SHALL MEET THE REQUIREMENTS OF SECTION 1701 AND 1702 OF THE 1994 UNIFORM BUILDING CODE AND SHALL SUBMIT REPORTS TO THE ARCHITECT OR ENGINEER OF RECORD; WHO SHALL REVIEW, SIGN, AND SEAL ALL REPORTS AND SUBMIT THEM TO KING COUNTY D.D.E.S. THROUGH THE KING COUNTY INSPECTOR FOR REVIEW AND RECORDING. SPECIAL INSPECTIONS DO NOT ELIMINATE THE NEED FOR REGULAR INSPECTIONS.

☐ SEE GEOTECHNICAL REQUIREMENTS ATTACHED

☐ SEE KING COUNTY ROCKERY SHEET ATTACHED

☐ SOIL BEARING ☐ If design strength exceeds 2000 PSF add GEOTECHNICAL SHEET
☐ If soil bearing at the site is under 2000 PSF or ON STRUCTURAL FILL or SLOPES EXCEED 2 horizontal to 1 vertical THEN SEE UBC SECTION 3301.

☐ CONCRETE: IF DESIGN STRENGTH EXCEEDS 2500 PSI INCLUDE (7) AND (28) DAY CYLINDER TESTS AND SLUMP TESTS.

DESIGN STRENGTH PROPOSED:
A)_____, B)_____, C)_____.

☒ PLACEMENT OF: ☐ Reinforcing steel ☒ Bolts ☒ Holdowns

☐ Concrete placement and consolidation

☐ Soil backfill and compaction

☒ ALL SITE WELDS BY "WABO" CERTIFIED WELDER UNDER SPECIAL INSPECTION

☒ CONNECTIONS: ☒ Bolts, Nuts, & Washers ☒ Strapping

☒ Connectors ☒ Shear Nailing

(BY ARCHITECT OR ENGINEER OF RECORD : Paul Fagerlund)

☐ STRUCTURAL MASONRY: ☐ Prisms, placement of units, reinforcing, grout space and placement

☐ Periodic inspection of grout, masonry, and steel when design stresses are adjusted to permit non-continuous inspection

☐ PILINGS Driving and testing of piles and construction of cast-in-place drilled piles or caissons: (placement of concrete and steel)

☐ MISCELLANEOUS:

1994 WASHINGTON STATE ENERGY/VENTILATION CODES RESIDENTIAL SUBMITTAL FORM
OTHER THAN ELECTRIC RESISTANCE HEAT

pplicant: TIM RHODES AIA RHODES ARCHITECTURE Tracking#: B9841334 Date: 5/01/98

b Type: ☐ New ☒ Addition ☒ Remodel Finished Sq. Ft. ____
cupancy: ☒ Single Family ☐ Multifamily-#Bldgs: ____ #Units ____
uel Type: ☒ Gas ☐ Oil ☐ Propane ☐ Wood ☐ Coal ☐ Heat Pump

EC CHAP.6 TABLE 6-2	Opt.1 ☐	Opt.2 ☐	Opt.3 ☐	Opt.4 ☐	Opt.5 ☐	Opt.6 ☐*	Opt.7 ☐*	CHAP. 4/5 ☐/☐**
AT SYSTEM								
FUE	78%	78%	88%	78%	74%	78%	78%	
ISPF	6.8	6.8	7.7	6.8	6.35	6.8	6.8	____
AZING								
oor %	10%	12%	21%	21%	21%	25%	30%	____
-Value	.70	.65	.75	.65	.60	.50	.45	
ORS								
-Value	0.40	0.40	0.40	0.40	0.40	0.40	0.40	____
-Value	2.5	2.5	2.5	2.5	2.5	2.5	2.5	____
EILINGS								
attics	R-30	R-30	R-30	R-30	R-30	R-38	R-30	____
ulted	R-30	R-30	R-30	R-30	R-30	R-30	R-30	____
BOVE GRADE WALLS								
	R-15	R-15	R-19	R-19	R-19	R-19	R-19	____
ELOW GRADE WALLS								
nterior	R-15	R-15	R-19	R-19	R-19	R-19	R-19	____
xterior	R-10	R-10	R-10	R-10	R-10	R-10	R-10	____
LOORS	R-19	R-19	R-19	R-19	R-19	R-25	R-25	____
LABS	R-10	R-10	R-10	R-10	R-10	R-10	R-10	____

The following options are for buildings more than 2 stories: 0.45 max. fo glazing areas of 25% or less; 0.40 max. for glazing areas of 30% or less.

*Supporting documentation required.

ONDITIONED SQ.FT. 244.7 X GLAZING % 30 - 73.41 SF ALLOWED GLAZING

AX. HEAT SYSTEM SIZE:
☐ WALL HEATERS: COND. SQ. FT. X 24 =
☐ DUCTED SYSTEM: COND. SQ. FT. X 27 = EXISTING TO REMAIN BTUH OUTPUT

APOR RETARDERS:

FLOOR	☒ 4-mil Poly	☐ Face Stapled Backed Batts	☐ Ext. T&G Plywd.
WALLS	☒ 4-mil Poly	☐ Face Stapled Backed Batts	☐ PVA - Paint
CEILINGS	☒ 4-mil Poly	☐ Face Stapled Backed Batts	☐ PVA - Paint

VENTILATION SYSTEM

Choose one)

☒ Integrated System w/ fresh air introduced into return-air duct. Whole house exhaust fan will be included. yes/no

☐ Fresh air port at each habitable room. Min. = net 4 sq. in. each. Whole house exhaust fan is required.

☐ Continously operated Heat Recovery System.

☒ Not Applicable. (For additions less than 500 Sq. Ft.)

NEW GLAZING ONLY.

(A) MFG.	(B) ROOM	(C) WIN. SIZE	(D) FRAME	(E) AIR	(F) GAS	(G) LoE	(H) U-VAL.	(I) AREA	(J) UA
MARVIN	M. BEDROOM	(4) 4'6"	WD/ALUM	X		X	.46	24 SF	.46
"	SE BEDROOM	(1) 4'6"	"	X		X	.46	24 SF	.46
"	M. BATH	(1) 3'6"	"	X		X	.46	10.5 SF	.46
			"						

GLAZING IN EXTERIOR DOORS

(A) MFG.	(B) ROOM	DOOR SIZE	(C) GLAZING SIZE	(E) AIR	(F) GAS FILL	(G) LoE	(H) U-VAL	(I) GLASS AREA	(J) UA
N/A									

SKYLIGHTS AND SKY WALLS

N/A.									

58.5	.46
TOTAL 1	TOTAL 2

GLAZING % = TOTAL 1 / CONDITIONED AREA = 58.5 SF / 211.49 SF = 27.91%

(OPTIONAL)

AVG. U-VALUE = UA TOTAL / AREA TOTAL = TOTAL 2 / TOTAL 1 = _____

INSTRUCTIONS FOR COMPLETING THE GLAZING SCHEDULE

ALL OF YOUR GLAZING IS NFRC CERTIFIED AND LABELED:

mplete columns (B), (C), (H), (I) and the GLAZING % calculation.

ANY OF YOUR GLAZING IS NOT NFRC CERTIFIED AND MANUFACTURED BY A SMALL BUSINESS OR IF YOUR GLAZING IS SITE BUILT:

mplete columns (A) through (I) and the GLAZING % calculation.
e U-Values contained in WSEC Table 10-6B in column (H) for non-tested manufactured glazing.
e U-Values contained in WSEC Table 10-6A in column (H) for site built or custom glazing.
ny U-values exceed your compliance path in Table 6-1 or 6-2, you will also be required to complete column (J) and the AVG. U-VALUE calculation.
e average U-value cannot exceed those in Table 6-1 or 6-2.

7/22/11

STRUCTURAL CALCULATIONS
FOR THE
ASHOK KURUGANTI RESIDENCE

PAUL A. FAGET
STATE OF WASHINGTON
21439
REGISTERED
PROFESSIONAL ENGINEER
3/19/98
EXPIRES 3/21/00

Swenson Say Fagét
A Structural Engineering Corporation

1026 Post Alley • Seattle, WA 98101 • Phone (206) 443-6212 • Fax (206) 443-4870

ASHOK	3-17-98	
project	date	proj. no.
	design	sheet

SNOW DRIFT @ NEW ROOF VALLEY

PER SEAW (2nd EDITION)

– RECOMMENDED GROUND SNOW = 20 psf = P_g

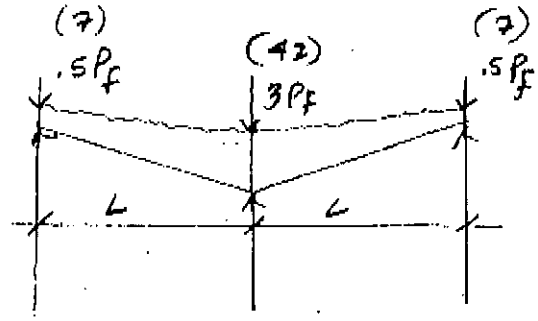
$P_f = C_e I P_g$ $\quad C_e = .7$

$= 14.0$ psf

$D = .13 P_g + 14 = 16.6$ psf

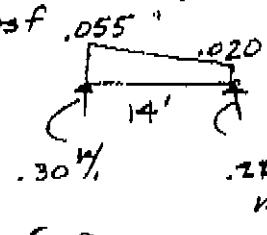
w_{max} @ VALLEY $= 3 P_f = 42$ psf

w_{min} @ TOP $= .5 P_f = 7$ psf



CHECK 14' SPAN

$w_{DL} = 13$ psf



$M = .93$ k/'

FOR 15 psf D.L.
& 25 psf L.L.
40 psf, $R_{max} = .04(7') = .28$ k/'
$M_{max} = .98$ k/'

7% DIFFERENCE FROM DRAFT

D.K. TO USE 25 psf TYPICALLY THROUGHOUT!
15 psf
40 psf

Swenson Say Fagét
A Structural Engineering Corporation

project: [illegible]
date: 3-17-98
design: [illegible]
proj. no.
sheet: 31

1928 Post Alley • Seattle, WA 98101 • Phone (206) 443-0212 • Fax (206) 443-4870

@ NW ADDITION @ ROOF
ADD NEW BEAM AT CLERESTORY

L = 20'
w = .04(11) = .44 k/'
R = 4k
m = 22k

GL 5 1/8 x 15 use 16 1/2
f_b = 1.41 ksi
f_v = 75 psi
Δ = .61" = L/393

(3) STUD BAG

NEW ROOF FRAMING

@ L = 10' 2x8 @ 24" o/c

@ L = 14' 2x8 @ 16" o/c (DF #2)
40psf
f_b = 1.19 ksi
f_v = 47
Δ = .60" = L/278

AT EXISTING BEAM where NEW VALLEY will be

L = 11'
w = .04(13) = .52 k/'
R = 2.9k
m = 7.9k'

4x12
f_b = 1.28 ksi
f_v = 90 psi
Δ = .26 = L/512

6x10
f_b = 1.14
f_v = 70
Δ = .27

Swenson Say Fagét
A Structural Engineering Corporation

project: Ashton
date: 3-18-98
design: [illegible]
proj. no.: 52
sheet:

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2nd Floor Framing

New Beam over Sunroom

$L = 10'-6''$

$w = .04(5) + .05(5) + .1 = .55^{k}/'$

$R = 2.9^{k}$

$M = 7.6^{k'}$

PSL 3 1/2 x 9 1/4

$f_b = 1.73$ ksi

$f_v = 111$ psi

$\Delta = .3'' = L/419$

5 1/4 x 7 1/4

$\Delta = .45 = L/280$

4x4 post $f'_c = 237$ psi

NEED ECC CONNECTOR

AT EXISTING POST NEXT TO ~~STAIR~~ OPENING

$P = 4^{k}$(roof) $+ .05(23/2)(10') = 9.8^{k}$

4x6 min $f'_c = \frac{9.8}{509 \text{ psi}}$

use 6x6 $f'_c = 324$ psi ✓

or TS 3x3x3/16 ok. ✓

New Floor at S.E. Corner

Rim Joist to support roof above

$w = .04(7') + .08 = .36^{k}/'$

$L = 10'$ max.

$R = 1.8^{k}$

$M = 4.5^{k'}$

(3) 2x8

$f_b = 1.37$ ksi

$f_v = 73$ psi

$\Delta = .44'' = L/275$

Swenson Say Fagét
A Structural Engineering Corporation

Ashok — project

3-18-98 — date

Blage — design

53 — proj. no. / sheet

1926 Pont Alley • Seattle, WA 98101 • Phone (206) 443-0212 • Fax (206) 443-4870

CONSIDERING LATERAL AFFECTS.

$P_{WIND} = C_e C_q q_z I$

q_z = 13.2 0-15
14.3 15-20
15.4 20-25

$w_{RFTP} = .014(3.5 + \frac{8.5}{2}) = .11^{k}/'$

$w_{wall} = .014(9') = .13^{k}/'$

WIND EXPOSURE HAS NOT BEEN SIGNIFICANTLY INCREASED TO WARRANT AN UPGRADE IN THE LATERAL SYSTEMS. HOWEVER THE LATERAL CAPACITY AT THE WEST ELEVATION APPEARS TO BE DEFFICIENT.

WIND GOVERNS OVER SEISMIC BY INSPECTION AND WALLS AT 2nd LEVEL ARE ABUNDANT.

QUICK CHECK of ROOF LOADS TO 2nd LEVEL WALLS

$V_{N-S} = .11(50') = 5.5^{k}$ $L_{wall} \approx 80'\pm$ $v = 69^{\#}/'$

$V_{E-W} = .11(36') = 4.0^{k}$ $L_{wall} \approx 150'\pm$ $v = 27^{\#}/'$

LOADING TO 1st FLOOR

$V_{N-S} = 12^{k}$ $L_{wall} \approx 42'\pm$ (INTERIOR + EXTERIOR) $v = 286^{\#}/'$ (HIGH)

$V_{E-W} = 8.6^{k}$ $L_{wall} = 100'\pm$ $v = 86^{\#}/'$

IN N-S DIRECTION

NOTE: WALLS ARE MORE WEIGHTED TO THE EAST

$V_{EAST\ 33'} = .24(33) = 7.9^{k}$ $v = \frac{7.9}{35'\pm} = 226^{\#}/'$ (ACCEPTABLE FOR EX. CONST.)

$V_{WEST\ 17'} = .24(17) = 4.1^{k}$ $v = \frac{4.1}{7'\pm} = 586^{\#}/'$ (UPGRADE TO PLYWOOD SHEAR WALL W/ HOLDOWNS)

1/2" CDX w/ 10d @ 3" o/c
& HD10A @ CONC.
8" MIN EPOXY AB.

King County
Department of Development
and Environmental Services
900 Oakesdale Avenue S.W.
Renton, Washington 98055-1219

Activity No: B98A1334
Project No : *9617095
Page : 1 of 2
Status : PENDING
Date : 05/04/98

* APPLICATION & FEE INVOICE *

Permit Type : RESIDENTIAL ADDITION/ALTERAT'N
Title : LOT 2 LK SAMM WTR FRNT TRS
Description : RESIDENTIAL ADDITION (NO CHANGE TO FTPRT
Occup'y/Type: R3 Class: 434 Bldgs: 0

Type Code: ADDITION
Valuation: 14,254
Valid. by: JSTR
Units: 0

Location : 2811 E LAKE SAMMAMISH PKWY SE
Parcel : 406510-0016 STR: SE,NE,07-24-06
Lot : 3 Plat: LAKE SAMMAMISH WATER FRONT TRACTS UNREC

Zone: R4
Block:

Applicant : RHODES ARCHITECT
Appl.Address: 4715 SW JUNEAU
: SEATTLE WA 98136

Phone: 206-933-1257

PLEASE NOTE: Fees shown on this invoice at time of application are an estimate only. It is not possible to accurately estimate special fees, per-occurrence fees, or fees collected for other agencies. These additional fees will be added during the permit process. At the time the permit is approved you will be notified of the final fees due.
Fees for inspections will be charged at the rate in effect at the time the permit is issued.

Fee description	Units	Fee/Unit	Ext fee	Date
Total Sq. Ft. of House or Addition>	244		12371.00	
Total Sq. Ft. of Carport or Decks >	146		1883.00	
Total Permit "Valuation" is:			14254.00	
Base Fee for Addition/Alteration >			125.00	
Addition Plan Ck. (Enter Sq.Feet)>	244		76.92	
Garage, Deck, etc.(Enter Sq.Feet)>	146		35.91	
Addition/Alteration Permit? (Y/N)>			76.92	Y
Garage, Deck, etc.? (Y/N)>			35.91	Y
State Building Code (Y/N)>			4.50	Y
SA Basic Rev wo/site visit (Y/N)>			236.00	Y
*** Fees Required ***	***	Fees Collected & Credits		***

(Fee detail may continue on next page)

Amount posted this date: 05/04/98 $ 473.83

**********CERTIFICATION**********

I certify under penalty of perjury under the laws of the State of Washington that the information furnished by the owner or owner's agent in support of this application is true and correct. I further certify that all applicable King County requirements for the work authorized by this permit, if issued, will be met.

Owner/Owner's Agent Signature Date Place

King County
Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, Washington 98055-1219

Application No. _____

CERTIFICATION AND TRANSFER OF APPLICANT STATUS

I, Ashok Karunanti, hereby certify that I am an/the owner of the property which is the subject of this application for permit or approval. If I am not the sole owner of the property, I certify that I am authorized by any and all other owners of the property to make this certification and transfer any and all rights I/we have to apply for this permit or approval to Tim Rhodes, AIA / Rhodes Architecture + Light.

I therefore certify that Tim Rhodes AIA is the "applicant" for this permit or approval and shall remain the "applicant" for the duration of this permit or approval unless "applicant" status is transferred in writing on a form provided by this department.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Ashok Karunanti — April 13/98

Signature of Owner — Date Signed

I, Tim Rhodes AIA / Rhodes Architecture, hereby certify that I am the "applicant" for this permit or approval. I shall remain the "applicant" for the duration of this permit or approval unless "applicant" status is transferred in writing on a form provided by this department. My address is: 4715 SW Juneau, Seattle, WA. 98136.

OR

I, _____, hereby certify that I am an authorized agent of _____, a corporation or other business association authorized to do business in the State of Washington and that this business association is the "applicant" for this permit or approval. This association shall remain the "applicant" for the duration of this permit or approval unless "applicant" status is transferred in writing on a form provided by this department. The address of this business association is: _____.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Tim James Rhodes, AIA — April 8, 1998

Signature of Applicant — Date Signed

NOTICE TO APPLICANTS: by law, this department returns all engineering and other plans to the applicant. If, however, you wish to authorize the department to return engineering and other plans directly to the engineer, architect or other consultant for the limited purpose of making corrections, please designate below:

☒ I authorize this department to return plans directly to my consultant(s) for the limited purpose of making corrections, as designated on the back of this form.

CONSULTANTS:

All Plans returned to:

Rhodes Architecture + Light

Attention: Tim Rhodes AIA

4415 SW Juneau, Seattle, WA 98136

Tim James Rhodes
Signature of Applicant

April 8, 1998
Date Signed

Parcel number 4[illegible]100016 (Lot 2) [illegible] common to this 3-4

Address of proposed work 2811 E. Lake Sammamish Pkwy SE ☐ address not assigned y

(if not yet assigned check box at right)

Description of proposed work Partial 2nd story additions at NW and SE of existing SF residence totalling 249.2 sq. ft. Addition of 146 sq. ft. sunroom (unheated) at existing first floor deck.

Check all applicable items

This is: ☐ New Construction ☒ Remodel/addition ☐ Accessory structure

☐ Sign ☐ Tenant improvement ☐

This is : ☒ Single family ☐ Duplex or multi-family ☐ Commercial/industri

☐ Retail/office ☐ Agricultural

Property Owner Ashok Kumaguti Telephone number (425) 990 4711

Mailing Address 2811 E. Lake Sammamish Parkway SE City Issaquah State WA Zip 98116

Agent Name Tim Rhodes, AIA / Rhodes Architecture Telephone number (206) 933 1997

Mailing Address 4715 SW Juneau City Seattle State WA Zip 98136

Sensitive Area Compliance:

The undersigned certificant declares:

1. That the certificant is competent to be a witness herein;
2. That the certificant is the applicant for the above project;
3. That to the best of the certificant's knowledge, the sensitive areas on the development proposal site have not been illegally altered; and
4. That the certificant has not previously been found to be in violation of sensitive areas regulations for any property in King County, or, alternatively, that if there have been any violations, such violations have been cured to the satisfaction of King County.

I certify under penalty of perjury and under the laws of the State of Washington the foregoing is true and correct. I further certify that all easements, deed restrictions or other encumbrances restricting the use of the property are shown on the site plans submitted with this application.

Signature Tim Rhodes AIA (Agent) Date 4-08-98

(property owner or agent/applicant)

If not the property owner proof of agency must be submitted at the same time.

DO NOT WRITE BELOW THIS LINE FOR KING COUNTY USE ONLY

h o k K u r u g a n t i R e s i d e n c e A d d i t

East Lake Sammamish Parkway
ah, Washington 98027
ax Assessor's Parcel Number: 4065100016 (Lot 3)

ATTENTION
Maximum Impervious Surface
Allowed _____ sq ft

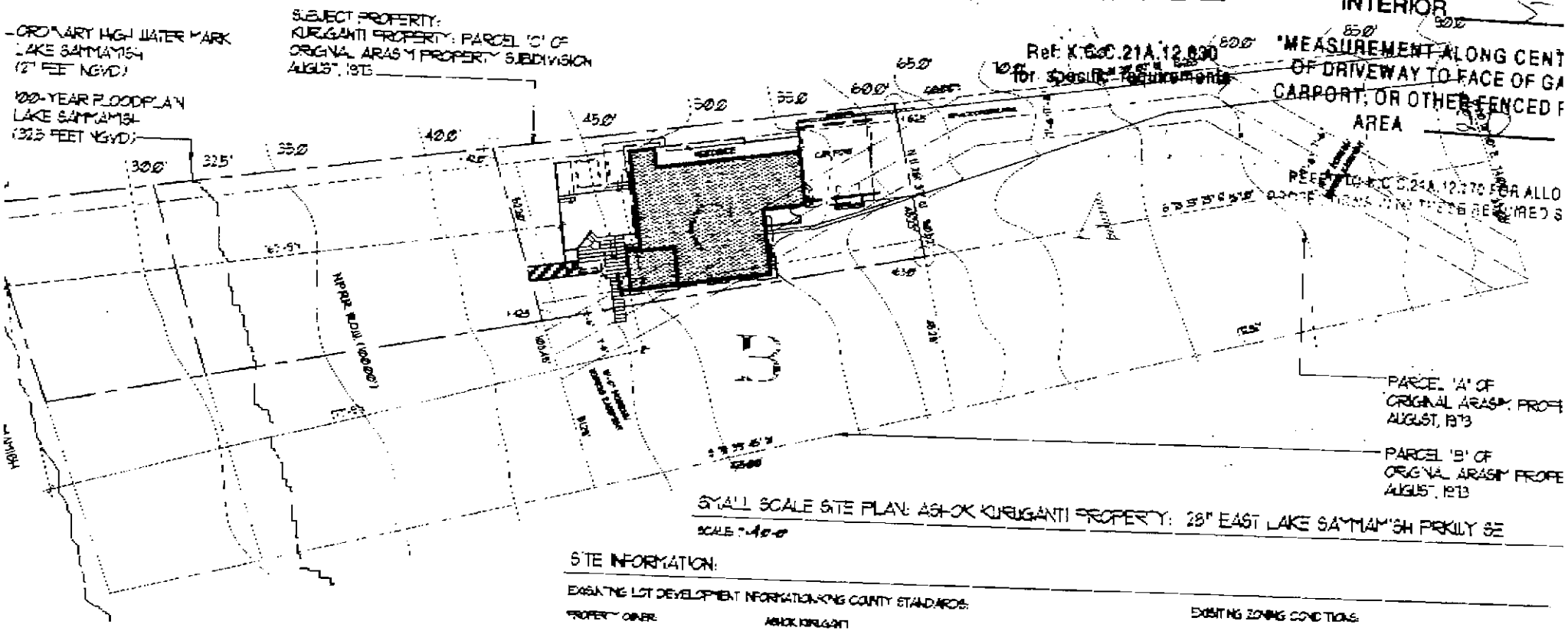
Maximum Bldg Height
Allowed _____

ATTENTION
MINIMUM BUILDING SET

STREET* _____
INTERIOR _____

*MEASUREMENT ALONG CENT
OF DRIVEWAY TO FACE OF GA
CARPORT, OR OTHER FENCED F
AREA

Ref: K.C.C.21A.12.030
for Specific requirements



SMALL SCALE SITE PLAN: ASHOK KURUGANTI PROPERTY: 29" EAST LAKE SAMMAMISH PRKLY SE

SCALE 1"=40'-0"

SITE INFORMATION:

EXISTING LOT DEVELOPMENT INFORMATION-KING COUNTY STANDARDS:

PROPERTY OWNER:	ASHOK KURUGANTI
PROPERTY ADDRESS:	29 EAST LAKE SAMMAMISH PARKWAY SE SAMMAMISH, WASHINGTON 98027
K.C. TAX PARCEL NUMBER:	4065100016 (LOT 3)
LEGAL DESCRIPTION:	LOT 3, LK SAMMAMISH WATERFRONT TRS JAMES LEWIS ELY 16 FT AS MEAS ALG A PERPDC TO S LN OF SD 3 LESS ROAD ROW LOCATED ON LOT 1 & COMMON TO TRS 3 & 4
LOT AREA:	12651 SQUARE FEET (.29 ACRE)
K.C. ZONING:	R-4
REQUIRED SETBACKS:	FRONT YARD: (STREET) 18'-0" SIDE YARDS: 5'-0" REAR YARD: 18'-0" FROM RR R.O.W.
MAXIMUM IMPERVIOUS LOT COVERAGE:	35%
MAXIMUM BUILDING HEIGHT:	35'-0"

EXISTING ZONING CONDITIONS:

ACTUAL SETBACKS:	FRONT YARD: (STREET) 17'-0" SIDE YARDS: 5'- 7'- REAR YARD: 18'-
EXISTING IMPERVIOUS LOT COVERAGE:	PAVED DRIVEWAY/WALKS EXISTING HOUSE/CARPORT EXISTING DECKS TOTAL EXISTING IMPERVIOUS AREA
PROPOSED IMPERVIOUS LOT COVERAGE:	TOTAL PROPOSED IMPERVIOUS AREA
EXISTING BUILDING LOT COVERAGE:	EXISTING HOUSE/CARPORT EXISTING DECKS TOTAL EXISTING BLDG/LOT COVERAGE
PROPOSED BUILDING LOT COVERAGE:	2699 SQUARE

B00X1224

King County
Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98055-1219

DDES

Date: 8/18/99

Acknowledgment
Permit Extension Payment Received

To Our Valued Customers:

This is to inform you that we have received payment for your building permit extension for current file number B98A1334, in the amount of $ 35.00. We have been delayed in processing your new permit.

Please be assured that your current permit is valid. Your new expiration date is 8/13/2000. Should you need to request a building inspection, please do so using the current permit number for reference.

You will receive your new permit extension within a few weeks. Your permit extension will include a new 8-digit permit number (that will begin with "B99X---"). Please attach it to your current permit and make it available to the inspector as needed.

We apologize for the temporary delay in the permit extension process, and any inconvenience this may have caused. If you have any questions regarding this notice, please call the Building Inspections Section at 206-296-6630.

Sincerely

Mike Dykeman, Supervisor, Building Inspections Section
Building Services Division
MD:bw

DDES

King County
Department of Development
and Environmental Services
900 Oakesdale Ave SW
Renton, Washington 98055-1219
September 26, 2001

Summary of Charges and Payments

Applicant:	KURUGUNTI, ASHOK 28112 E. LK SAMMAMISH PKWY SE ISSAQUAH, WA 98029 425.392.3876	**Activity Number:** **Project Number:** **Development Number:** **Permit Type:** **Status:**	B00X1224 B00X1224 EXTENSN FINALED

Charges

Description	Amount
Bldg Inspection Monthly	$643.50
Counter Service Fees	$93.50
SUB TOTAL CHARGES:	**$737.00**

Payments

Description	Check #	Checklogid	Payee	Date Entered	Amount
Suspense Account	1473	30899	ASHOK KURUGUNTI	8/31/2000	($368.50)
Refund		R0001074		9/6/2000	$110.00
SUB TOTAL PAYMENTS:					**($368.50)**

BALANCE: EXTN FEE PAID **$368.50**

PAID
CK# 1469

The fees shown above represent current charges as of this date and are an estimate based on the information provided to DDES at the time of application.

For services that are rendered on an hourly basis, the cost of those services will be based on the actual hours worked. Hourly fees are charged at the rate in effect at the time of service, and will be billed monthly, along with any other outstanding fees.

Fees that have been posted prior to permit issuance will be collected at that time. Fees subsequently posted will be billed to the applicant. All fees must be paid in full before DDES issues Final Approval, T.C.O. or C.O.

ROMERO PARK P.S.

NORTHWEST OFFICE
COLUMBIA WEST BLDG.
155-108th Ave NE, Ste. 202
Bellevue, Washington 98004
Telephone (425) 450-5000
Facsimile (425) 450-0728

CALIFORNIA OFFICE
RANCHO BERNARDO CRTYD.
16935 West Bernardo Dr., Ste. 260
San Diego, California 92127
Telephone (858) 592-0065
tromero@romeropark.com

Via Electronic Mail
January 27, 2017

Ms. Lindsey Ozbolt
Associate Planner
City of Sammamish
Department of Community Development
City of Sammamish City Hall
801 – 228th Avenue SE
Sammamish, Washington 98075
Email: lozbolt@sammamish.us

RE: Opposition to Issuance of SSDP2016-00415 Permit
Our Reference: SAMP 501

Dear Ms. Ozbolt:

Property Owners in Opposition

This office represents the following affected Sammamish property owners: A) Reid and Teresa Brown, the owners of the property located at 3139 E Lake Sammamish Shore Lane SE ("Brown Property"); Elaine and Ted Davis, the owners of the property located at 3137 E Lake Sammamish Shore Lane SE ("Davis Property"); Shawn and Trina Huarte, the owners of the property located at 3003 E Lake Sammamish Pkwy SE ("Huarte Property"); York Hutton, the owner of the property located at 2823 E Lake Sammamish Pkwy SE ("Hutton Property"); Chris and Tara Large, the owners of the property located at 2811 E Lake Sammamish Pkwy SE, Sammamish ("Large Property"); Annette McNabb, the owner of the property located at 3143 E Lake Sammamish Shore Lane SE ("McNabb Property"); Jordan and Mistilyn Miller, the owners of the property located at 2845 E Lake Sammamish Pkwy SE ("Miller Property"); Elizabeth and Eugene Morel, the owners of the property located at 2933 E Lake Sammamish Pkwy SE ("Morel Property"); Tracy and Barbara Neighbors, the owners of the property located at 3015 E Lake Sammamish Pkwy SE, ("Neighbors Property"); Doug Schumacher, the owner of the property located at 3141 E Lake Sammamish Shore Lane SE ("Schumacher Property"); Iris and Ivan Stewart, the owners of the property located at 2815 E Lake Sammamish Pkwy SE ("Stewart Property"); Lake Sammamish 4257 LLC, the owner of the property located at 4257 East Lake Sammamish Shore Ln SE ("Lake Sammamish Property"); Gordon Conger, the owner of the property located at 3027 East Lake Sammamish Pkwy SE ("Conger Property")(collectively referred to as the "Property Owners").

Requested Relief

The Property Owners respectfully request that the City of Sammamish (the "City") deny King County's application for a Shoreline Substantial Development Permit, as disclosed in the December 28, 2016 Notice of Application for Shoreline Substantial Development Permit; East Lake Sammamish Trail Segment 2B – SSDP2016-00415 (the "Permit Application"). At a minimum, the Property Owners respectfully request that the City reverse its decision and deem the Permit Application "incomplete" for the applicant's failure to provide a title report.

Procedural Grounds for Requested Relief

1. The Permit Application should be denied because the County has not complied with SMC 20.05.040.

The County has not complied with SMC 20.05.040, which requires denial of the Permit Application. SMC 20.05.040 provides in part:

(1) The department shall not commence review of any application set forth in this chapter until the applicant has submitted the materials and fees specified for complete applications. Applications for land use permits requiring Type 1, 2, 3, or 4 decisions shall be considered complete as of the date of submittal upon determination by the department that the materials submitted meet the requirements of this section. Except as provided in subsection (2) of this section, all land use permit applications described in SMC 20.05.020, Exhibit A, shall include the following:

…

(r) Verification that the property affected by the application is in the **exclusive** ownership of the applicant, or that the applicant has a right to develop the site and that the application has been submitted with the **consent of all owners** of the affected property; provided, that compliance with subsection (2)(d) of this section shall satisfy the requirements of this subsection (1)(r); and

…

(2) Additional complete application requirements apply for the following land use permits:

…

(d) For all applications for land use permits requiring Type 2, 3, or 4 decisions, **a title report** from a reputable title company indicating that the applicant has either **sole marketable title** to the development site or has **a publicly recorded right to develop the site** (such as an easement); if the title report does not clearly indicate that the applicant has such rights, then the applicant shall include the written consent of the record holder(s) of the development site.

(emphasis added).

There can be no dispute that the following statements about the County's application are correct:

1. It did not provide verification of exclusive ownership to *all* of the Property in question.

2. It did not provide consent of the affected property owners (in fact, this letter shows that many of the affected property owners are opposed to the proposed shoreline development).

3. It did not provide a copy of a title report showing the County has "sole marketable title" or has a "publicly recorded right to develop the site."

Given the County's failure to provide these requisite deliverables, the Permit Application should be denied.

2. Not insisting on title insurance is a huge risk to the City!

We recognize that the Director may waive submittal requirements if they are determined as "unnecessary." SMC 20.05.040(3). SMC 20.05.040(2)(d) should never be determined by the Director as "unnecessary," especially under the circumstances of this permit application.

As will be discussed below, the Property Owners vehemently deny that the County owns a 100' foot easement for the trail that would allow them to wipe out portions of many peoples' homes. As it relates to the proposed trail improvements themselves, the Property Owners do not believe the County should be allowed to construct a trail that will eliminate some of the Property Owners' decks, garages, mailboxes, parking areas, waterfront access, landscaping, and other property and/or amenities. The County disagrees. If the County can provide a title insurance policy from a reputable title insurance company this will be a HUGE protection to the City in the event it is ultimately determined that the County did not have legal authority to construct the trail "improvements".

It is interesting to note that it appears the County did not share with the City a legal challenge filed by some of the Property Owners in King County Superior court challenging the County's assertion of ownership to a 100 foot right of way through their properties. Specifically, King County Cause No. 15-2-20483-1 SEA, challenges the County's assertion that it owns 100 feet of property through each of the Property Owners' properties and has a right to construct the trail on this enormous and highly valuable land ("State Case"). See Exhibit A. While it is true that Judge Pechman, in the federal case, U.S. District Court Case No. 2:15-cv-00970 ("Federal Case") ruled that the County had the authority to build the trail through ***a few of*** the affected property owners' properties, that decision is on appeal to the 9th Circuit (and of course has no bearing on those Property Owners not a party to the Federal Case). If either the Federal Case decision is reversed and/or the Property Owners win the State Court case, *after* the City has allowed the County to build the trail (and destroy hundreds of thousands, if not millions, of dollars of property, landscape, and amenities) the Property Owners, and others damaged by the County's installation of the trail, will sue not only the County for damages, but also very likely the City.

The presumed reasons the City enacted SMC 20.05.040(2)(d) are at least: a) to have the backing of title insurance in the event the applicant and/or the City get sued based on a claim of a lack of title to the project site; and b) to receive an independent verification that the applicant does in fact have the requisite title authority to construct the project. The City should step back and ask itself, "why has the County failed to provide a copy of its title insurance to the subject property?" Should that not be a red flag?

Since the SMC does not define the word "unnecessary," (the ***only*** grounds upon which the City Director can ignore the requirements of SMC 20.05.040(2)(d)) the word should be given its ordinary meaning. Webster's defines "unnecessary" as "not needed" or of "no import". Applying this definition to the question at hand, the Director must decide, "is requiring the County to provide title insurance not needed or of no import to the City?" How can the answer to this question be "no?" It must be yes. Securing title insurance will give the City an independent, experienced, third party opinion that the County does

indeed have ownership/exclusive rights to the subject property and more importantly, that the insurance is there to cover damages if the Property Owners bring legal action against the County and/or City in the event they prevail in the State Case and/or other affected property owners prevail on appeal in the Federal Case.

Substantive Grounds for Requested Relief

Most, if not all of the Property Owners will individually provide the City with their comments on how the proposed project will impact them. Accordingly, we will not provide all of the substantive grounds for denying the Permit Application nor will we detail the negative impacts the trail will have on each of the Property Owners – even though for some of them it is quite substantial. What we will do, however, is share with you some illustrative examples of the impact the proposed "improvement" will have on individual Property Owners as well as how this project is inconsistent with decades of prior use (including being inconsistent with prior County and City action).

1. The purported "Corridor Parcel" literally runs through multiple peoples' homes.

While the County is, at the present time, "only" seeking to use 20 feet of its purported 100 feet of width of the "Corridor Parcel"[1], the City should share with its citizens the grave concern that granting the Permit Application could be used by the County to assert ownership over the entire Corridor Parcel. As set forth in Exhibit B, a review of the Corridor Parcel shows that it runs through the homes of a number of the Property Owners and destroys structures and landscaping over all of the Property Owners' properties. It is critically important that the City never takes any action to condone, let alone concur with the County's purported "ownership" of the Corridor Parcel. As the City knows, the County does not have fee simple to the Corridor Parcel over the Property Owners' property – it does not even have a recorded easement. There is absolutely nothing recorded on the title of some of the Property Owners' properties to suggest that the County has any interest, whatsoever, in any portion of the Corridor Parcel (and even for those that have a recorded easement there is no proper legal description -- especially nothing that says the railroad, and now the County, owns 100 feet of waterfront property through all of the Property Owners' properties).

2. The County's project will destroy portions of the Property Owners' properties.

Even "only" using 20 feet of the Corridor Parcel, if the Permit Application is granted and the County builds the "improvement," the County is going to destroy some of the Property Owners' structures, parking, and/or landscaping. For example:

---

[1] The County uses the term "Corridor Parcel" to define both the width of the trail along the abandoned railroad bed but also 50 feet out from the midway point each way, for a total purported width of 100 feet (the County does concede that by recorded instrument the purported 100 feet width of the Corridor Parcel is less than this amount on a few lots). While the Property Owners disagree that there is a Corridor Parcel running through their properties, as there is neither a deed to it nor a recorded easement for it, solely for purposes of definition they will use this term.

- On the Large Property, they will lose their stairs to the trial, a portion of their deck, and the fence/gate separating the existing trail from their property to the West.
- On the Schumacher Property, they will lose their fence and staircase.
- On the Brown Property, they will lose their fence, retaining wall and staircase.
- On the Davis Property, they will lose their fence, parking, accessibility for the fire department and have restricted accessibility for other emergency vehicles.
- On the Stewart Property, they will likely lose the ability to use their garage.

All of the Property Owners are going to lose landscaping and other amenities if the Permit Application is granted and the project constructed. This should not be allowed.

3. The County's project will prevent some Property Owners from access to their own properties.

Not only will all of the Property Owners' property be damaged physically if the Permit Application is granted and the County builds the project, but many of them will also be damaged from the quiet use and enjoyment of their respective properties. A further review of Exhibit B shows that the proposed trail will literally prevent some Property Owners from *even accessing* a portion of their respective properties. In other words, the County proposes to prevent the Stewarts, the Larges, and others from even being able to access a portion of their respective properties, including their access to the Lake (one of the most important amenities for owning a home on Lake Sammamish). The City should not grant a Permit for a project that cuts people off from the use and enjoyment of part of their property – especially Lake access on homes that are "on the Lake!"

4. Granting the Permit Application will be inconsistent with prior County action.

The County asserts it can build the project in the Corridor Parcel because it owns it, effectively in fee simple. This is neither accurate nor consistent with the County's prior actions.

To illustrate, in 1998, the Large Property's predecessor owner filed an application for a major addition/renovation, which included: modifications to the entire face of the house facing the trail, including turning a portion of the deck into an enclosed glass sun room, plus modifications to the deck and stairs down to the trail. See Exhibit C. In 2000, the County granted the Large Property's predecessor owner the permit to construct the project within what is now known as the Corridor Parcel. See Exhibit D. The Corridor Parcel covers a few feet of the entire house facing the trail, at least 50% of the sun room, and the entire deck and stairs, which the County permitted. At least as late as 2000, the County's actions illustrate the following: a) the County did not own the Corridor Parcel; and b) the County authorized a property owner's use of land within the Corridor Parcel. Now, the County has applied for a permit that flips its position on the situation in complete reverse: a) the County owns the Corridor Parcel; and b) the County not only will not allow a property owner's use of land within the Corridor Parcel but is going to destroy improvements that the County itself properly permitted within the Corridor Parcel! The County should not be allowed to repudiate what clearly was its position back when it first inherited the Railroad's "rights" (whatever they were) back in 1998.

5. Granting the Permit Application will be inconsistent with prior City action.

The City has also previously taken the position that some of the Property Owners own, and are entitled to build and improve, within the Corridor Parcel.

To illustrate, in 2003, the City issued a building permit for the Millers to build their home on the Miller Property. The home is located, in part, within the Corridor Parcel. See King County Permit Number 03-0095, issued on June 9, 2003. If the City really believed that the County owned the Corridor Parcel, it would not have issued a building permit for a Sammamish resident to build into the County's property. Of course, back in 2003, the City did not believe the County owned the Corridor Parcel and it should not now issue the Permit Application, which would effectively be repudiating its prior position.[2]

There is no harm in delaying issuance of the Permit Application until the State Case and the Federal Case are ultimately resolved.

The Property Owners want the Permit Application denied. That is their first request. If the City will not deny the Permit outright they ask that the City reverse its decision and deem the Permit Application "incomplete." Even if the City will not take either of these actions it should, out of respect for the Property Owners' rights and interests, as well as to protect itself from likely litigation if the Permit Application is soon granted and the County tries to start to build the project, delay issuing the permit to allow the court system to do its job.

In the State Case, the County has reserved March 31, 2017 for a summary judgment motion, wherein it is anticipated the County will ask the King County Superior Court to apply the same rationale as Judge Pechman did in the Federal Case and rule that the County has a right to the alleged trail right of way. While the Property Owners are confident they will defeat the motion for many reasons, not the least of which are that the Property Owners paid taxes on the disputed property (unlike the Federal Case plaintiffs) and the Property Owners were not parties to the Federal Case (thus, the decision in the Federal Case cannot be applied to them since each parcel is unique and has its own title history and they are not bound to a court decision they were not party to); in the unlikely event that the motion is granted this will provide the City with additional confidence in issuing the subject permit.

The more likely scenario is that the County's summary judgment motion in the State Case will be denied and the case will get settled, or worst case scenario tried on December 11, 2017. If the case is tried, it will be decided at about the same time as the appeal on the Federal Case decision. In short, within a year or less these two legal actions will be resolved and the City will have a much clearer view of the legal entitlement issues and property ownership issues concerning the Corridor Parcel. The County has had an arguable claim to the trail since 1998 – it has waited almost 19 years to install its desired trail improvements; it can wait one year more if necessary. In the end, we believe that the Property Owners and the County will be able to work out a resolution that clears up all title issues and gives the City a "clean map" for issuance of a permit for the trail improvements. Acting now, and issuing the permit,

---

[2] The Millers are not the only ones to receive a building permit from the City from 1998 to the present within the Corridor Parcel. For example, see the title history on the Conger Property (City issues building permit for house in 2003 within the Corridor Parcel).

will undoubtedly lead to further litigation, the resultant costs in time, money, and personnel, and most importantly, create a significant negative impact on many Sammamish citizens. The City should prevent this at all costs, and the best way to do this is to deny the issuance of the permit (or at a minimum freeze the application until the parties can settle the dispute or ultimate resolution of the Federal Case and the State Case, whichever occurs first, and which will likely all happen before year's end).

Thank you for your time in reading the Property Owners' opposition. Both the Property Owners and I are available to answer any questions the City staff has regarding this Opposition.

Thank you for your service to the great city of Sammamish!

Sincerely,
ROMERO PARK P.S.

/s/H. Troy Romero

H. Troy Romero

cc: Clients

Re: Trail comments on WF home impact (LSE project)

Lindsey Ozbolt

Mon 2/6/2017 10:46 AM

To:Upinder Dhinsa <upinder@gmail.com>;

Dear Upinder,

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: Upinder Dhinsa <upinder@gmail.com>
Sent: Friday, January 27, 2017 4:41 PM
To: Lindsey Ozbolt
Subject: Trail comments on WF home impact (LSE project)

Hi Lindsey,
The following pertains to the Water Front Lot #7 in our Lake Sammamish Estates project
(LSE)

Reference:
Station # 315 sheet AL 7

It appears the trail design has shifted West rather than Eastward making the driveway to the planned 2 water front homes difficult. It seriously impacts the build of the already designed WF home due to the trail design, buffers and increased setback requirements.

In looking at the plans and the trail curve near our property, It will be much better to move the
Trail 5' Eastward to allow for a better, safe trail crossing, driveway to WF homes and will also reduce the cost of the planned wall.

In order to help the project We had also offered to help the trail water go through our property
and the existing drain (in fact this is already shown on the drawing)

All utilities are in place and the home plans are in permit review.

Lastly we are requesting an 18" buffer setback from the trail ROW
To accommodate a 2 car wide garage. We will build a concrete garage wall that will support the driveway as well. This is in lieu of A 5' setback (Previously the City required 0' setback)

Our lot has limitations because of the shoreline and other setbacks.

We appreciate your continued support in helping with the trail as well as our WF home impact.

Sincerely,
Upinder

Re: Sammamish Trail impact comments

Upinder Dhinsa <upinder@gmail.com>

Fri 2/3/2017 4:08 PM

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

Dear Lindsey,
Thank you very much.

Upinder

> On Feb 3, 2017, at 3:43 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:
>
> Dear Upinder,
>
> Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).
>
> Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.
>
> Regards,
>
> Lindsey Ozbolt
> Associate Planner | City of Sammamish | Department of Community Development
> 425.295.0527
>
>
> -----Original Message-----
> From: Upinder Dhinsa [mailto:upinder@gmail.com]
> Sent: Friday, January 27, 2017 1:27 PM
> To: Lindsey Ozbolt <LOzbolt@sammamish.us>
> Cc: A Aa A Praveen Dhinsa <pdhinsa@hotmail.com>
> Subject: Sammamish Trail impact comments
>
> Hi Lindsey,
> My wife, Praveen and I built our home on the lake at 215 E Lk Sammamish Pkwy SE, Sammamish WA.
>
> We are pleased that the trail is getting done and will ultimately Improve the area and connections with Seattle. We use the trail a lot.
>
> We have met with the King Co and the City staff on multiple occasions and come to the City hall earlier this week to review the 60% design.
>
> Reference:
> Our stations on the drawings are:

> 404 & 405; Sheets AL25,26 ;
>
> Landscaping LA15,16
>
> Our Driveway is #17; DP9
>
> We have previously communicated our support for the trail but also our concerns.
>
> Concerns that need to be addressed:
>
> 1. The reason we purchased this property several years back was for it's Safety, privacy and screening that exists to date.
>
> The trees that are shown as "Remove" are over 45 years old and very healthy.
>
> The City of Sammamish has greatly focused on tree protection to protect our environment (I have several projects in Sammamish where Trees are a key factor). It is a shame to cut 45 year old healthy trees when they are at the edge of the trail and can be protected with a little shift of the trail.
>
> The trees also help with wind protection, road noise and privacy. We would strongly recommend that they be "Saved" & " Monitored" for now. They can be relooked at in future if necessary.
>
>
> 2. The Trees also provide Security from the trail. During the construction of our home, folks would walk across and use are portable toilet, bring their dogs in to the "no trees" open section in front of our home and leave the mess for us to clean up. They also threw trash and bottles that We continue to clean up to-date.
>
> The solid line of trees prevented them from loitering along the section in front of our homes.
>
> 3. The slope of the trail should be towards East to allow for the trail water to go into the wetlands section 4-6 feet away.
>
> 4. In order to protect the 45 year old trees that are very important for our environment, this trail section can be shifted East by 2' and every one will be happy. These trees are healthy and provide excellent security and screening. There is at least 4-6' of level area before it slopes down.
>
> 5. We like that The Driveway design shows improved slope to avoid hitting the bottom of our cars. However, the design shows that a small portion of the Driveway near E Lk Sammamish Pkwy. will not be re-paved.
>
> This does not make sense since the road corners are always muddy and cars get stuck. I have personally put in rocks to avoid accident when entering the busy road.
>
> It will be necessary after all the road damage due to construction but leaving a small section unfinished creates a safety issue and does not make sense.
>
> 6. We, the neighbors are already working with the County to resurface our inside access road from Driveway #17 and is in real bad shape full of unsafe pot holes due to new homes construction. County has. Even very supportive and has worked with us on design.
>
> 7. The overall landscaping plan is good.
>
> 8. It came to our attention that the Driveway in the adjoining North side section is being closed resulting in increased traffic redirected to our entry/ road. We do not understand the need for this change since the Driveway and the road have existed for a long time and do not impact crossing the trail in any way. The nice lawn at the end of our section in front of Mr Barber's home is very nice, safe and good for our small children to play.

>
> We sincerely hope the City and the County will take the points mentioned seriously to minimize the impact on our living environment.
>
> We are very pleased to be a part of this beautiful city and want to keep it this way. We appreciate your continued good support.
>
> Sincerely,
>
> Upinder & Praveen Dhinsa
> 425-985-7865
> 425-985-0424
>
>
>

Re: Feedback on 359+00 - regarding Sammamish Lake Trail at 1601 East Lake Sammamish pl SE, Sammamish

Juana Cundari <cundarijuana@gmail.com>

Fri 2/3/2017 4:23 PM

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

Thanks Lindsey for the update.

On Feb 3, 2017, at 3:58 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

Dear Juana,

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: Juana Cundari [mailto:cundarijuana@gmail.com]
Sent: Friday, January 27, 2017 2:46 PM
To: East Lake Sammamish Trail King County <Elst@kingcounty.gov>; Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Pierre Jacomet <pierrj@hotmail.com>
Subject: Fwd: Feedback on 359+00 - regarding Sammamish Lake Trail at 1601 East Lake

Sammamish pl SE, Sammamish

This email was send to the city of Sammamish as well.

From: Juana Cundari <cundarijuana@gmail.com>
Date: January 27, 2017 at 2:27:10 PM PST
To: lozbolt@sammamish.us
Cc: Pierre Jacomet <pierrj@hotmail.com>
Subject: Feedback on 359+00 - regarding Sammamish Lake Trail at 1601 East Lake Sammamish pl SE, Sammamish

Good day, this is the main feedback we have after reviewing the 65% map:

1) Stair #59 creates accessibility problems: On the lake side we have a house which needs to be fully accessible. Stairs do not work either for elderly people or for carrying any object which exceeds the single "young and fit human portable" object size. So, this means that stairs would work at most for carrying a table lamp or a small soda cooler, but not for anything that exceeds that size.

2) There are utilities which currently go under the trail. We paid a special permit for those utilities and we would not like those to be disrupted.

3) Wall #15 STA 364:

A. The plan suggests that King County will basically go some 12 feet more into the lake. There is already enoug floor level changes, so King County will need to fill in order to get a level trail. This will cause us to have a structural wall which will be 6 feet high, which we'll need to sort out climb via stairs or some more accessible means to get across both sides of our property.

B. Upper part: A chain link fence is exactly what we had taken away in favor of a split rail fence. We believe that the 4 foot chain link fence which goes on top of structural wall #15 is needed in order to protect people from falling from the 6 foot wall. We think a better solution would be to re-grade the lake side of our property, obviating the need for the 6 foot structural wall, combined possibly with some zig-zag access ramp which would be much more accessible and less dangerous for the public than the current plan.

<image001.png>

4) Landscaping: Plans are not yet in at the 65% map.

5) We would like to know who is the company that got selected to build our section of the trail, how was the process for selecting that company and the credentials that company has in order to guarantee that the job will be done by the most idoneous agent that my taxes are paying.

6) The trail, will create a runway for bycicles with NO SPEED LIMIT. The speed limit on the trail MUST be clearly marked maximum speed 8mph. This feedback serves as record for King County that ANY ACCIDENT CAUSED BY A SPEEDING BIKER WILL CAUSE DIRECT LIABILITY TO KING COUNTY BECAUSE KING COUNTY WILL BE AN ENABLER AGENT IF THE TRAIL ALLOWS FOR SUCH SPEED, REGARDLESS OF WHETHER THE SPEED LIMIT IS MARKED.

7) As we started our conversation with King County representatives on 1/26/2015 I was informed "we do not consent to being recorded", however the persons I was speaking with were at least one them the "communications between the community and the team" person. If King County is moving forward with a clear "Plan of Record", then it is only fair that king county through its representatives "Goes on the Record", which means that the individual consent of a KC employee to be recorded is immaterial. Otherwise, it seems to to me that with these meetings King County is doing manipulation tactics, "feeling the community" while giving lip service, rather than the actual facts.

In conclusion, we really want to work with King County to solve this problem and get to the best solution, however we sometimes believe that we are met by a solid passive-aggressive wall where our taxes are used against us.

Sincerely,

Juana Cundari

Pierre Jacomet

1601 East Lake Sammamish Pl.SE.
Sammamish. WA.98075

RE: Comments on 60% Design 453+61.87 and 454+00

Lindsey Ozbolt

Wed 2/8/2017 1:35 PM

To:Jeff Lum <jefflum1@gmail.com>;

Hi Jeff,

You can check in periodically with me to see if we have received response from the county yet. At this point City staff is still in the preliminary review of the comments and have not transmitted them to King County yet for their review and response.

Best,

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

-----Original Message-----
From: Jeff Lum [mailto:jefflum1@gmail.com]
Sent: Monday, February 6, 2017 12:42 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Re: Comments on 60% Design 453+61.87 and 454+00

Thanks Lindsey. Will I be able to see the response from the county regarding our specific comments?

Jeff

Sent from my iPhone

> On Feb 6, 2017, at 10:18 AM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:
>
> Dear Jeff,
>
> Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).
>
> Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.
>
> Regards,
>
> Lindsey Ozbolt
> Associate Planner | City of Sammamish | Department of Community
> Development 425.295.0527?
>
> _____
> From: Jeff Lum <jefflum1@gmail.com>

> Sent: Friday, January 27, 2017 4:31 PM
> To: Lindsey Ozbolt
> Cc: Jill Lum
> Subject: Re: Comments on 60% Design 453+61.87 and 454+00
>
> Liz,
>
> The attached pages will REPLACE the comments sent previously. Please let me know if you have any questions. I appreciate the time we spent on discussing how we could make our previous comments clearer to the county.
>
> Thanks,
> Jeff
>

Comments/questions related to station numbers 454+00 and 453+61.87. We own both properties.

454+00:

1. We will lose about 5-10' of parking depth when the guardrail is constructed east of where it is now. This creates a huge parking problem for us. The parking area is shared by 5 properties. Right now we barely have enough room to park the cars at an angle and have cars get in and out and around each other. The parkway hillside is to the east of the parking area. We'd like to request the county replace the amount of footage we are losing on the trail side of the parking area with an equal amount of footage on the parkway side of the parking area.

   The county would need to construct a retaining wall to replace the parking area depth we will lose from the wider trail. If we can't get ample room in the parking area, there are several problems this creates for the homeowners:

   A. The homeowners will have to park parallel to the guardrail, which makes it very difficult, if not impossible, to turn around since it is a dead end area.

   B. If the homeowners have to park parallel to the guardrail, then that will provide less parking for the 5 owners and their guests, and make for difficult access to their respective properties. The only other available area to park is on the East Lake Sammamish Parkway, which creates a bike lane blockage and a dangerous traffic situation for bikers, automobiles, and people exiting/entering their automobiles.

   I have attached a few photos to provide a perspective of what the area looks like with cars parked at today's angle.

2. The 60% plan indicates that the county will be using the driveway to our property and the parking area as a staging area for work near our area and maybe other areas nearby. We'd like clear assurance that:

   A. The driveway and parking area will be in as good, or better, condition during and after construction, and

   B. That we will have clear and safe access to our property during trail construction.

3. The "CG" appears to extend about 25' west from the back of the current guardrail. The stairway to our property will get demolished. We'd like an understanding as to how we're going to get clear and safe access to our home during construction.

4. What flexibility is there in the design/direction of the stairway? Right now it shows a stairway that runs parallel to the trail. Can we have the stairway constructed so that it goes toward our home down to our current landing area? Will the county allow for some flexibility in this design? Since we are losing our current stairway, anyway, can we move the new stairway to originate at a different location than it is now?

5. The 60% plan shows that we are sharing an entrance to our stairway with station 455+00? Based on the answer to #4 above, if we have to share a stairway entrance, we'd prefer to share an entrance with 453+61.87. 455+00 should have a shared stairway with their adjoining station 455+39.35.

6. Will the county will allow us to put our own privacy fence behind, or in place of, the chain link fence?

453+61.87:

1. We will lose about 5-10' of parking depth when the guardrail is constructed east of where it is now. This creates a huge parking problem for us. The parking area is shared by 5 properties. Right now we barely have enough room to park the cars at an angle and have cars get in and out and around each other. The parkway hillside is to the east of the parking area. We'd like to request the county replace the amount of footage we are losing on the trail side of the parking area with an equal amount of footage on the parkway side of the parking area.

   The county would need to construct a retaining wall to replace the parking area depth we will lose from the wider trail. If we can't get ample room in the parking area, there are several problems this creates for the homeowners:

   A. The homeowners will have to park parallel to the guardrail, which makes it very difficult, if not impossible, to turn around since it is a dead end area.

   B. If the homeowners have to park parallel to the guardrail, then that will provide less parking for the 5 owners and their guests, and make for difficult access to their respective properties. The only other available area to park is on the East Lake Sammamish Parkway, which creates a bike lane blockage and a dangerous traffic situation for bikers, automobiles, and people exiting/entering their automobiles.

   I have attached a few photos to provide a perspective of what the area looks like with cars parked at today's angle.

2. We would like a separate gate and an access stairway for this parcel. As an alternative, we'd be willing to have a shared entrance and stairway with station 454+00.

3. The 60% plan indicates that the county will be using the driveway to our property and the parking area as a staging area for work near our area and maybe other areas nearby. We'd like some assurance that:

   A. The driveway and parking area will be in as good, or better, condition during and after construction, and

   B. That we will have clear and safe access to our property during trail construction.

PHOTOS OF PARKING AREA AS DISCUSSED IN COMMENTS FOR STATION 454+00 AND STATION 453+61.87

(THIS ALSO APPLIES TO STATIONS 453+00, 455+00 AND 455+39.35)

The distance from the exisKng guardrail to the bank is 21'. The new guard rail will move towards the bank by at least 5-10 feet (maybe more). Today there is only about 7' between a parked car and the bank – just enough for other vehicles to squeeze by.

The bank is full of invasive blackberry bushes which have been maintained each year by the home-owners in this area. The bank is very deep and tall. The county could design a retaining wall to push back the bank by enough margin to replace the parking that will be lost when the guardrail moves towards the bank.

RE: 1139 E LAKE SAMMAMISH PARKWAY NE

Lindsey Ozbolt

Wed 2/8/2017 1:16 PM

To:john rohrbach <upperstarmeadow@gmail.com>; Snowanh <snowanh@aol.com>;

Cc:David Pyle <DPyle@sammamish.us>;

Good afternoon Mr. Rohrbach,

Gina Auld is the Project Manager for King County Parks on this project and Kelly Donahue, Community Engagement for King County Parks on this project. To contact the County regarding the East Lake Sammamish Trail Segment 2B please call their hotline at 1-888-668-4886 or email them at ELST@kingcounty.gov.

Best,

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

From: john rohrbach [mailto:upperstarmeadow@gmail.com]
Sent: Tuesday, February 7, 2017 5:07 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; Snowanh <snowanh@aol.com>
Subject: Re: 1139 E LAKE SAMMAMISH PARKWAY NE

Thank you: Who in the county has the authority to make decisions and can meet on site?

On Mon, Feb 6, 2017 at 9:40 AM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

> Mr. Rohrbach,
>
> Unfortunately, at this time, staff is unable to meet with individual property owners on-site. It is my understanding that King County staff may be able to meet on-site with individual property owners if requested. If you would like to schedule a time to meet with City Staff at City Hall, I am happy to set up a time with you. Additionally, although the official comment period has closed, if you have additional comments you would like to provide, you may submit them to City Hall for consideration.
>
> Best,
>
> Lindsey Ozbolt
> Associate Planner | City of Sammamish | Department of Community Development
> 425.295.0527<tel:(425)%20295-0527>?

_____
From: john rohrbach <upperstarmeadow@gmail.com>
Sent: Monday, February 6, 2017 7:55 AM
To: Lindsey Ozbolt
Subject: Re: 1139 E LAKE SAMMAMISH PARKWAY NE

I need the planner of the trail to meet me at my house to discuss. Please set up. John 206 200 8911

On Fri, Feb 3, 2017 at 4:09 PM, Lindsey Ozbolt
<LOzbolt@sammamish.us<mailto:LOzbolt@sammamish.us>> wrote:
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<tel:(425)%20295-0527>

From: john rohrbach [mailto:upperstarmeadow@gmail.com<mailto:upperstarmeadow@gmail.com>]
Sent: Friday, January 27, 2017 10:14 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us<mailto:LOzbolt@sammamish.us>>; Snowanh
<snowanh@aol.com<mailto:snowanh@aol.com>>; john rohrbach
<upperstarmeadow@gmail.com<mailto:upperstarmeadow@gmail.com>>
Subject: 1139 E LAKE SAMMAMISH PARKWAY NE

LINDSEY: We talked yesterday and here are my comments on the trail: We built our house 4 to 5 years ago and our landscape plans as far as the hardscape is concerned were approved by the county. With the current county proposal the county will take our hardscape retaining wall East of our house. The county proposes building their own retaining wall. A lot of money could be saved by not building a retaining wall, since the trail is already very wide there and fairly level and I have an existing wall. I believe the map shows number 38. The map is 69 of 135. There are springs where the county wants to build the wall and it would be a big drainage issue if they were disturbed. The cedar type trees only in front of the house could be retained instead of being removed. These trees only screen the house and not the lake. We need to meet with the trail designers on site and stake and measure everything. A lot of money and aggravation could be saved if we all act intelligently. Please let me know if you receive this e mail. Thank you for your help John and Anh Rohrbach. 206 200 8911<tel:(206)%20200-8911>

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:18 PM
To: 'keithly@mindsring.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

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

Regards,

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

-----Original Message-----
From: Mark Keithly [mailto:keithly@mindsring.com]
Sent: Friday, January 27, 2017 8:11 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

I regularly bike ride on the current trail section, and I feel much safer on the trail. I am an avid bike rider and I am looking forward to the trail's completion, so walkers, runners, and bikers can all enjoy the trail in safety..

Sincerely,

Mark Keithly
Kirkland, WA

Mark Keithly
13029 111TH PL NE
Kirkland, WA 98034
(425) 602-5110

Lindsey Ozbolt

From: Microsoft Outlook <MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@sammamish.onmicrosoft.com>
To: keithly@mindsring.com
Sent: Sunday, January 29, 2017 3:53 PM
Subject: Undeliverable: RE: Please Approve the Permit for Segment 2B of the ELST

Delivery has failed to these recipients or groups:

keithly@mindsring.com (keithly@mindsring.com)
Your message couldn't be delivered. Despite repeated attempts to contact the recipient's email system it didn't respond.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system isn't accepting connection requests from your email system. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

For more information and tips to fix this issue see this article: http://go.microsoft.com/fwlink/?LinkId=389361.

Diagnostic information for administrators:

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Total retry attempts: 53

keithly@mindsring.com
1/29/2017 11:53:20 PM - Server at BY1PR09MB0792.namprd09.prod.outlook.com returned '550 5.4.300 Message expired'

Original message headers:


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To: "keithly@mindsring.com" <keithly@mindsring.com>
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Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 10:49 AM
To: Mike Rundle
Subject: Re: Comments on King County SSDP Application

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 Rundle <mike@rundle.org>
Sent: Friday, January 27, 2017 4:56 PM
To: Lindsey Ozbolt
Cc: Mike Rundle
Subject: FW: Comments on King County SSDP Application

Lindsey,

Attaching a screen shot showing that technical reports are unavailable at end of comment period.

Thank you,

Mike Rundle
425.466.3584

From: Mike Rundle
Sent: Friday, January 27, 2017 4:50 PM
To: 'lozbolt@sammamish.us' <lozbolt@sammamish.us>
Cc: Mike Rundle (mike@rundle.org) <mike@rundle.org>
Subject: Comments on King County SSDP Application

Lindsey,

Please find my comments and exhibits attached.

Additionally, the comment period should be extended an additional 30 days from the date that King County makes the technical reports available for review. They still were not available at the time when I emailed this to you.

Thank you,

Mike Rundle
425.466.3584

King County
Department of Natural Resources and Parks
Division of Parks and Recreation
201 South Jackson Street
Seattle, WA 98104-3855
206-477-477-9378

July 18, 2016

Mr. Ryan Harriman
City of Sammamish, Dept. of Community Development
801 228th Ave SE
Sammamish, WA 98075

SUBJECT: SVAR2016-00155 - Jackman Zoning Variance

Mr. Harriman:

This letter intends to provide comment on the subject notice of application and is submitted on behalf of King County Department of Natural Resources and Parks. King County owns the adjoining property to the east, which is improved with an interim surface regional trail.

After speaking with other King County staff members about this variance, it was determined that the subject site is immediately adjacent to King County property that will be used and redeveloped in the near term, as a paved regional trail. The cross section for the new paved trail will be wider than the current cross section and will expand towards the west boundary of the trail corridor. In particular, the footprint of the paved regional trail will expand 8' – 10' to the west of the current trail and will effectively close off the driveway to the subject undeveloped property (PCN 0724069123), as well as the two undeveloped properties to the north (PCN 0724069124 and 0724069126).

King County Parks anticipates constructing the paved regional trail in approximately 5 years, or less, after receiving the required permits. The trail footprint is expanding to the west to avoid delineated wetlands on the east side of the trail (see enclosed info). Therefore, we note that the access driveway will need to be relocated onto the eastern portion of these private lots. Appropriate consideration for vehicle access and construction activity should be incorporated into the development plans and permits for these 3 lots west of the trail.

ZONV2016-00155 proposes to reduce the building setback to 0' where 10' is required. A 10' setback from the common property line: 1) provides for private construction and maintenance activities to be performed on private property, rather than from the King County right of way; 2) will accommodate common exterior features such as eaves, gutters, egress windows, vents, light fixtures, doors, front steps,

retaining walls, awnings, landscaping, finish/trim, etc.; and 3) will maintain existing and future private access. **Therefore, King County requests that ZONV2016-00155 be denied.**

Please contact me for additional information or discussion, heather.marlow@kingcounty.gov.

Sincerely,

Heather Marlow

Heather Marlow
Real Property Agent

Enclosure: Field Notes Wetland 15C
2007 Wetland Rating Form
Wetland Determination
Wetland Tracking Spreadsheet

Lindsey Ozbolt
Associate Planner
East Lake Sammamish Trail
City of Sammamish

Comments regarding King County Permit Application for East Lake Sammamish Trail

The East Lake Sammamish Trail, if done right, will be an amenity to its immediate neighbors and the general public.

Unfortunately King County has again fallen short in their proposed 60% design. It does not accomplish the goal of safety and of being a good neighbor.

Over the last 20 years I have attended every trail planning workshop or meeting I was aware of. I even served as a member of the Citizen's Advisory Group for the East Lake Sammamish Trail. I have submitted written comments, spoke and provided comments and they all seem to fall on deaf ears. The last workshop on this section was several years ago and while they had engineers staffing the meeting they would not discuss specifics because the plan was not ready for review.

This comment period is the first chance to do so in a meaningful way. Thank you for the opportunity to finally comment on specific design issues.

The fact that this is the last segment to permit is not in any way surprising as this is the most contentious area because portions of the trail cut through the middle of Sammamish residential properties. Because of the location of the trail the design issues of safety and privacy are crucial.

The City of Sammamish has a responsibility to its citizens to ensure a safe trail is built that is a good neighbor. Now is the opportunity to get the design right before granting any more permits. Please deny permits until the County addresses safety and design issues created by the proposed widening and changing of the alignment of the trail. Require King County to meet constructively with stakeholders and solve real problems they propose to create so they can come back to the table and reflect solutions in a better design.

Comments Specific to my location:

Tax Parcels 0724069123, 0724069124, 0724069125

Existing Conditions Plan EX5

Plan and Profile AL7 and AL8

Alignment affecting Crossing for Ingress/Egress and Utilities

I have an existing driveway crossing that serves the waterfront lots that was constructed by the railroad over 50 years ago, well before the trail was a twinkle in King County's eyes. In 1999 I bought the property specifically because it had a railroad crossing for ingress/egress and utilities to the waterfront.

The driveway serves 3 waterfront lots zoned for single family residential. While all 3 lots could be built on I chose not to build on one of these lots and it serves as shared waterfront for the eight neighboring houses.

The existing crossing has a special use permit for ingress/egress, utilities, and gates. I was told by King County that the gate to the waterfront is the largest gate installed by King County on the trail. Therefore King County is clearly aware of the importance and necessity of preserving this crossing as they did in the interim trail construction – and the railroad did since the day it was constructed over 50 years ago. (See IMAP picture of existing crossing, gates and fencing).

To ensure we are planning home construction in concert with the trail design I tried to contact the county regarding design for over a year and all I could reach was the agent responsible for crossing permits. He told me that I already had what I needed for special use permits.

Since last year we finally began to be able to get in touch with County Staff. The result being that the County sent the attached letter suggesting that they would move the trail off the centerline and towards the lake "effectively close off the driveway" to all 3 waterfront properties (See attached letter from Heather Marlow - King County).

Clearly this is unacceptable.

The proposed 60% plan reflects this misguided alignment change.

Obviously a trail design that does not preserve our crossing serving 8 homeowners and/or makes that crossing less safe is an improper proposal that needs redesign.

We have subsequently met with King County staff on numerous occasions to understand why they would make such a proposal when they could widen the trail east and maintain and even improve our crossing. They only reason they claim is they are forced to move away from several small wetlands formed on the east side of the railed created by the elevation of the outflow from the broken culverts (see below). We have looked at this and the trail can protect these marginal wetlands. King County has options to mitigate, buffer average etc. and there is no reason to compromise human safety vs. wetland buffers for marginal wetlands.

They can keep the trail closer to the center of the existing 100+ year old rail alignment and move it eastward to avoid veering towards the lake as demonstrated in the Sorensen Architecture exhibit (see attached).

Keeping closer to the original center line provides several advantages:

- Safer Crossing design
- Trail remains further from Lake Sammamish at present location
- Trail is even further away from Lake Sammamish is moved Eastward
- Less structural walls needed
- Less cost for construction
- Preserve privacy of adjoining neighbors

<u>Drainage</u>

There is a lot of impervious surface being added in the proposal to widen and pave the East Lake Sammamish Trail. We offered to work with the County on trail drainage by allowing them to utilize our storm drain to the lake - they have included this in their design, while ignoring the rest of our input on alignment and safety at the crossing.

Broken Culverts under Rail bed

The proposal does not seem to address the broken culverts for water flowing towards the lake labeled on plan as Unnamed Stream #4 and Unnamed Stream #5. King County dredges stream #5 frequently with a track hoe, so they treat it like a ditch. Stream #4 is a ditch. While the flows are not presently sufficient to support fish, putting a bottomless culvert at a lower elevation at the crossing for Unnamed Stream Crossing #5 (and Unnamed Stream #4) would help provide passage for wildlife. Perhaps a better option would be to divert Unnamed Stream #4 to join Unnamed Stream #5 east of the railbed at one new bottomless culvert at a lower elevation to address the erosion that currently exists while combining crossings and creating greater flows in one path to the lake. There is an opportunity to improve biological functions, so why not do it?

Respectfully,

Robert M. Rundle

2623 E Lake Sammamish Pkwy SE

Sammamish, WA 98075

Location: SE 33rd St to Inglewood Hill Rd. - approx 3.6 miles

Construction Update: This segment is currently in design.

See below for links to construction plans, newsletters, reports, guides, and other project documents.

Recent Activity

60% Design Plans are now available below.

Please note: All comments on the SSDP permit should be sent to the City of Sammamish. Comments can be directed to:

Lindsey Ozbolt, Associate Planner
Phone: 425-295-0527
Email: lozbolt@sammamish.us
Mail: City of Sammamish City Hall, 801 228th Avenue SE, Sammamish, Washington 98075.

As the permit applicant, King County Parks staff will attempt to provide information and answers on the trail project, but the City will be collecting and documenting all comments on this permit application. After the close of the comment period, the City of Sammamish will provide all of public comments to King County Parks for our review and consideration.

Need clarification on on the 60% Design Plans? Schedule a 30 min session on Tuesdays or Wednesdays from January 10-25 to speak with a King County Parks staff member at Sammamish City Hall.

King County Parks will also offer unscheduled drop-in time on Thursdays from 11 am to 3:30 pm on January 12, 19, and 26.

Have questions about upcoming design and construction activities? Watch these videos to learn more about planting in the trail corridor, sight triangles, trail staking and more.

Design:

60% Design Plans (Dec 2016)

Tree Preservation Plans (Jan 2017)

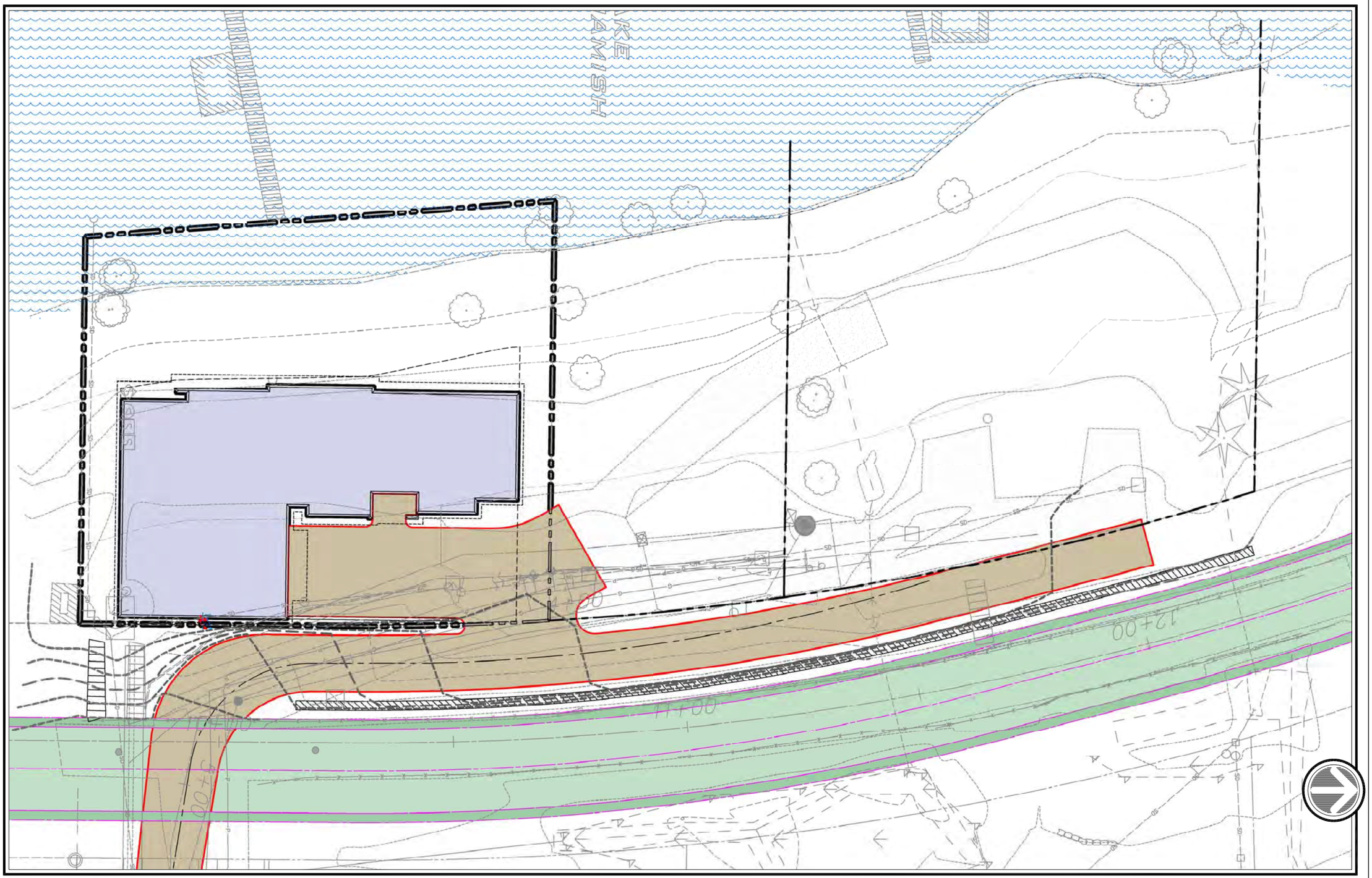
Guides: Review general design guides about the project here -

- Sight Distance Triangle Memorandum (March 2014)
- Stop Sign Usage (July 2013)
- Vegetation Management Plan Update (July 2014)
- Readers Guide to Understanding the Design Plans (April 2014)
- How the trail alignment is developed (Jan 2015)
- Landscaping the trail corridor (Jan. 2015)
- Understanding Retaining Walls (July 2014)

Technical Reports: Check back here to review all technical reports for this segment once available.

Public Outreach:

0724069123
0724069004



SITE PLAN

Scale: 1" = 20'-0"

IF THIS DRAWING HAS BEEN REDUCED TO LESS THAN 24" X 36", THEN USE THIS SCALE FOR MEASURING DRAWING

0 1 2 3 4 5 6 7 8 9 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50

Sorensen/Architecture LLC
22609 N.E. 2nd Street Sammamish WA 98074
(206) 399-8265 Sorensen-Architecture@gmail.com

All drawings and written material corresponding herein constitute the original and unpublished work of Sorensen/Architecture LLC and the same may not be duplicated, used or disclosed without the written consent of Sorensen/Architecture, LLC.

Lake Sammamish Home 1, Lot 7

26XX East Lake Sammamish Parkway S.E.
Sammamish, Washington 98075
Parcel #: 072406-9123

SITE PLAN

ISSUE/REVISIONS:

Date:

CONTENTS:

DRAWING NUMBER:

A1.0

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:22 PM
To: 'Rwl@gmail.com'
Subject: RE: Please Approve the Permit for Segment 2B of the ELST

Dear Ron,

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

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

Regards,

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

-----Original Message-----
From: Ron Lindsay [mailto:Rwl@gmail.com]
Sent: Friday, January 27, 2017 8:38 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

We ride this trail with our kids. Sometimes we ride out to Isaquah, get a snack, and bus home.

Please aprove a standard wide trail and priority right of way for the numerous trail users,

Sincerely,

Ron Lindsay
Mary Ave NW
Seattle, WA 98117
2067785674

Lindsey Ozbolt

From: Microsoft Outlook <MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@sammamish.onmicrosoft.com>
To: Rwl@gmail.com
Sent: Friday, January 27, 2017 4:22 PM
Subject: Undeliverable: RE: Please Approve the Permit for Segment 2B of the ELST

Your message to Rwl@gmail.com couldn't be delivered.

gmail.com suspects your message is spam and rejected it.

LOzbolt	**Office 365**	**gmail.com**
Sender		**Action Required**
		Messages suspected as spam

How to Fix It

Try to modify your message, or change how you're sending the message, using the guidance in this article: Bulk E-mailing Best Practices for Senders Using Forefront Online Protection for Exchange. Then resend your message.

If you continue to experience the problem, contact the recipient by some other means (by phone, for example) and ask them to ask their email admin to add your email address, or your domain name, to their allowed senders list.

Was this helpful? Send feedback to Microsoft.

More Info for Email Admins

Status code: 550 5.7.350

When Office 365 tried to send the message to the recipient (outside Office 365), the recipient's email server (or email filtering service) suspected the sender's message is spam.

If the sender can't fix the problem by modifying their message, contact the recipient's

email admin and ask them to add your domain name, or the sender's email address, to their list of allowed senders.

Although the sender may be able to alter the message contents to fix this issue, it's likely that only the recipient's email admin can fix this problem. Unfortunately, Office 365 Support is unlikely to be able to help fix these kinds of externally reported errors.

Original Message Details

Created Date:	1/28/2017 12:22:06 AM
Sender Address:	LOzbolt@sammamish.us
Recipient Address:	Rwl@gmail.com
Subject:	RE: Please Approve the Permit for Segment 2B of the ELST

Error Details

Reported error:	*550 5.7.350 Remote server returned message detected as spam -> 550 permanent failure for one or more recipients (rwl@gmail.com:550 5.1.1 The email account that you tried to reach does not exist. Please try 5.1.1 double-checking th...)*
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Remote server:	mx2.ess.sfj.cudaops.com

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3	1/28/2017 12:22:07 AM	CHMail001.cityofsammamish.local	BY2NAM03FT034.mail.protection.outlook.com	Microsoft SMTP Serve cipher=TLS_ECDHE_RS
4	1/28/2017 12:22:08 AM	BY2NAM03FT034.eop-NAM03.prod.protection.outlook.com	BLUPR09CA0020.outlook.office365.com	Microsoft SMTP Serve cipher=TLS_ECDHE_RS
5	1/28/2017 12:22:08 AM	BLUPR09CA0020.namprd09.prod.outlook.com	DM5PR09MB1196.namprd09.prod.outlook.com	Microsoft SMTP Serve cipher=TLS_ECDHE_RS

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From: Lindsey Ozbolt <LOzbolt@sammamish.us>
To: "Rwl@gmail.com" <Rwl@gmail.com>
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Thread-Topic: Please Approve the Permit for Segment 2B of the ELST
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Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 10:15 AM
To: erniem@marchandnorthwest.com
Subject: Re: East Lake Sammamish Trail

Dear Ernie,

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: erniem@marchandnorthwest.com <erniem@marchandnorthwest.com>
Sent: Friday, January 27, 2017 4:20 PM
To: Lindsey Ozbolt
Subject: East Lake Sammamish Trail

Lindsey Ozbolt January 27, 2017
Associate Planner
City of Sammamish

RE: East Lake Sammamish Master Plan Trail

Dear Lindsey,

I am writing on behalf of my family regarding the East Lake Sammamish Master Plan Trail.

Members of my family and I own two recreational lots, number 36 and 37. I'm not sure of the Block number, however, we are adjacent to the Inglewood Hills Beach lots, on the North side of IBC. Our lots are used on a regular basis, year round, by our families and regularly by our guests.

We have been very supportive of the Trail and we are eager to see its completion.

That said, I understand that we will be losing our gate and stairs down to the property and that we will have to access through an opening and shared stairs, passing through the ROW and by several of our neighbor's properties.

This concerns us for a number of reasons, including safety, security, liability and for a host of other, potential practical reasons.

I think you will agree that not having independent access is detrimental to the value of our property. Furthermore, a stairway without a gate is an open invitation for vandals, unauthorized partying by minors, garbage, etc., not to mention other acts youth under the influence tend to do at night.

I'm sure you would agree that these concerns are legitimate and regardless of Law Enforcement Patrols, they will occur and we, as the property owners, and tax payers, will suffer the consequences.

Regarding underage youth having unhindered access to the beach and their inevitable drinking (alcohol) and marijuana/drug use, and the number of unintended consequences, the question must be asked, who is liable if the County provides open access our beach from the Trail?

What are the consequences if someone hurts themselves, or injures another, cause a fire, or dies for some unforeseen reason?

Obviously, if the County removes the existing fence and gates, the County would be.

Please note that one of the most significant benefits of the existing trail and its fence and gate installation is that even with the increased foot and bike traffic, underage drinking, trash, vandalism, open fires, etc., has been reduced significantly BECAUSE OF THE LOCKED GATES.

We ask that you please reconsider the material harm we will suffer if you remove the gate and direct access to our property and that as good neighbors and citizens, I hope that we can get together and discuss a satisfactory, alternative solution?

Thank you!

Best regards, Ernie Marchand – 206-619-7910

Along with Tyler Marchand, Mike, Jana, Robbie and Courtney Marchand, Albert Delgado, Patty and Laura Marchand, Alan Marchand

Lindsey Ozbolt January 27, 2017
Associate Planner
City of Sammamish

RE: East Lake Sammamish Master Plan Trail

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Thank you!

Best regards, Ernie Marchand – 206-619-7910

Along with Tyler Marchand, Mike, Jana, Robbie and Courtney Marchand, Albert Delgado, Patty and Laura Marchand, Alan Marchand.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 10:13 AM
To: Samuel A. Rodabough
Subject: Re: Hild Public Comment - SSDP2016-00415

Dear Mr. Rodabough,

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: Samuel A. Rodabough <sam@rodaboughlaw.com>
Sent: Friday, January 27, 2017 4:14 PM
To: Lindsey Ozbolt; gina.auld@kingcounty.gov
Cc: Flemming, Barbara
Subject: Hild Public Comment - SSDP2016-00415

Ms. Ozbolt and Ms. Auld,

On behalf of my clients Bob & Janet Hild, please see a comment letter attached in pdf format regarding the above shoreline substantial development permit for the East Lake Sammamish Trail, South Sammamish B Segment. Please let me know if you require anything further. I look forward to working with the City and County to resolve my clients' concerns.

Regards,

Samuel A. Rodabough
Law Office of Samuel A. Rodabough PLLC
11820 Northup Way, Ste. E200
Bellevue, WA 98005
(425) 440-2593 (phone)
(425) 284-3051 (fax)
sam@rodaboughlaw.com

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

LAW OFFICE OF
SAMUEL A. RODABOUGH PLLC

SAMUEL A. RODABOUGH
ATTORNEY AT LAW
11820 NORTHUP WAY, STE. E200
BELLEVUE, WA 98004
(425) 440-2593
(425) 284-3051 (FAX)

January 27, 2017

Via Email & Hand Delivery

City of Sammamish
Department of Community Development
Attn: Lindsey Ozbolt, Associate Planner
801 228th Ave. SE
Sammamish WA, 98075
lozbolt@sammamish.us

King County
Department of Natural Resources and Parks
Attn: Gina Auld, Capital Project Manager IV
201 S. Jackson St., Ste. 700
Seattle, WA 98104-3855
gina.auld@kingcounty.gov

Re: Shoreline Substantial Development Permit 2016-00415
East Lake Sammamish Trail, South Sammamish B Segment
Hild Property, King County Tax Parcel No. 0624069123

Dear Ms. Ozbolt and Ms. Auld:

This Firm represents Robert & Janet Hild, the owners of a residence located at 1204 East Lake Sammamish Parkway SE, Sammamish, WA 98075. This residence is located on an uphill slope immediately east of East Lake Sammamish Parkway. Relevant for purposes of this letter, my clients also own a separate parcel that is located downslope from their residence and is currently used for recreational purposes. This parcel contains approximately 60 feet of frontage on Lake Sammamish and is improved with a dock, boathouse, and deck, the existence of which predate their purchase in May of 2000. This parcel is known as King County Tax Parcel No. 0624069123 ("Hild Property").

My clients are in receipt of the City's Notice of Application for the above SSDP and they have reviewed the 60% design plans for the Trail, dated on or about September 2016 ("Preliminary Plans"). The Hild Property will be adversely affected by the proposed modifications to the East Lake Sammamish Trail ("Trail") that have been proposed by King County ("County") in the above shoreline substantial development permit ("SSDP"). Please accept the following as (1) a response on behalf of my clients to the SSDP application, including the Preliminary Plans, and (2) a request for my clients to be included as parties of record for this SSDP and to receive future notifications and status updates regarding the SSDP application.

A. Property Interests

As an initial matter, is prudent to note that the nature of the property interests involved with respect to the Trail and adjoining properties have been the subject of various, and sometimes even conflicting, adjudications by state and federal courts. It is my clients' understanding that some of these judicial proceedings are still pending. Accordingly, nothing in this letter is intended to be construed as bearing on the status of those property interests and my clients

reserve, to the fullest extent of the law, any property interest that they may have in the area burdened by the Trail.

B. Incomplete Preliminary Plans

It is also necessary to observe that the ability to completely assess the full impact of the Preliminary Plans upon the Hild Property was necessarily limited by incomplete surveying work and/or an omission in the Preliminary Plans. In particular, as indicated above, the Hild Property is improved with a dock, boathouse, and deck. For unknown reasons, however, although all existing improvements on the adjoining parcels to the immediate north and south are depicted in the Preliminary Plans, my clients' boathouse and deck were omitted.[1] A data sheet from the King County Assessor regarding my clients' property, which includes a photo of the deck, is attached hereto.

In the absence of this rudimentary information from a complete and accurate survey, my clients are left to speculate regarding the true impacts of the Preliminary Plans upon their property. However, utilizing the tools available to them, including some aerial photography, the following comments have been prepared based upon the following assumptions, which are subject to change based upon more complete information: (1) all or most of the existing boathouse is located wholly within the boundaries of the Hild Property, (2) all or most of the associated deck is located within the right of way for the Trail.

C. Impacts of Preliminary Plans

A review of the Preliminary Plans indicates that the County's project will have adverse impacts on the Hild Property, including the following:

- **Impairment of Access** – My clients currently access their property via a stairway that commences from East Lake Sammamish Parkway and proceeds downslope to the Trail. This existing stairway is depicted on the Preliminary Plans between stations 373+00 and 374+00.[2] The Preliminary Plans propose the permanent elimination of this stairway.[3] The elimination of this stairway will require my clients to access their property further to the south by entering the Trail at the crossing at near station 371+00 and then backtracking to reach their property.[4] For obvious reasons, my clients do not support removal of this stairway. Moreover, the County has previously represented that retaining such access points would be a priority in the Trail design.

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[1] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

[2] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

[3] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

[4] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

- **Safety/Privacy** – From the Trail, my clients currently access their property via a locked gate depicted on the Preliminary Plans between stations 373+00 and 374+00.[5] The Preliminary Plans propose widening the Trail, which will result in the construction of a block retaining wall on its west side.[6] This wall will be exposed approximately 5 feet above the existing grade when viewed from the west.[7] In order to bridge the elevation difference between the widened Trail and the lower portion of the County's right of way and the Hild Property, the Preliminary Plans depict the construction of a concrete stairway identified as "Stair #63."[8] It appears that this stairway is designed to both facilitate access by the County for maintenance of the new retaining wall and for private access to the Hild Property.

  As confirmed by the County, however, these stairs will not contain any gate, let alone a locked gate comparable to my clients' existing one. This gate has been necessary to maintain the safety of my clients' valuable boat (and other personal property) and maintain privacy in utilizing their recreational amenities. My clients recognize the necessity for widening the Trail and the accompanying need to construct a new access stairwell. However, they do not support the construction of an unlocked stairway that will facilitate, and perhaps even encourage, access to their property by Trail users. Although the County has suggested that my clients install a privacy and security fence at the east boundary line of the Hild Property, such a fence would be located within just a few feet of ordinary high water, which may not only be undesirable from a permitting standpoint, but may unnecessarily impede visual access to the water.

- **Wetland Mitigation** – The Preliminary Plans identify two alleged wetlands (Wetlands 23A and 23B) and one alleged jurisdictional ditch (Jurisdictional Ditch #14) in the vicinity of the Hild Property.[9] The limited time available for public comment has not afforded my clients an opportunity to retain a biologist to determine if he or she agrees with the wetland category and rating assigned to each of these wetlands and the alleged jurisdictional nature of the ditch. That being said, inasmuch as wetlands are identified by the presence of soils, hydrology, and vegetation, my clients do not believe that these wetlands meet the appropriate definitions to be regulated as such under local, state, and/or federal law.

  Not only are these areas generally lacking in these elements, but to the extent that said wetlands exist, they have been artificially created as a result of modifications to the

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[5] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

[6] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

[7] *See* Preliminary Plans, Wall Profiles, at pg. WP6 (attached hereto).

[8] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

[9] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

grade of the former rail corridor and current Trail. *See* SMC 21A.15.1415 ("Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway."). As such, they should not be regulation as wetlands and impacts to those alleged wetlands and/or accompanying buffers should not be required.

Unfortunately, the Preliminary Plans reveal that approximately 1,000 feet (or more) of "wetland buffer addition area" will be planted in the very location where my clients' longstanding deck is situated.[10] My clients are concerned that this mitigation may require the removal of their longstanding deck. As indicated, however, it does not appear that these wetlands meet the applicable criteria to be designated as such, so no such mitigation should be required. *See* SMC 21A.15.1415. Moreover, it appears that the County is largely exempt from mitigating wetland buffer impacts as a result of Trail. *See* SMC 21A.50.290(2)(a) ("Where…the East Lake Sammamish Trail transects a wetland buffer, the department may approve a modification of the standard buffer width to the edge of…the East Lake Sammamish Trail if the isolated part of the buffer does not provide additional protection of the wetland and provides insignificant biological, geological or hydrological buffer functions relating to the wetland."). In short, as a result of this provision, the Preliminary Plans should not depict or otherwise project buffers onto the opposite side of the Trail from the respective "wetlands," let alone mitigate for alleged impacts to their non-existent buffers. In summary, requiring mitigation in the proposed location of my clients' longstanding deck appears to be wholly unnecessary and an equally unwise use of taxpayer resources.

D. Preferred Resolutions

On January 27, 2017, the undersigned and Mr. Hild attended a productive meeting with County representatives to discuss the potential adverse impacts to the Hild Property as a result of the Preliminary Plans. The County representatives in attendance included Barbara Flemming, Senior Deputy Prosecuting Attorney and Frank Overton, Capital Projects Managing Supervisor for the King County Department of Natural Resources and Parks. My clients were very much appreciative of the tone of the meeting and the County's willingness to consider creative options for the Hild Property.

Although nothing concrete emerged from this meeting, Mr. Hild expressed a potential willingness to grant the County a covenant or easement that would allow the installation of a storm drainage pipe under and through the Hild Property for a direct discharge into the Lake. In turn, this would save taxpayers the installation of a very expensive infiltration trench depicted on the Preliminary Plans.

[10] *See* Preliminary Plans, Landscape Plan, at pg. LA12 (attached hereto).

Additionally, my clients are also considering the potential removal of their boathouse, which is constructed upon a retaining wall that now presumably represents the ordinary high water mark on that portion of the Hild Property. Removal of this bulkhead and the accompanying boathouse would presumably result in a net increase of shoreline ecological functions and values and allow for more meaningful mitigation than the seemingly arbitrary "wetland buffer addition area" currently depicted in the area containing my clients' longstanding deck. In turn, the County may be willing to grant my clients a special use permit to (1) retain their existing deck, (2) construct a new boathouse on the upland portion of right of way in the vicinity of the new retaining wall, and/or (3) install a locked gate to preserve the safety and privacy of the Hild Property.

In summary, to the extent that wetland mitigation is required in the vicinity of the Hild Property, my clients respectfully request that County and City staff employ some regulatory flexibility, creativity, and patience to determine if the parties can reach a mutually beneficial resolution.

CONCLUSION

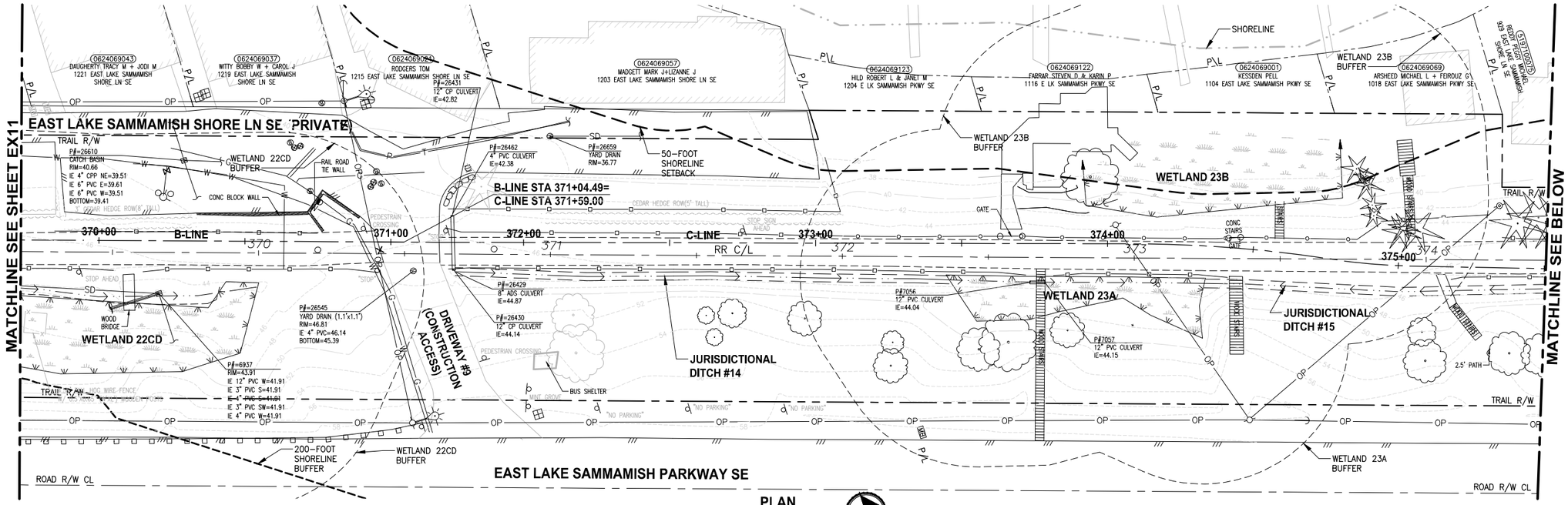
My clients do not generally oppose the improvements to the Trail and hope that the County is able to fulfill its vision for the corridor. They openly recognize that the property and permitting issues involved in this segment of the Trail are complex and will necessarily require some time to analyze and resolve. My clients look forward to working with the City and County to successfully resolve their concerns.

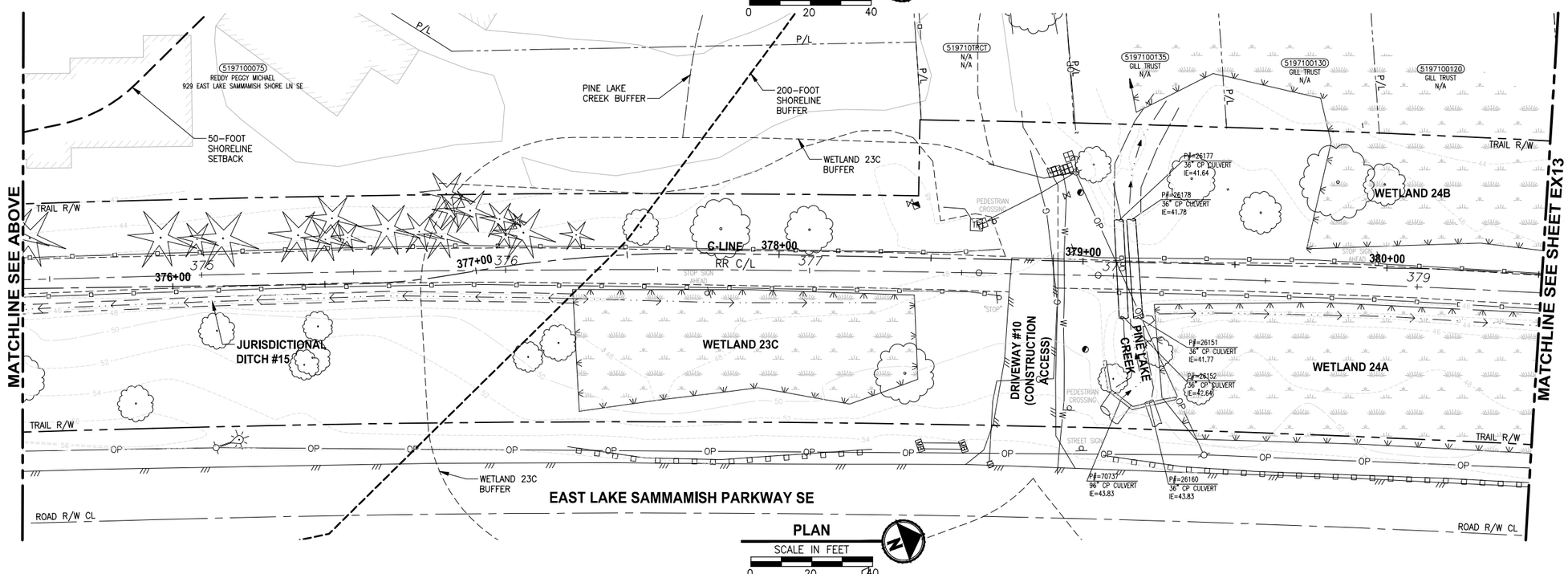
Sincerely,

LAW OFFICE OF SAMUEL A. RODABOUGH PLLC

Samuel A. Rodabough
sam@rodaboughlaw.com

cc: Barbara Flemming, Senior Deputy Prosecuting Attorney





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

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03EX-03
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY

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WWW.PARAMETRIX.COM

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

EXISTING CONDITIONS PLAN

SHEET NO. 20 OF 135
EX12

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 8:37:53 PM
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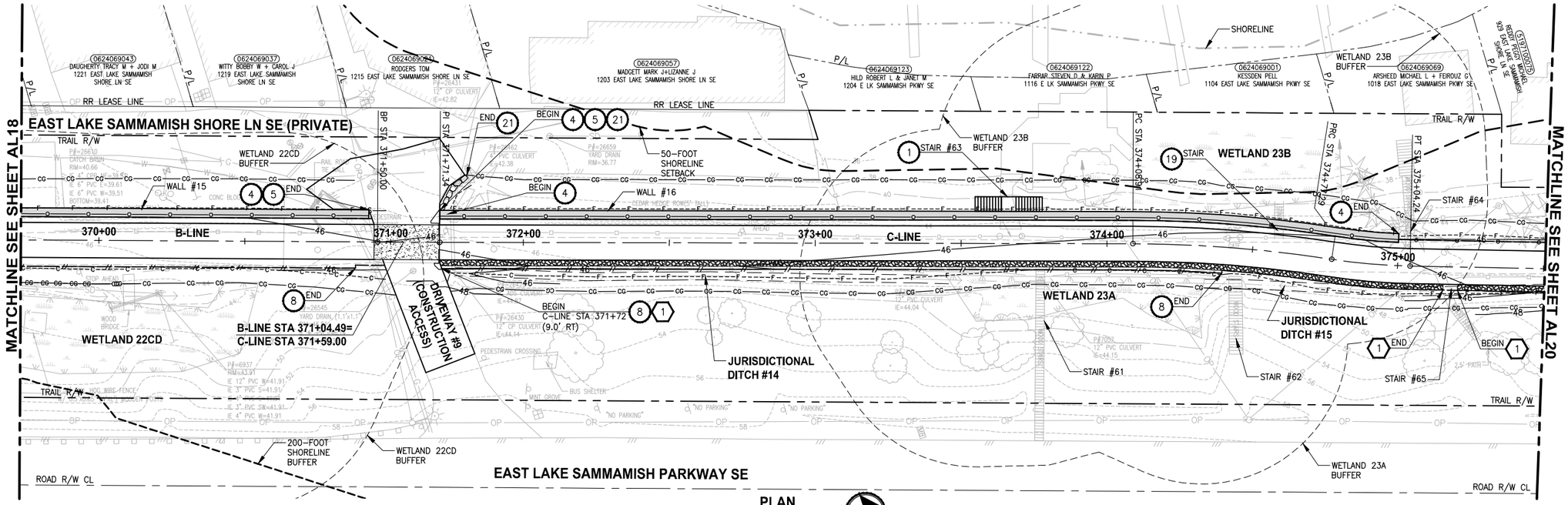

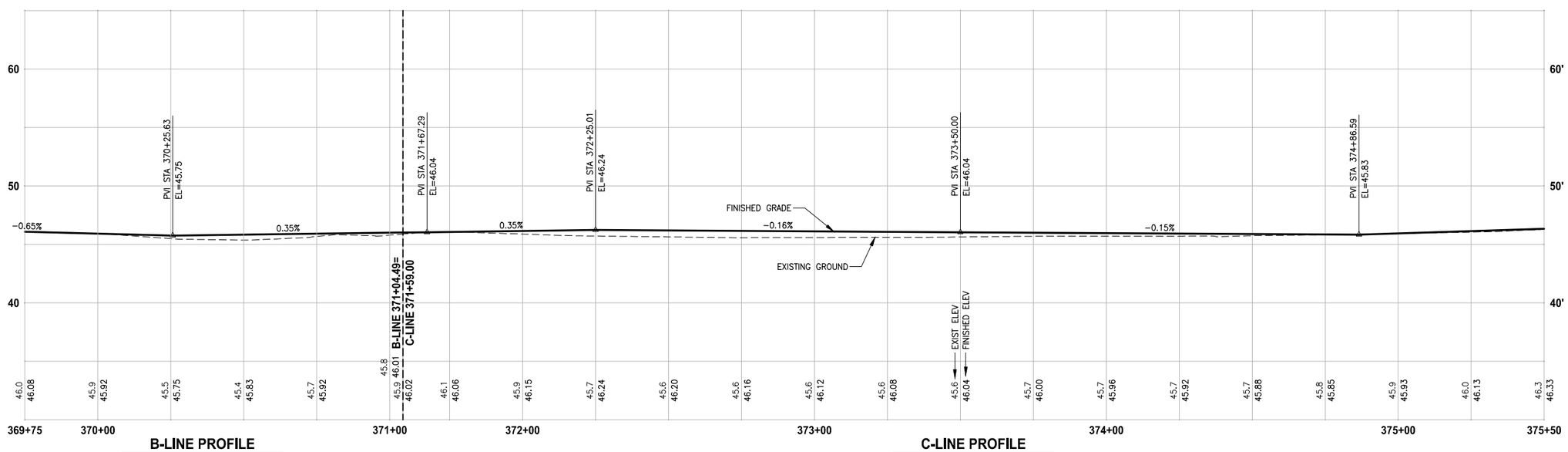

B-LINE PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

C-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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03AL-03
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
YAMMIE Y. HO STATE OF WASHINGTON 40829 REGISTERED PROFESSIONAL ENGINEER

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ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES
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P 206.394.3700
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PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

PLAN AND PROFILE

SHEET NO. 51 OF 135
AL19

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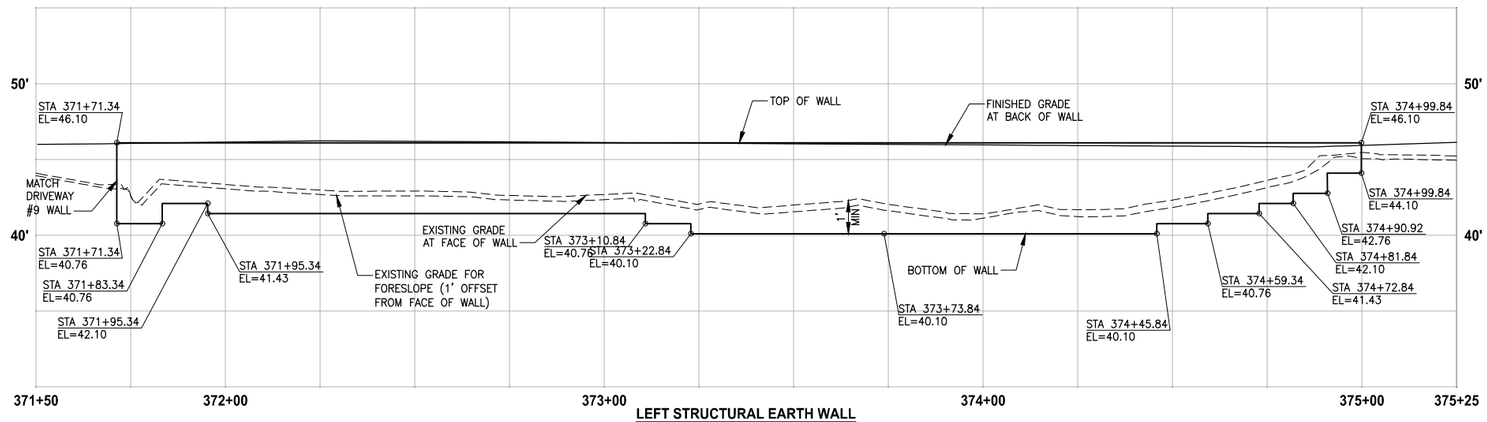
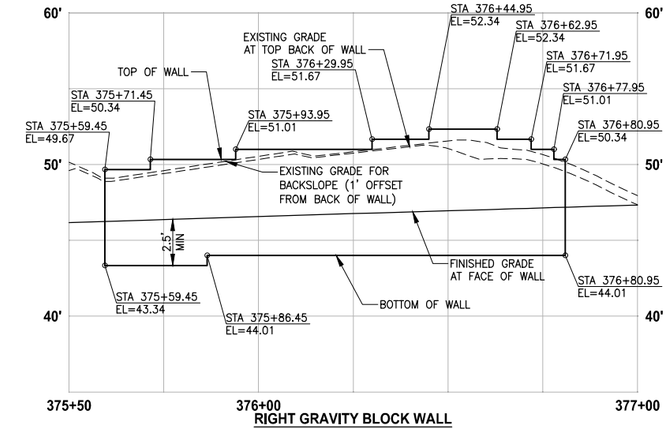
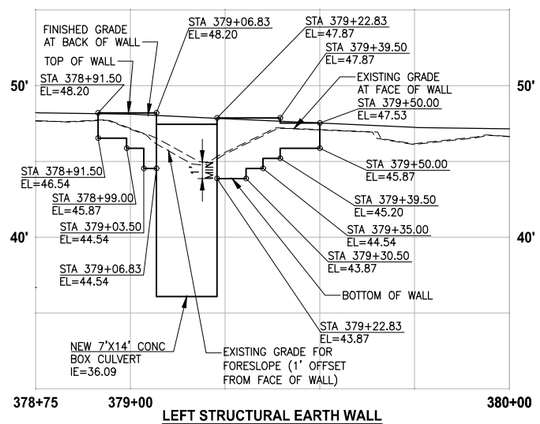


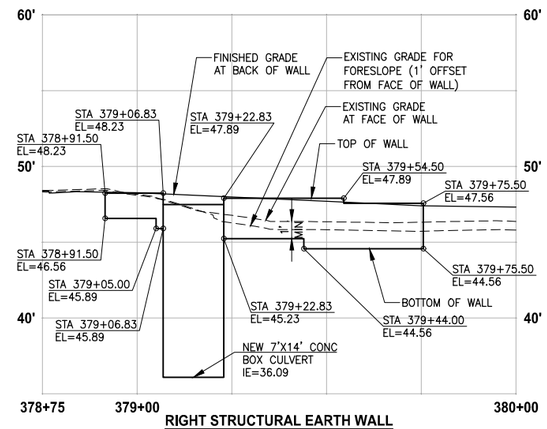
LEFT STRUCTURAL EARTH WALL
WALL #16 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



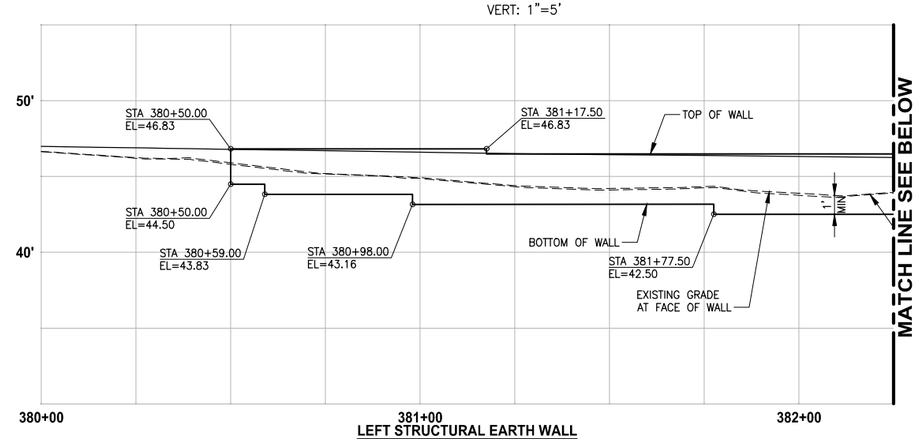
RIGHT GRAVITY BLOCK WALL
WALL #17 (CUT) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



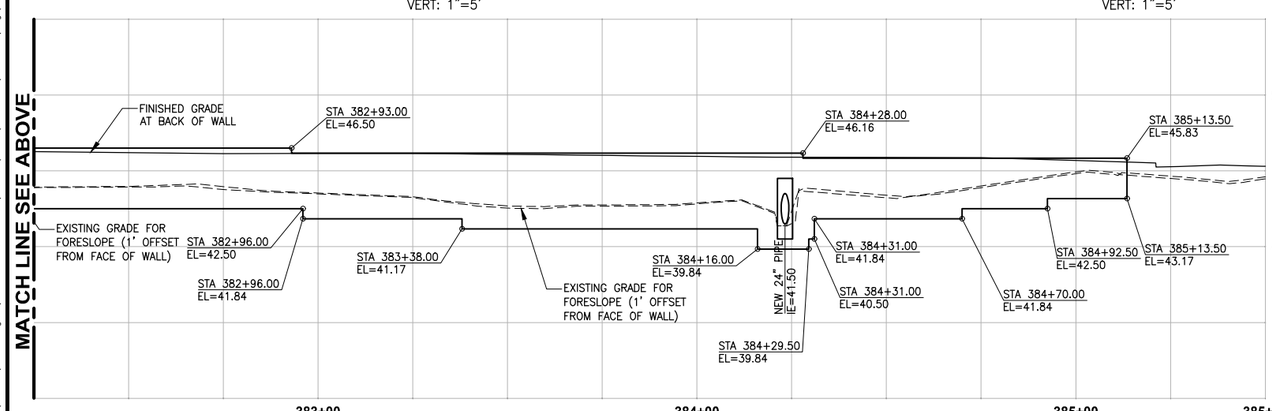
LEFT STRUCTURAL EARTH WALL
WALL #18 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



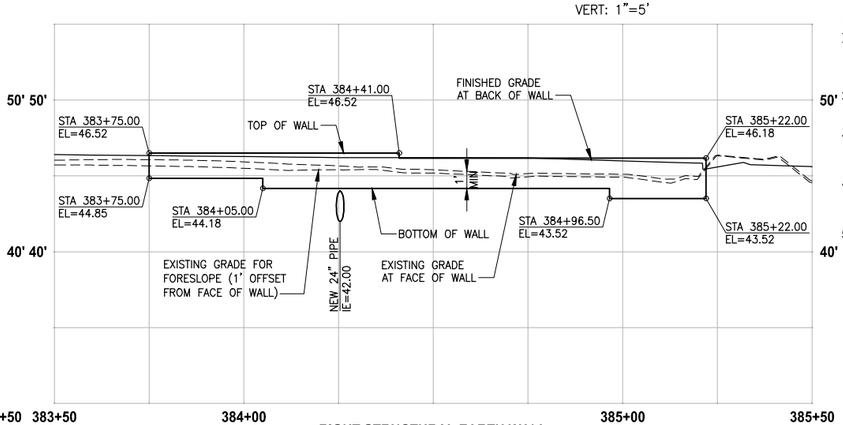
RIGHT STRUCTURAL EARTH WALL
WALL #19 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



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



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



RIGHT STRUCTURAL EARTH WALL
WALL #21 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03WP-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
YAMMIE 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

WALL PROFILES

SHEET NO.
102 OF 135
WP6

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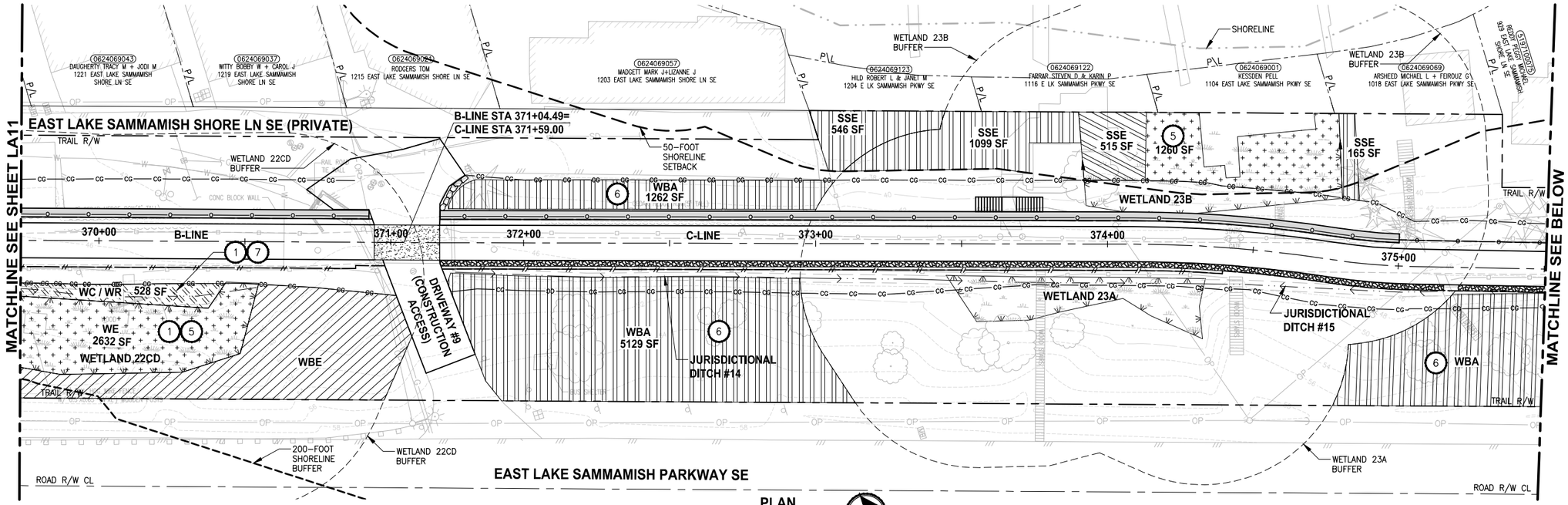

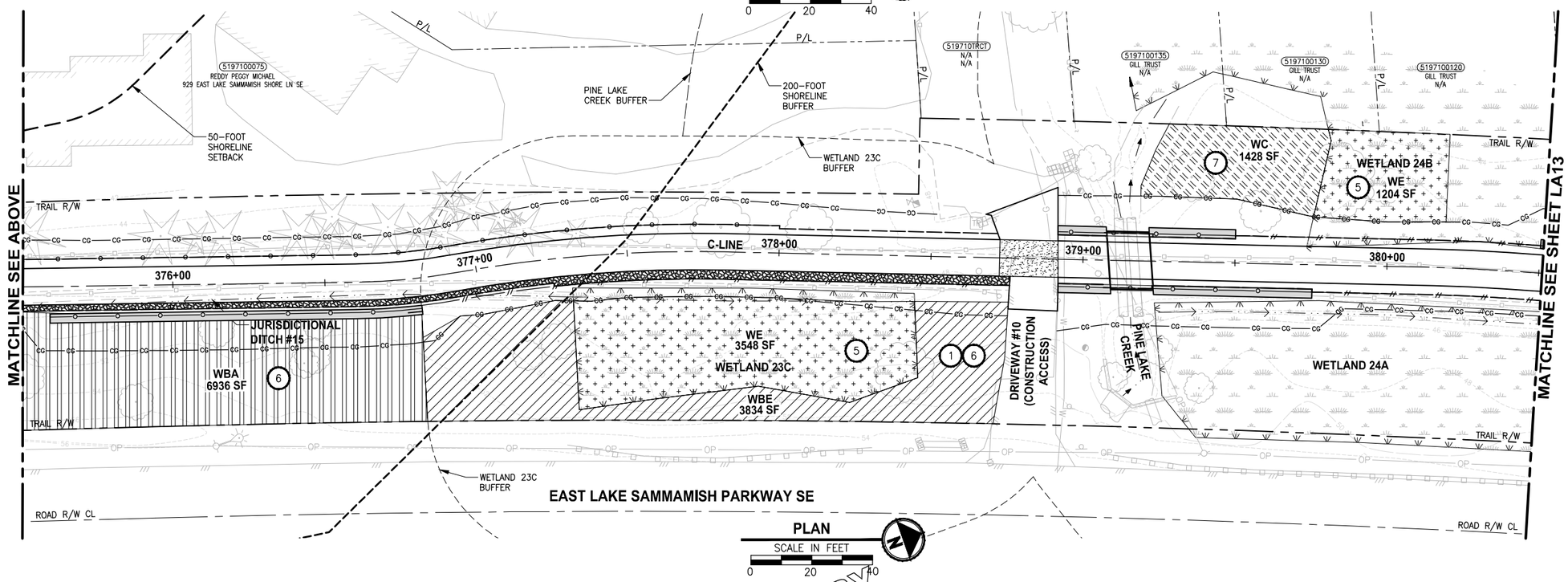

CONSTRUCTION NOTES:

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
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REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03LA-03
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
EAST LAKE SAMMAMISH MASTER PLAN TRAIL SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

LANDSCAPE PLAN

SHEET NO. 124 OF 135
LA12

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\
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LAYOUT: LA12

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New Search | Property Tax Bill | Map This Property | Glossary of Terms | Area Report | Property Detail

PARCEL

Parcel Number	062406-9123
Name	HILD ROBERT L & JANET M
Site Address	
Legal	S 58.70 FT OF POR OF GL 1 LY WLY OF NP R/W & SH LDS ADJ

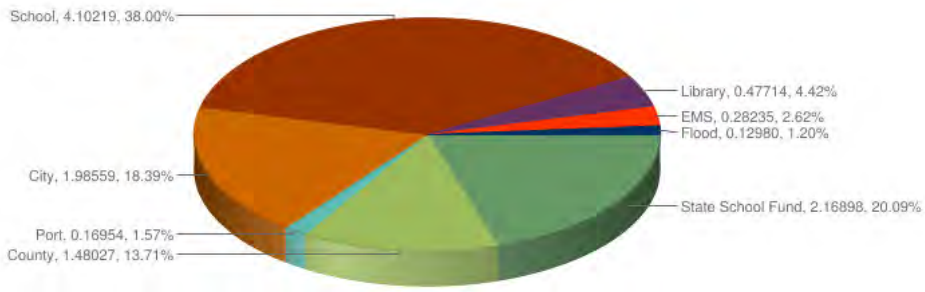
BUILDING 1

Year Built	
Total Square Footage	
Number Of Bedrooms	
Number Of Baths	
Grade	
Condition	
Lot Size	804
Views	Yes
Waterfront	LAKE SAMM

ADVERTISEMENT

TOTAL LEVY RATE DISTRIBUTION

Tax Year: 2016 **Levy Code:** 2177 **Total Levy Rate:** $10.79587 **Total Senior Rate:** $6.60112



43.63% Voter Approved

Click here to see levy distribution comparison by year.

TAX ROLL HISTORY

Valued Year	Tax Year	Appraised Land Value ($)	Appraised Imps Value ($)	Appraised Total ($)	Taxable Land Value ($)	Taxable Imps Value ($)	Taxable Total ($)
2016	2017	100,000	48,000	148,000	100,000	48,000	148,000
2015	2016	100,000	45,000	145,000	100,000	45,000	145,000
2014	2015	100,000	39,000	139,000	100,000	39,000	139,000
2013	2014	100,000	18,000	118,000	100,000	18,000	118,000
2012	2013	100,000	10,000	110,000	100,000	10,000	110,000
2011	2012	100,000	10,000	110,000	100,000	10,000	110,000
2010	2011	156,000	0	156,000	156,000	0	156,000
2009	2010	156,000	0	156,000	156,000	0	156,000

ADVERTISEMENT

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 10:12 AM
To: Nick Tsilas
Subject: Re: Mint Grove Residents Joint Comments on Section 2B East Lake Sammamish Trail Segment

Dear Nick,

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

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

Regards,

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

From: Nick Tsilas <ntsilas@microsoft.com>
Sent: Friday, January 27, 2017 4:07 PM
To: Lindsey Ozbolt
Cc: cjwitty@live.com; Kristin Landry; Tom Rodgers; wsualum@comcast.net; mintgrove@comcast.net; dgb18@comcast.net; saramathy@yahoo.com; gbreuel@msn.com; thornish67@gmail.com; carolinekaufman@yahoo.com; vernlindquist@msn.com; darrenpritt@hotmail.com; Charliewright3@gmail.com; hettich7@comcast.net; johnlandry@southernwine.com; Jane Tsilas; christensenba@hotmail.com; Tracy Daugherty; lizlablvr@aol.com
Subject: Mint Grove Residents Joint Comments on Section 2B East Lake Sammamish Trail Segment

Dear Ms. Lindsey Ozbolt – on behalf of the residents of Mint Grove, please find our joint comments. First attachment is a signed, scanned copy. Second is the digital. Thanks,

Re: Mint Grove Residents – Joint Comments and Questions on Section 2B East Lake Sammamish Trail Segment

January 27, 2017

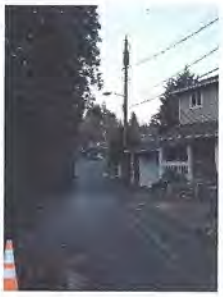
Sent Via E-mail

To: Lindsey Ozbolt - lozbolt@sammamish.us

Dear Ms Ozbolt – We the residents of Mint Grove, identified in the South Sammamish Plan B 60% Design Plan as 361+00, 362+00, 363+00, 364+00, 365+00, 366+00, 367+00, 368+00, 369+00, 370+00, 371+00, 372+00, 373+00 on sheets 49-51 submit the following comments.

- Summary: Safety and access to our homes is our number one concern. We support the responsible and thoughtful paving of the trail so that it does not make a narrow and hazardous lane (East Lake Sammamish Shore Lane, SE) even more narrow and hazardous. **To that end we request the center line of the trail be moved to the east in the areas adjacent to Mint Grove so that the trail does not narrow the lane in any way. We ask that the SSDP approval be put on hold until the 90% plans are released and our concerns have been fully addressed and incorporated into the 90% design review.**

- Mint Grove is a small, dead-end residential neighborhood with a lane that does not support simultaneous bi-directional traffic. The lane is so narrow that larger vehicles such as moving trucks and recycling trucks cannot navigate the lane. Because of this, certain curbside services such as recycling and yard waste are not provided to Mint Grove residents, and access by other services such as delivery, construction, and emergency vehicles is extremely challenging. Access to and from our homes is also especially challenging because turns and parking are very tight, and angles are sharp.



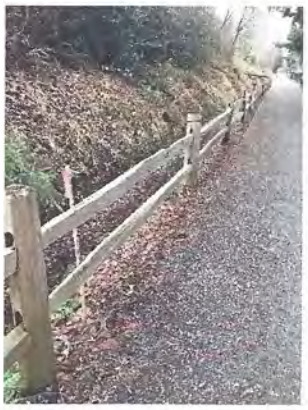
Pictures at various sections of East Lake Sammamish Shore Lane, SE showing narrow lane (looking south).

- The proposed 60% plan creates a more dangerous living environment by considerably narrowing the lane and potentially significantly slowing or completely blocking emergency vehicle and services vehicle access to our homes. **In addition to moving the center line east so that the lane is not narrowed, we specifically request Eastside Fire & Rescue to review our comments and make an on-site assessment of the proposed C&G fencing location during construction and post construction results.**

- The 60% draft plan unnecessarily moves the center line west at Mint Grove (see pics below) considerably narrowing the lane and creating a dangerous and untenable situation for Mint Grove residents. **Almost all our safety and access concerns are addressed if the plan is revised so that the center line of the trail is moved east so that East Lake Sammamish Shore Lane, SE is not narrowed in any way. Doing this may be the difference between life and death in an emergency** and will allow residents to continue to receive the services they currently receive. Doing this will also save numerous trees.

Pictures of trail and center line looking south showing center line being moved to west, and showing ditch and shrubbery to east where center line can easily be moved to with.

- There is plenty of land in the easement and there will be no adverse impact in moving the center line of the trail to the east (currently shrubbery and ditch). In fact, just immediately to the north of Mint Grove – the 60% plan provides for the center line being moved substantially to the east (approx. 6 ft). See 375+00 through 376+04. Note that ditch (alleged "wetland") in this area is the same as the ditch adjacent to the trail by Mint Grove. See pics below.



Pictures of sections 375+00 through 376+04 just north of Mint Grove looking south showing that center line of trail is moved east by approx. 6 ft into the area of the ditch and shrubbery.

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- The current plans show a design which modifies our neighborhood entrance which changes the grade/slope of the entrance both prior to and after meeting the trail surface. It appears from the plans that the entrance surface to the east of the trail will be re-graded and re-surfaced. At much expense to the residences of Mint Grove this surface area was updated in 2002 with very thick concrete including rebar to support various vehicle types, including delivery, garbage, and construction trucks, and the concrete surface has a heavy brushed surface to improve traction. The current ELST plans do not show the re-grading of area being re-surfaced with same level of materials as will be disturbed by King County. At one of the meetings with the King County representative for a half hour informational review we were advised the replacement materials will be concrete on the trail surface, but asphalt in all other areas. The use of asphalt on these inclines presents a dangerous situation. The existing slope of the entrance to Mint Grove is at 22.8 degrees and will be increased to 26.18 degrees. The residents of Mint Grove currently pull their 96-gallon recycling bins and 96-gallon yard waste bins up to the Lake Sammamish Parkway weekly for these bins to be emptied by Republic Services, and then later bring them back down this steep incline. By increasing the slope and laying asphalt this will cause the slope to be slippery and could result in injuries to residents. **For safety reasons, we request that the slope is not increased and that the same level of materials currently in place by used by King County.**

Pictures of driveway and entrance into Mint Grove and East Lake Sammamish Shore Lan, SE showing grade and materials.

Bobby W. Witty 1-27-17 at 1219 E. LK. SAMM SHR LN SE

Carol J Witty 1-27-17 at 1219 E. LK. Samm. Shr. Ln. S.E.

- In addition to the safety issue noted above, we feel it is the county's responsibility to repair any damage caused by the trail construction and restore the entrance to its original condition, including materials and workmanship. The entrance to Mint Grove is a private driveway owned by the Mint Grove residents and it is currently labeled on the 60% plans as a construction access. King County has not requested approval from the residents of Mint Grove to use this private lane. **The plans should be revised to reflect the entrance to Mint Grove as a private driveway, and the private driveway entrance into the lane should be restored to its original condition.**

Sincerely, Mint Grove Residents

JAY & CAROLINE KAUFMAN - 1409

Jane Tsilas 01/27/17

JANE + NICK TSILAS 1429

Christi Hettich

Mike & Christi Hettich - 1419 01/27/17

GEORGE BREWEL George Brewel 1415 1-27-17

Lori Birrell 1317

Robert Christensen Cam Christensen 1309

Grace Eagan 1327

Vern Lindquist 1241

Jeanine Lindquist 1241

1220

Darren Pritt/Nick Tsilas - 143

1225

1423

Tom and Suzanne Hornish /Nick Tsilas 1237

Charlie Wright /Nick Tsilas - 1411

4/

Re: Mint Grove Residents – Joint Comments and Questions on Section 2B East Lake Sammamish Trail Segment

January 27, 2017

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Sincerely, Mint Grove Residents

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 10:11 AM
To: Mark Cross
Subject: Re: Comments by Mark Cross regarding Shoreline Permit for Trail Segment 2B

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 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: Mark Cross <markcross6616@gmail.com>
Sent: Friday, January 27, 2017 4:07 PM
To: Lindsey Ozbolt
Subject: Comments by Mark Cross regarding Shoreline Permit for Trail Segment 2B

Lindsey,
please see attached comments. I am submitting comments on the Shoreline Permit for the King County Parks Trail segment 2B.

Thank you for your work on this important project.

Mark Cross

January 25, 2017

MS. Lindsey Ozbolt
Associate Planner
City of Sammamish
98075

SUBJECT: Comments Regarding East Lake Sammamish Trail Segment 2B – SSDP2016-00415

MS. Ozbolt,

Thank you for the opportunity to comment on this critical trail segment in Sammamish. I have visited the trail segment on many occasions and have looked at the plan set at City Hall. I support approval of the Shoreline Permit for the construction of trail segment 2B for the very reasons I supported the opening of the trail to public use 16 years ago.

1. CONCSISTNECY WITH SHORELINE MANAGEMENT ACT AND LOCAL SMP

RCW90.58.020 "The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance. The department, in adopting guidelines for shorelines of statewide significance, and local government, in developing master programs for shorelines of statewide significance, shall give preference to uses in the following order of preference which:
(1) Recognize and protect the statewide interest over local interest;
(2) Preserve the natural character of the shoreline;
(3) Result in long term over short term benefit;
(4) Protect the resources and ecology of the shoreline;
(5) Increase public access to publicly owned areas of the shorelines;
(6) Increase recreational opportunities for the public in the shoreline;
(7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary."

The trail represents public use of public property to provide recreational opportunities, non-motorized transportation connectivity and public access to the Shoreline and visual access to waters of the State of Washington consistent with State law. I think that developing the historic rail transportation corridor as a public recreational walking and biking facility, consistent with modern design standards, carries out the State Shoreline guidance provided by the State Legislature that "The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance." **RCW 90.58.020**

Particularly as you go down this list of guidelines, increasing public access to publicly owned areas of the shorelines and increasing recreational opportunities for the public in the areas of the shoreline, support trails in general and the completion of segment 2B of the East Lake Sammamish trail, as designed and including required mitigation is consistent with the Legislative guidance.

2. SEGMENT 2B DESIGN NEEDS TO PROVIDE ACCESS FOR ALL PARTIES WITH EASEMENTS TO WATERFRONT

I request that both the City and County acknowledge that not only lakeside residents have existing easements and property rights along Lake Sammamish. Sammamish resident Mary Wictor is providing the legal documents that confirm that platting of many of the hillside subdivisions above the lake were provided with easements to access lakeside properties. I request that the design of Segment 2B include gates/ access so that existing access easements, granted to upland property owners, can continue to be used.

3. TRAIL PLUS TWO FULL SERVICE TRAIL HEAD/PARKING LOTS IS HUGE PUBLIC ASSET

The King County Parks design for segment 2B includes a trail head with parking for 28 cars at the bottom of Inglewood Hill Road. This trail head will include access for all trail users including handicapped residents and visitors as well as the many families here in Sammamish. Sammamish residents will also have access to a future parking lot and handicap access ramp to the East Lake Sammamish Trail across from the 7-11. This parking lot along with the detailed plans we have for the Inglewood Hill Trail head and the current City of Sammamish Park at Sammamish Landing will provide close to 100 parking spaces for residents to use for access to the regional trail. The two proposed King County Parks trail heads with parking and bathrooms along with the City of Sammamish Parks Sammamish Landing facility will give residents of the City and the Region with a tremendous passive and active park system and link to the region.

4. SEGMENT 2B DESIGN INCLUDES KOKANEE CULVERTS – NEEDED BY FALL 2018

I request that the City of Sammamish move to approve the Shoreline Permit for segment 2B so that the project can be constructed, including the fish friendly culverts for Zaccouse and Ebright Creeks during the summer of 2018 in time for the fall return of the Kokanee. The City Council has directed over a million dollars to improving fish access under the East Lake Sammamish Parkway. It would be a shame if the County cannot construct and have in place the two fish passable culverts in place for the fall 2018 Kokanee spawning season.

5. CITY CAN SUPPORT PLANNED TRAIL ACCESS BY ADDING SIDEWALK ON THOMPSON ROAD

The design for segment 3B includes a pedestrian ramp just to the south of Thompson Hill Road. This will be a neighborhood and resident amenity that will draw pedestrians and bicyclists to the base of Thompson Hill road. I request that the City include a sidewalk up the very first segment of Thompson Hill Road in the CIP for construction in the future. As Sammamish has developed over the 30 years that I have lived here (May of 1987), vehicular, pedestrian, and bicycle traffic have all increased on Thompson Hill Road. One of my neighbors had a bike accident at the bottom of Thompson Hill road. The time is approaching where all modes of transportation and recreational walkers need a street design to keep everybody safe.

6. BILL WAY IDENTIFIED ADDITIONAL STREAM FOR FUTURE KOKANEE PROJECT

Sammamish resident Bill Way first pointed out to me a year round, unnamed stream that runs along a portion of trail segment 2B just south of Inglewood Hill Road and then under the 2B segment trail alignment to Lake Sammamish through a community beach property. I think that Bill has the long professional experience with stream habitat projects such that this stream be identified for future salmon recovery efforts. I request that the design of segment 2B take into consideration the future rehabilitation of this stream segment as a part of King County and the City of Sammamish's commitment to Kokanee recovery. Bill Way has submitted detailed locational information with his comments.

Thank you for the opportunity to comment on the Shoreline Permit for Segment 2B of the East Lake Sammamish Trail. This project, will complete and connect a regional trail that will have a large long term benefit to Sammamish residents and residents of the region.

Mark Cross,

Mark Cross

247-208th Ave NE,
Sammamish WA. 98074

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 4:19 PM
To: 'marywictor@comcast.net'
Subject: RE: Public Comment (6): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ Easements, ROW & Access

Dear Mary,

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: marywictor@comcast.net [mailto:marywictor@comcast.net]
Sent: Friday, January 27, 2017 3:56 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Public Comment (6): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ Easements, ROW & Access

To: Lindsey Ozbolt / Associate Planner, City of Sammamish
re: Easements, ROW widths and location for Tamarack and wider Public Access/Use

SOME SERIOUSLY PERTINENT HISTORY:
Attached are some maps from King County Map Vault. This first is from 1930 and shows the section of Issaquah-Redmond Road which is now called East Lake Sammamish Parkway. In the Survey 1136b drawing, the squiggly-like curves are what was Old Monohon Rd. and Thom. Alexander Rd. which were replaced and vacated when Issaquah-Redmond Rd Rev 1 1914-1930 (and 2) projects were done to provide a better, straighter road and surface... first gravel and later paved. (See several interesting public hearing input items from Kiwanis, the Grange, and opposed land owner.)

However, I am sending this in as INPUT for official Public Comment to the City of Sammamish contact for King County Trail & ELST use regarding the last/final Segment 2B. As you can see from the map, the old/existing Railroad alignment is shown. It also has lines showing the relative widths of the now Public Right-Of-Way (ROW). I believe this is the ONLY stretch of the ELST where the RailRoad ROWs extend westward enough to reach the actual shoreline of Lake Sammamish, indeed extending to the water in several locations (spots or strips).

I see the ROW widths are typically 50' on either side of the railway/trail center line for a total of 100 feet in ROW width (as public lands). There are smaller and varying widths too for this Segment as small as 23' on either side of the railway/trail center line for 46 eet in ROW width. But, because the

railway was used for Timber, there were owners or companies that likely needed the WATER to do their business. So where Sammamish juts out the most to the West, the ROW easements/land are 100' on EACH SIDE of the railway/trail center line... for a total whopping 200 feet in ROW width!

I have also learned that the level of Lake Sammamish has changed over years, not only naturally, but also via manmade efforts. I believe in 1962 the Army Corps of Engineers worked to lower the Lake level, by draining it (north end near Redmond). This impacted the shoreline location and low, mid, high water marks (at least in practice/reality if not also legally). In this way, property owners on the Lake have been "growing" their lot(s) over time. Regardless, I understand that Lake Sammamish is waters are State waters and public has access. I also know that the Trail is voter approved and is using public funds to do the project for this Public Amenity.

Thus, as the K.C. ELST 60% design undergoes review, it is really critically important to look at this situation... and provide individual or groups residents/owners with easements any accesses they are due. {It is not fair to just deal with lake-side homes/houses.} Also, on a much wider scale is the concept of Public Access to/for Public Lands. If the old Railroad ROW now owned by King County is PUBLIC... all the way to the edge of the ROW... then the Public (including City of Sammamish plus those using this section for the regional trail system) should have rights to go to the lake, view it, put a toe in the water, enjoy lunch, etc... if not also Beach & Swimming.

Furthermore, the View Point Park location is a very nice little beach area. It used to be open--or at least not fenced off. But I believe was fenced (saying "Members Only") probably around the time the gravel soft-path K.C. ELST Trail was to be installed/completed. It does appear from looking at maps and history, that these private residents and homes are enjoying use of public areas and lands, encumbered either by the King County easement/RailRoad or actual ownership of the land in the full ROW by King County through the purchase of the RR and ROW since 1998, I believe.

So there is the situation of encumbered ROW areas and easements, and potential or actual encroachments that existing within the ROW. If a solution/resolution is to allow encroachments to continue to exist (not make people move their houses which were permitted under King County... or the City of Sammamish), then they must not get any bigger nor more obtrusive into the ROW. Things that can be removed also show be move if they encroach. Also, Public Use of the Public Lands, including the full ROW and access(es) to Lake Sammamish should looked at and decided, hopefully for wider use to those in the area, City, or even the whole County or Region itself, and visitors too.

I know this issue is a big one. I hope that by providing some of these old, historical documents via available online from King County, this may help resolve the issues to the benefit of everyone. Protecting private land owners, allowing easements to have the access they should, and including Public Access of trail, beach, and lake whereever and whenever it could be made must be discussed, settled, and implemented sooner than later.

Respectfully,
Mary Wictor, Sammamish resident since 6/2000.

VIEW POINT PARK

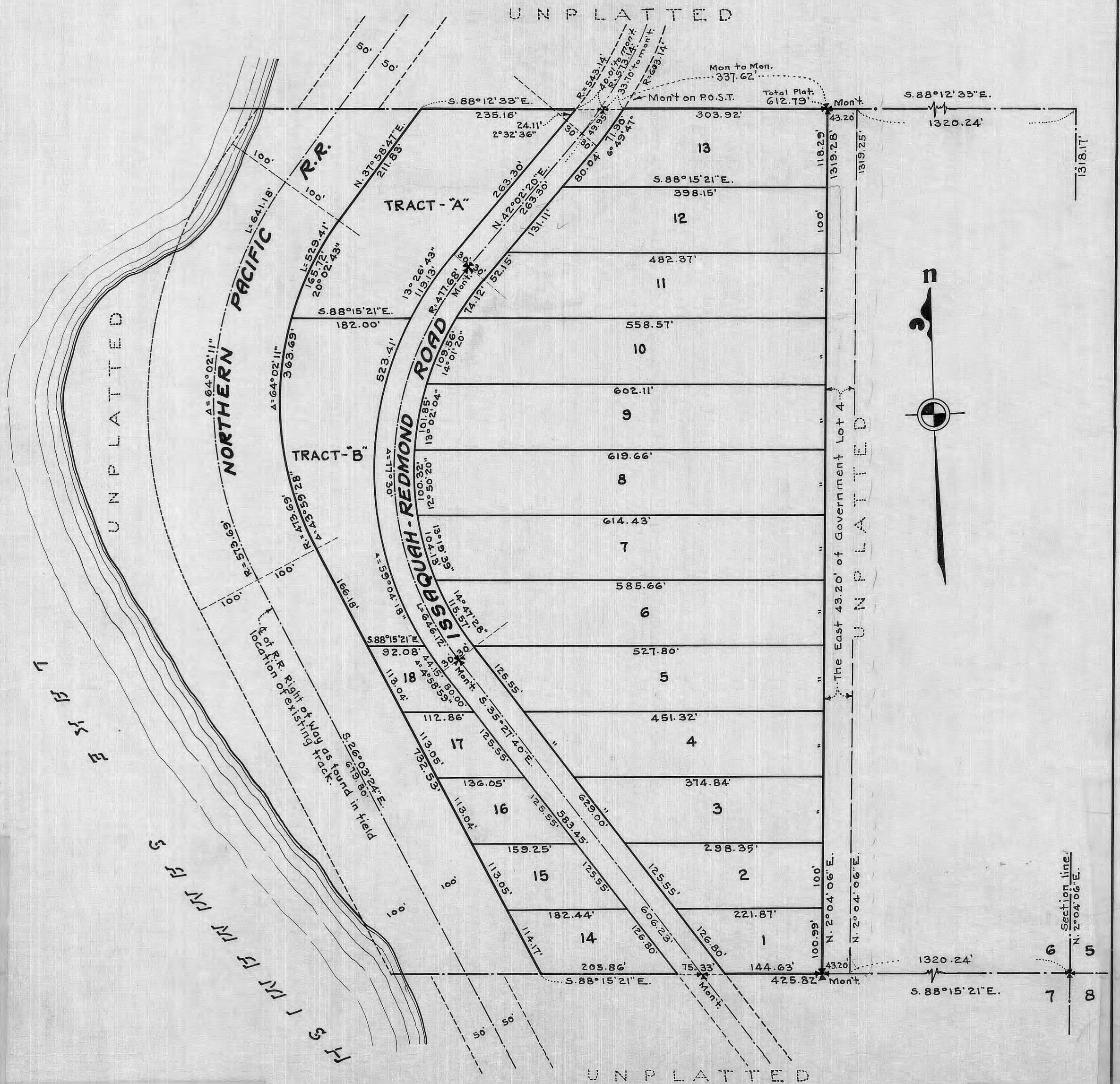
Section 6, Twp. 24 N. R 6 E. W.M.

May 1947

SHEET 2 OF 2 SHEETS

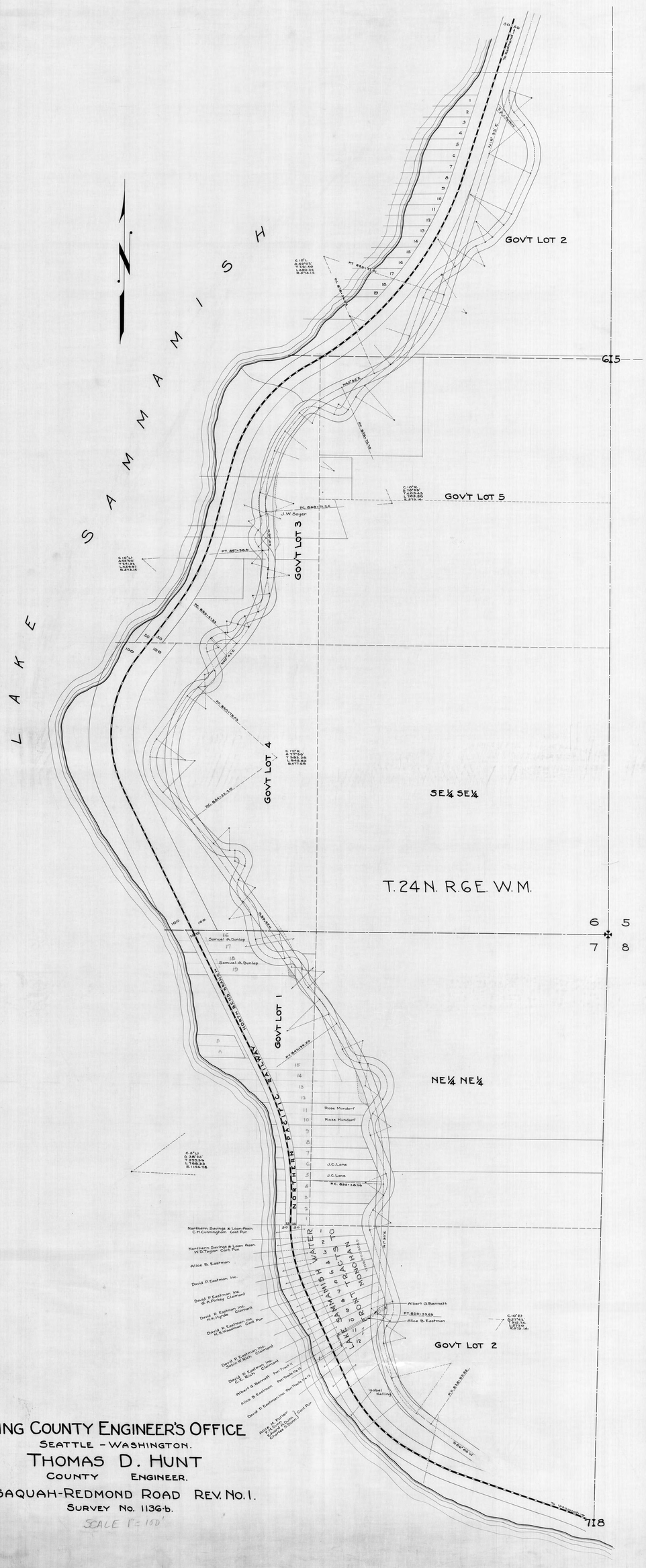
Scale: 1 in. = 100 feet.

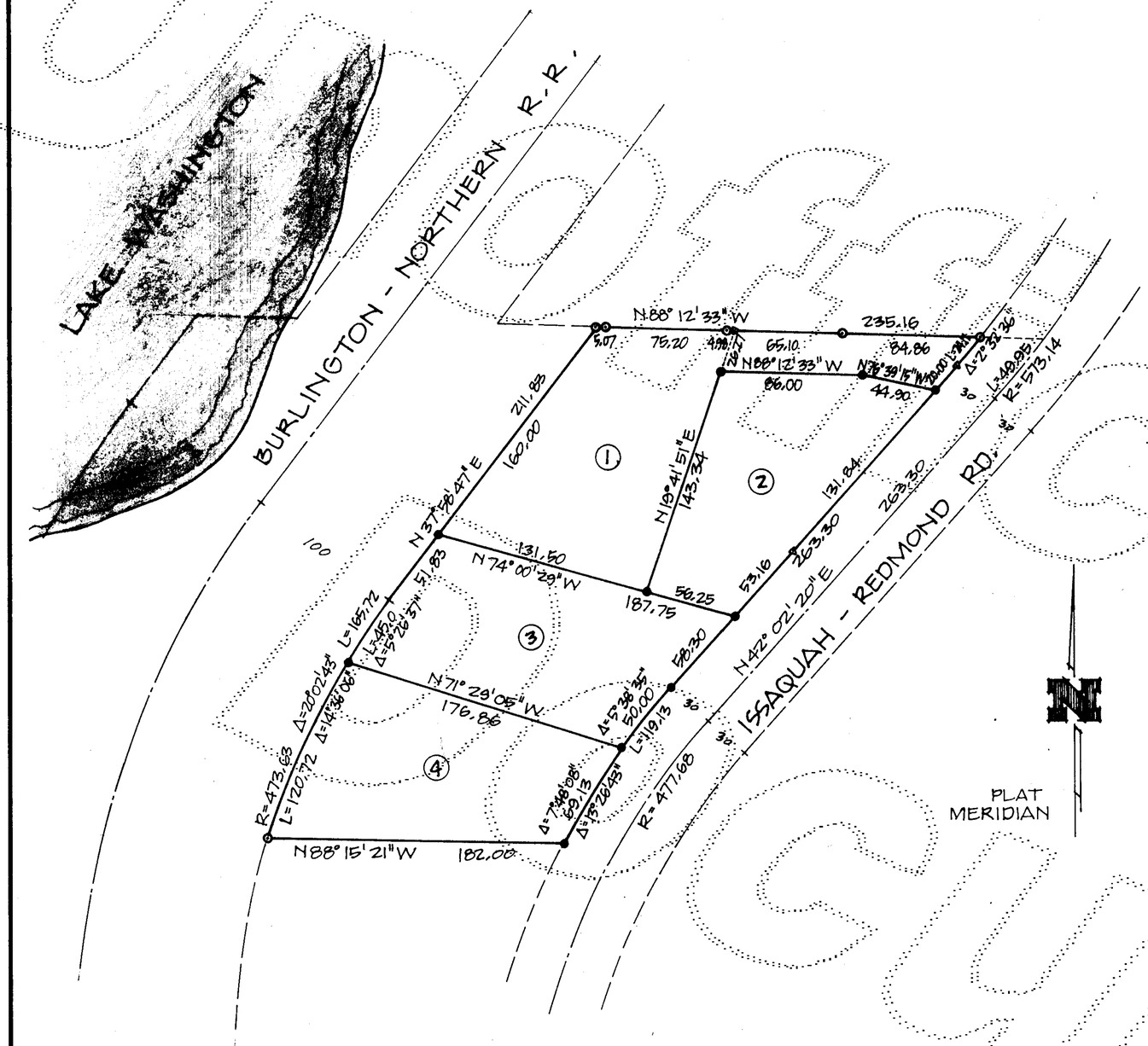
General Engineering Co; Inc.
Engineers.



A.W. Hanson.

(8661) 46-29C


LAKE SAMMAMISH
GOV'T LOT 2
GOV'T LOT 5
GOV'T LOT 3
GOV'T LOT 4
GOV'T LOT 1
SE¼ SE¼
T. 24 N. R. 6 E. W.M.
NE¼ NE¼
NORTHERN PACIFIC RAILWAY
J.W. Sayer
Samuel A. Dunlap
Rose Mundorf
J.C. Lane
Albert G. Bennett
Alice B. Eastman
Isabel Kelling
WATER FRONT TRACTS TO MONOHAN
SAMMAMISH
Northern Savings & Loan Assn.
C.H. Cunningham Cont. Pur.
W.D. Taylor Cont. Pur.
Alice B. Eastman
David P. Eastman Inc.
O.A. Purkey Claimant
H.K. Ingle
H.O. Hoghman Cont. Pur.
Alice B. Eastman
Charles D. Crum
Cont. Pur.
Albert G. Bennett Per Tract 11
Alice B. Eastman Per Tract 14 & 15
David P. Eastman Inc. Per Tract 16
KING COUNTY ENGINEER'S OFFICE
SEATTLE - WASHINGTON.
THOMAS D. HUNT
COUNTY ENGINEER.
ISSAQUAH-REDMOND ROAD REV. No. 1.
SURVEY No. 1136-b.
SCALE 1" = 100'
(3725) 19-91



LEGAL DESCRIPTION

TRACT "A" OF VIEW POINT PARK, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 44 OF PLATS, PAGE 35 AND 36, RECORDS OF KING COUNTY, WASHINGTON.

LEGEND

- EXISTING IRON PIPE (SET BY KING CO.)
- CAPPED RE-BAR
- HUB

SURVEYOR'S CERTIFICATE

This map correctly represents a survey conducted by Hart, Williams & Roth, Inc. under my supervision in conformance with the requirements of the Survey Recording Act at the request of PAULS WALLS in OCTOBER 1973

L.S. 8409

JAMES A. HART — STATE OF WASHINGTON — REGISTERED PROFESSIONAL LAND SURVEYOR

HART, WILLIAMS & ROTH, INC.
SURVEYORS · ENGINEERS
KIRKLAND, WASHINGTON 206·822·4171

PROPERTY SURVEY
TRT. "A", VIEW POINT PARK, SEC. 6, TWP. 24, R. 6E.
KING COUNTY, WASHINGTON
BUTLER & WALLS 531 LYON BLDG, SEATTLE

Recorder's Certificate No. 7311290306
Filed for record this 29 day of NOV. 1973
at 8:06 A.M. in Book 1 of SURVEYS at page 144
at the request of WILLIAM CONDREY
NORWARD J. BROOKS, Manager — Supt. of Records

DRAWN	SCALE
J. BLOCK	1" = 50'
APPVD	FIELD BK.
	90:53
DATE	JOB
NOV. 15, 73	7281

AI MARTIN ASSESSOR'S

SHORT SUBDIVISION APPLICATION

KING COUNTY, WASHINGTON

LAND USE MANAGEMENT DIVISION
Department of Community Development
W. 217 King County Court House
Seattle, Washington 98104

Telephone 344-4292

9405101810 02:34:08 PM KING COUNTY RECORDS 35.00

OWNER'S NAME	STREET	CITY	ZIP	PHONE
Porter LaPlant				685 9463 885 3843
BUTLERS & WALLS	551 Lyon Building	Seattle	98104	MA 2 008
AGENT'S NAME	**STREET**	**CITY**	**ZIP**	**PHONE**
HART, WILLIAMS & ROTH	909 Kirkland Avenue	Kirkland	98033	VA 2 417

1/4	1/4	SEC	TWP	RGE	TAX LOT	DATE OF SEGREGATION	ACREAGE	NO. OF LOTS
SW	SE	6	24	6		old plat	1.56 Ac.	4

WATER SOURCE	SEWAGE DISPOSAL	SIGNATURE (I CERTIFY THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.)
W.D. #82	Septic Tank	J. Blake

A 03458

DO NOT WRITE BELOW THIS LINE

9405101810

KROLL PAGE 547 E	28
BOOK 14	
ZONING R.S 9600 Pot RM1800	
RELATED FILE	

RECORDED DATE REC'D 4/6/79

773058

	ACTION	INITIALS	DATE
PRELIMINARY			
FINAL	Approved	GL	8-28-73

APPROVED
G. J. Leavitt
LAND USE MANAGEMENT

CONCURRENCE	DATE
Public Works	
Health Department	

CONDITIONS OF FINAL APPROVAL / REASONS FOR DISAPPROVAL

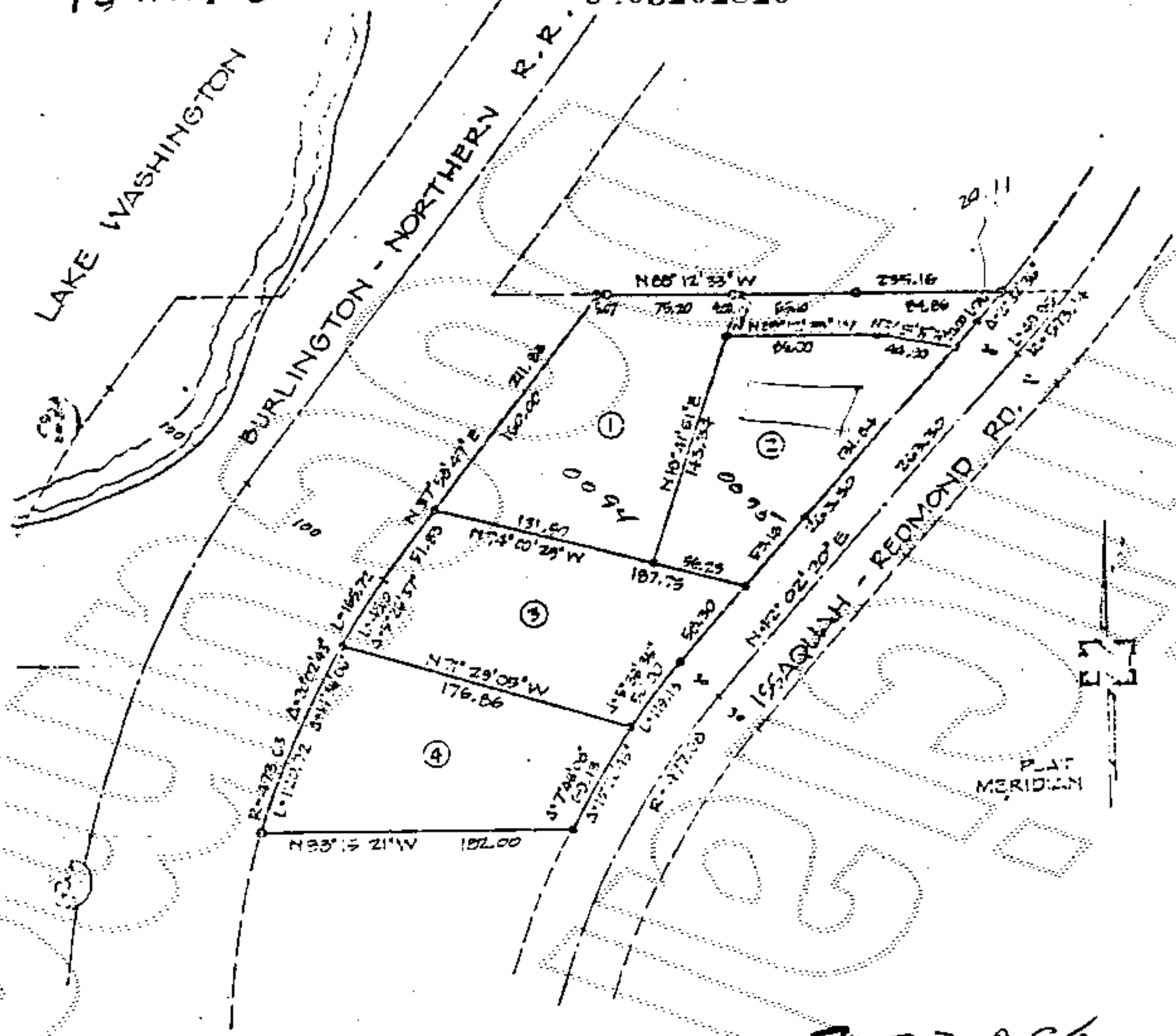
1. STANDARD CONDITIONS

FILED BY CHICAGO TITLE INSURANCE CO.
REF. # 43365-7

K 10259

7311290306

9405101810



LEGAL DESCRIPTION

TRACT "A" OF VIEW POINT PARK, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 44 OF PLATS, PAGE 35 AND 36, RECORDS OF KING COUNTY, WASHINGTON.

LEGEND
- EXISTING IRON PIPE (SET BY KING CO.)
- CAPPED RE-BAR
- HUB

Porter LaBland

SURVEYOR'S CERTIFICATE
This map correctly represents a survey conducted by Hart, Williams & Roth, Inc. under my supervision in conformance with the requirements of the Survey Recording Act at the request of PAULS WALLS
DECEMBER 1973
4409

773058

KROLL 547-E

HART, WILLIAMS & ROTH, INC. | PROPERTY SURVEY

Department of Assessments
Date 10 day of May 1984
Scott Noble
Assessor
Deputy Assessor

SE1/4 06-24-06
892010-0094/0095/0096/0097
TEL

REVISED
DATE REC'D
Revised Drawing
4/5/79

March 23, 1979 Order No. 704758

DESCRIPTION:

Parcel 1:
That portion of Tract "A" of View Point Park, as per plat recorded in Volume 44 of Plats, on pages 35 and 36, records of King County, Washington, more particularly described as follows:

Beginning at the Northwest corner of said Tract "A";
thence South 37°58'47" West along the West line thereof a distance of 160.00 feet;
thence South 74°00'29" East a distance of 131.50 feet;
thence North 19°41'51" East a distance of 143.34 feet;
thence South 88°12'33" East a distance of 86.00 feet;
thence South 76°39'15" East a distance of 44.90 feet to a point on the East line of said Tract "A";
thence North 42°02'20" East along said East line a distance of 20.00 feet to a point of curve, said curve having a radius of 543.14 feet;
thence Northeasterly along said curve concave to the Northwest, through a central angle of 2°32'36", a distance of 24.11 feet to the Northeast corner of said Tract "A";
thence North 88°12'33" West along the North line thereof a distance of 235.16 feet to the Point of Beginning.

Parcel 2:
That portion of Tract "A" of View Point Park, as per plat recorded in Volume 44 of Plats, on pages 35 and 36, records of King County, Washington, more particularly described as follows:

Commencing at the Northeast corner of said Tract "A", which is also a point on a curve having a radius of 543.14 feet, a radial line through said point bears South 50°30'16" East from the center;
thence Southwesterly along the East line of said Tract "A" and along said curve concave to the Northwest through a central angle of 2°32'36" a distance of 24.11 feet;
thence South 42°02'20" West along said East line a distance of 20.00 feet to the True Point of Beginning;
thence continuing along said East line South 42°02'20" West a distance of 185.00 feet;
thence North 74°00'29" West a distance of 56.25 feet;
thence North 19°41'51" East a distance of 143.34 feet;
thence South 88°12'33" East, a distance of 86.00 feet to a point which bears North 76°39'15" West from the True Point of Beginning;
thence South 76°39'15" East, a distance of 44.90 feet to the True Point of Beginning;
TOGETHER WITH easement for drainfield purposes as recorded under Recording No. 731011-0438; and
TOGETHER WITH easement for ingress and egress as recorded under Recording No. 731004-0433.

ALL Situate in the County of King, State of Washington.

9405101810

VIEW POINT PARK

Section 6, Twp. 24 N. R. 6 E. W. M.

May 1947

SHEET 1 OF 2 SHEETS

General Engineering Co; Inc.
Engineers

DESCRIPTION

All of Government Lot 4, Section 6, Township 24 North, Range 6 East, W.M. lying east of the east margin of the right of way of the Northern Pacific Railroad; except the 60 foot right of way of the Issaquah-Redmond Road and the East 43.20 thereof.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS that we the undersigned Fritz D. Sutter, Helen L. Sutter, his wife, and J.A. Holmes, Mortgagee, owners in fee simple of the land hereby platted, hereby declare this plat and dedicate to the use of the public forever, all streets, avenues and alleys shown here on and the use thereof for all public purposes not inconsistent with the use thereof for public highway purposes; also all parks, easements or whatever public property or places there are shown on the plat for the purpose there on indicated; also, the right to make all necessary slopes for cuts or fills upon the lots, blocks, tracts or parcels of land shown on this plat in the original reasonable grading of all the streets, avenues, alleys and places shown here on.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 13th day of June A.D. 1947.

J. A. HOLMEMS

Fritz D. Sutter

Helen L. Sutter

RESTRICTIONS

No lot or portion of a lot in this plat shall be divided and sold or resold, or ownership changed or transferred, whereby the ownership of any portion of this plat shall be less than six thousand (6000) square feet for R-1 residence use, with a minimum lot width of sixty (60) feet. All lots in this plat are restricted to R-1 residence use, except tracts "A" and "B", which are restricted to R-3 residence use governed by and subject to restrictions, rules and regulations of King County Zoning Resolution No. 6494 and subsequent changes thereto by official County resolution.

ACKNOWLEDGMENT

STATE OF WASHINGTON } S.S.
COUNTY OF KING

This is to certify that on this 13th day of June A.D. 1947 before me the undersigned, a Notary Public, personally appeared Fritz D. Sutter, Helen L. Sutter, his wife, and J.A. Holmes, Mortgagee, to me Known to be the individuals who executed the above dedication, and each acknowledged the said instrument to be his free and voluntary act and deed for the uses and purposes therein mentioned.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year first above mentioned.

ALMA M. ENGSTROM
Notary Public in and for the
State of Washington
Residing in Seattle.

ALMA M. ENGSTROM
COMMISSION EXPIRES
NOTARY PUBLIC
MAY 26, 1943
STATE OF WASHINGTON

HAROLD J. OLIVER
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER

I hereby certify that the within plat of VIEW POINT PARK is duly approved by the KING COUNTY PLANNING COMMISSION this 25th day of June A.D. 1947.

Don S. Johnson
Chairman

J. R. Heath
Secretary

W. N. Hearst
Executive Officer

I hereby certify that the plat of View Point Park is based on an actual survey and subdivision of section 6, township 24 north, range 6 east, W.M. that the distances, courses and angles are shown thereon correctly; that the monuments have been set and lot and block corners staked correctly on the ground, or earnest money has been posted to covenant thereof; that I have fully complied with the provisions of the statutes and platting regulations.

General Engineering Co. Inc.

Date 16 June 1947 By H. J. Oliver
Certificate No. 1789 Renewal No. 801

Examined and approved this 23rd day of June A.D. 1947.

Taylor M. Greene
Chairman of the Board of
County Commissioners.

Attest. Ralph R. Fenley
Clerk
Board of County Commissioners

COMMISSIONERS COURT
KING CO. WASH.

Examined and approved this 21 day of June A.D. 1947.

SIGNATURES ILLEGIBLE DUE TO USE OF COLORED INKS

C. Van Smith
County Road Engineer.

3699936

Filed for the Record at the request of the King County Planning Commission this 27 day of June A.D. 1947 at 12 minutes past 2 P.M. and recorded in Vol. 44 of Plats, Pages 35-36 Records of King County.

M. R. Williams
Deputy County Auditor

Robert A. Morris
County Auditor.

A.W. Hanson

VIEW POINT PARK

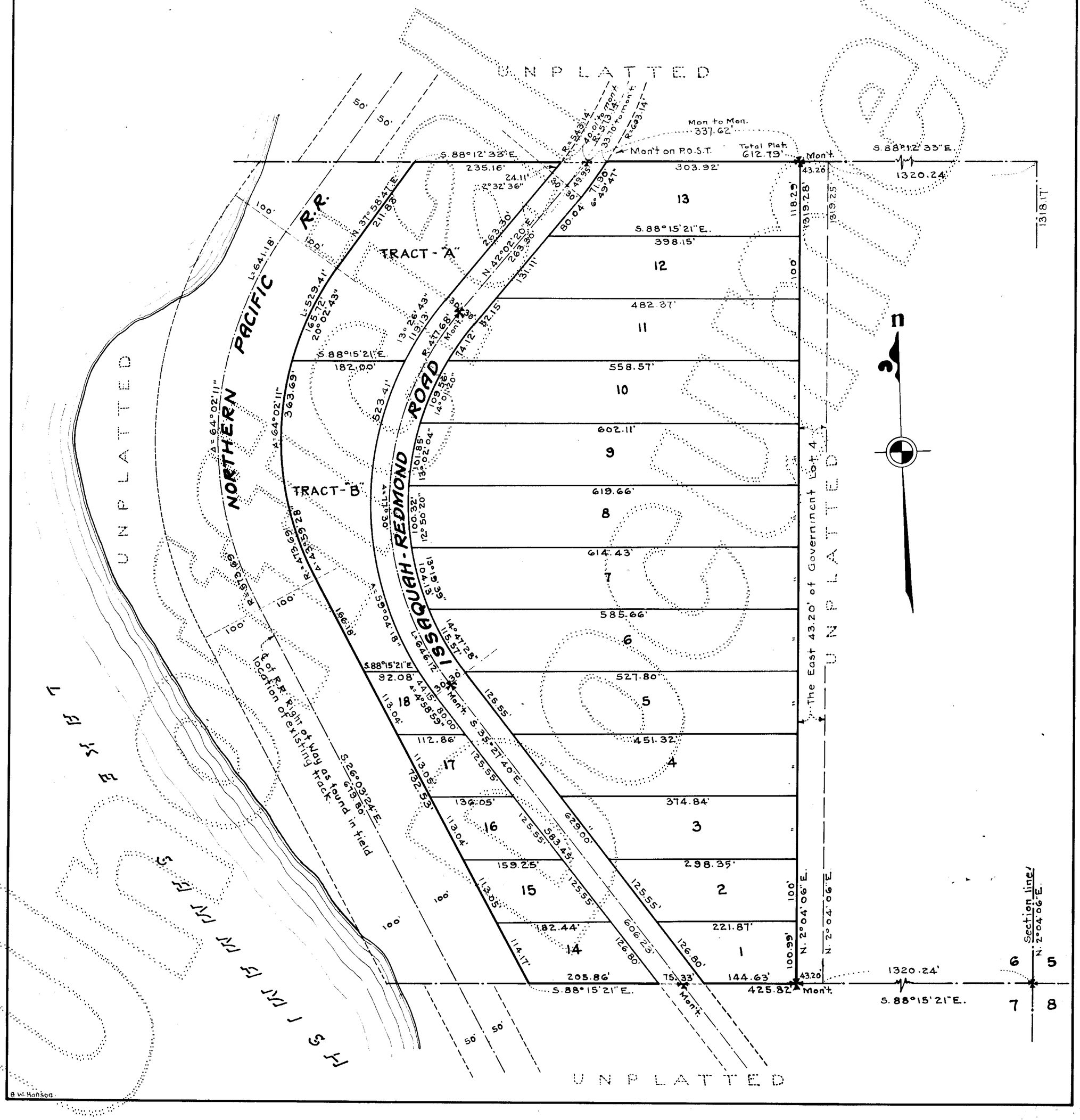
Section 6, Twp. 24 N. R 6 E. W.M.

May 1947

SHEET 2 OF 2 SHEETS

Scale: 1 in. = 100 feet.

General Engineering Co; Inc.
Engineers



OFFICERS
FRANK L. GRIMES, PRESIDENT
J. ROSS STEPHENSON, VICE-PRESIDENT
ANDREW L. WOLD, SECRETARY
THEO. KINNUNE, TREASURER
AL J. PETERS, DISTRICT TRUSTEE

ISSAQUAH KIWANIS CLUB

ON BEAUTIFUL LAKE SAMMAMISH

MEETS WEDNESDAY NOONS

ISSAQUAH, WASHINGTON

DIRECTORS
W. "BILL" PICKERING
FRED P. CUSSAC
LEE R. HEPLER
GEO. M. CLARK
PAUL BENSON
COUNTY COMMISSIONER FISCHER
J. JOE LEWIS

RECEIVED
MAR 29 1930
COUNTY CLERK'S OFFICE
COUNTY COMMISSIONERS

RECEIVED
MAR 29 1930
COUNTY CLERK'S OFFICE
COUNTY COMMISSIONERS

March 28, 1930

Honorable Board of County Commissioners
County-City Bldg.
Seattle, Washington.

Dear Sirs:

Inasmuch as a controversy has arisen in regards to the location of the new Issaquah-Redmond road and several resolutions have been presented to your honorable board concerning the location of same, we hereby present the following resolution:

"Be it resolved by the Issaquah Kiwanis Club that the new road between Issaquah and Redmond be located in such place that it will be permanent and acceptable to the State Highway Department for paving."

Very truly yours,

Issaquah Kiwanis Club

A. L. Wold.

Secy.

AIW:CH

Seattle, Wash.
809 5th Ave.

RECEIVED
MAR 10 1930
C. F. GAGE,
DEPUTY CLERK OF THE
COUNTY COMMISSIONERS

To the King County Commissioners
Seattle, Wn.

March 8th, 1930.

Gentlemen:

I wish to file a protest against the proposed change in the county road on Lake Sammamish, near Monohon.

I own a small piece of land near this point and this change would greatly damage my property, as the County Engineers have staked off a new road directly across my land.

Very truly yours,

Isabel Keeling.

file

RECEIVED
MAR 17 1930
C. W. CAGE,
KING COUNTY CLERK OF THE
COUNTY COMMISSIONERS

TO THE HON. BOARD OF COUNTY COMMISIONERS

Whereas, we the members of the Issaquah Valley Grange are very much interested in the locating of the new Issaquah-Redmond road on the east side of Lake Sammamish, particularily the 1½ mile stretch north of Monohon, and believing the Commisioners desirious of knowing the wishes of the people we are taking this means of giving our views.

Whereas, the building of the road on the survey along the Northern Pacific right of way would destroy the scenic beauty of the drive and would ruin much valuable property. According to our county engineer the building of the road there would be more costly there than the straightening and alignment of the present road.

And Whereas, the property owners are willing to give additional right of way required to do this. Therefore, be it resolved that we unanimously go on record this 10th day of March urging our Commisioners to give careful consideration of using present right of way.

Harold Lyne
Master

C. J. Hershey
Secretary

Signed by Committee

F. E. Kautonen
E. A. Hill
Mildred Thompson
E. C. Olson
A. Erickson

adopted
3-10-30

Access My Account | Em | XFINITY Connect: Comp | King County Road Servic | King County Parcel View

gismaps.kingcounty.gov/parcelviewer2/

King County

Search Kingcounty.gov

Home | How do I... | Services | About King County | Departments

Parcel Viewer 2.0

KCGIS Center

You're in: KCGIS Center » Property Research » Parcel Viewer 2.0

062402-9013 by: Parcel number | Search | Find Intersection | Zoom to | Advanced tools | Basemaps | Print | ?

Search results

Selected parcel(s)

New selection | Export | Clear

Add to selection

Selected parcels: 1

	Parcel number	Address
✕	0624069013	N/A

Taxpayer name: KING COUNTY-PARKS

Address: N/A

Appraised value: $0

Lot area: 693,139

Levy code:

Property Report | Districts Report

Source: King County Assessor

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 4:18 PM
To: 'Daniel Rowe'
Subject: RE: 1705 E Lake Sammamish Pl Se Trail

Dear Daniel,

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

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

Regards,

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

-----Original Message-----
From: Daniel Rowe [mailto:drowe@evergreenford.com]
Sent: Friday, January 27, 2017 3:45 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; Rowe Dan <colorado300@comcast.net>
Subject: 1705 E Lake Sammamish Pl Se Trail

Hello Lindsey,

I am sure you are very busy with the trail. I also would like to have the city address some possible concerns we have with our property. I won't bore you to much with to many things other than some bullet points I would like to have addressed. Yes as you know the County at the "drop in's" have told me you were the contact. If not please advise me who at the city would be?
I'll also say that we are in many ways happy with the trail and it's new look. So I am not a hater of progress however need to make sure everyone is aware of the homeowners. So here we go.

Our place

1705 E Lake Sammamish PL Se
Sammamish Wa 98075
Reference number in the 60% plans would be we are # 352 of Segment B
The trail runs through our property as many have.

Our Neighbor to the north that I will reference is #353 of Segment B

You should have attachments showing our permits for the lake house and the stairs coming down to access that was given by the city.. If not please ask me if you would like to see them.
Lake House permit number is BLD2008-=00572

Stairs permit number is BLD 2009-00246

Ok here we go…

Access.

The 60% plans for show our stairs coming down from the house where the new construction is and going to be. Simply we want to make sure that when they do take a couple feet from that area that the landing is put back so we still have access to our lake house. The 60% plan shows the stairs but no real detail yet of the the landing as per the permit.

Access from trail.

You'll see the walkway that was built from the trail to the lake house. This can be seen as part of the lake house permit as well. We would request that our access stays the same as with our permit. The 60% plan shows that our neighbor to the south and us will share a new access. I'm sure it's to save money however our permits show the access as it is now. We would respect that this does not change. The permit shows where we had to rebuild the existing pathway from the trail to the lake house.

Access during construction.

I do not see where we are shown to have access to cross the construction to our lake house and and property. I would expect that since the stairs is our only access that a gate would be put in the fence for our access. Please note that for the build.

Utilities

I do not see on the 60% plans where it show's my utilities crossing the trail. Please see on the lake house permit where the utilities cross the trail from the upper lot to the lake house. We are notify the city of these utility lines. Please be sure they do not cut these lines etc. Our lake house has full power and water and sewer with permits.

The current

My neighbor to the north has just built a house down there. He is the Roberts to the north and #353 of Segment B. I see where his property line is and want to be sure that no permits or special permits for him to block our access on the trail easement from his property to our NE corner. The 60% plans do not show any that he does. Our permit does show the gravel access for our car and we have a gate that has been there for many years. The 60% plans do not affect our access as we have it now. Just want the city to note that there are 4 homes that access this gravel road for access to there house.

I will send pictures of stairs as well with permits.
Thank you and I look forward to working with the city to protect our valued homes on the lake.

Daniel Rowe
Cell # 425-681-4845

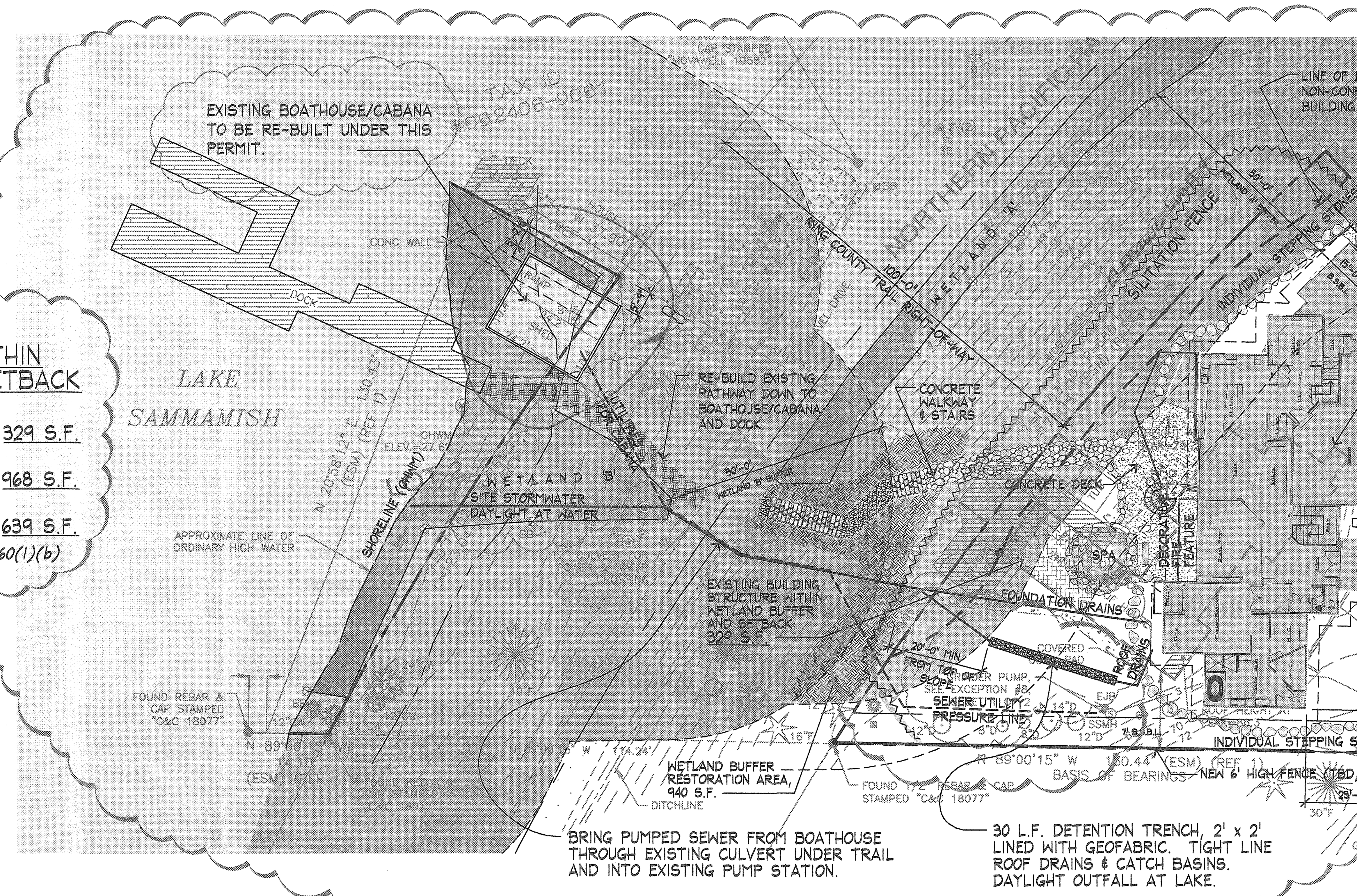
IF THIS DRAWING HAS BEEN REDUCED TO LESS THAN 24" X 36", THEN USE THIS SCALE FOR MEASURING DRAWING

0 1 2 3 4 5 6 7 8 9 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50

BUILDING EXPANSION WITHIN WETLAND BUFFER OR SETBACK

EXISTING BUILDING STRUCTURE WITHIN WETLAND BUFFER AND SETBACK:	329 S.F.
PROPOSED BUILDING AREA WITHIN WETLAND BUFFER OR SETBACK:	968 S.F.
NET INCREASE OF STRUCTURE WITHIN WETLAND BUFFER OR SETBACK:	639 S.F.

LESS THAN 1,000 SF PER SMC 21A.50.060(1)(b)



WETLAND BUFFER RESTORATION

EXISTING IMPERVIOUS AREA WITHIN WETLAND BUFFER:	645 S.F.
PROPOSED IMPERVIOUS AREA WITHIN WETLAND BUFFER:	440 S.F.
(NET DECREASE OF 205 S.F.)	
REMOVE STAIRS WITHIN WETLAND BUFFER:	81 S.F.
RESTORATION AREA WITHIN WETLAND BUFFER (SHOWN HATCHED):	940 S.F.

BALANCE OF WETLAND BUFFER TO REMAIN AS-IS OR BE RESTORED TO AS-IS CONDITION

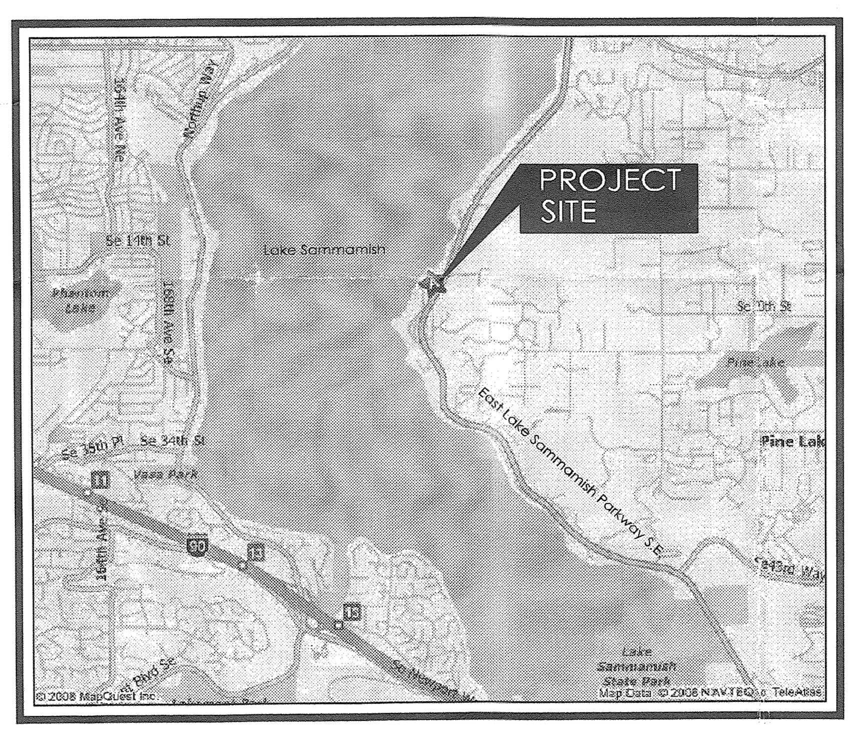
MAIN FLOOR ELEVATION: 74.00'
LOWER FLOOR ELEVATION: 63.95'

SITE PLAN

SCALE 1" = 20'-0" 0 5 10 20 35 50 75

ATTENTION
MINIMUM BUILDING SETBACKS
STREET N/A
INTERIOR N/A
*MEASURED ALONG OUTER LINE OF DRIVEWAY TO FACE OF GARAGE CARPORT, OR OTHER FENCE PARKING AREA N/A
ZONING R-4
CITY OF SAMMAMISH
REFER TO SMC 21A.25 FOR ALLOWABLE PROJECTIONS INTO THESE REQ'ED SETBACKS

VICINITY MAP



SITE PLAN NOTES:

1. THE CITY SHALL INSPECT THE INSTALLATION OF ALL WATER, SEWER, STORM AND FOOTING DRAINS PRIOR TO CONTRACTOR BACKFILLING TRENCHES.
2. ROOF AND FOOTING DRAINS ARE TO BE CONNECTED SEPARATELY TO THE STORM DRAIN SYSTEM UNLESS OTHERWISE ALLOWED IN ACCORDANCE WITH THE PLAT CONDITIONS AND THE KING COUNTY SURFACE WATER DESIGN MANUAL OR AS APPROVED BY THE CITY IN WRITING.
3. ALL ROCKERY OR RETAINING WALL DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM, DISCHARGED APPROPRIATELY PER KCSWDM, OR AS APPROVED BY THE CITY IN WRITING.
4. ANY CHANGES TO THE APPROVED PLANS MUST BE APPROVED BY THE CITY IN WRITING.
5. NOTE: ANY WALL OVER 4 FEET IN HEIGHT, OR WITH A SURCHARGED LATERAL LOAD, MUST BE ACCOMPANIED BY AN ENGINEER'S STAMP. WALLS SHAL NOT BE USED TO SUPPORT DRIVEWAYS OR SIDEWALKS UNLESS ACCOMPANED BY AN ENGINEER'S STAMP.
6. CONSTRUCTION HOURS ARE 7:00 AM TO 8:00 PM ON WEEKDAYS AND 9:00 AM TO 6:00 PM ON SATURDAYS & HOLIDAYS. WORK IS NOT ALLOWED ON SUNDAYS.
7. NO MATERIALS OR EQUIPMENT SHALL BE PLACED OR STORED ON PUBLIC STREETS AT ANY TIME.
8. NO WORK IS ALLOWED WITHIN THE PUBLIC RIGHT-OF-WAY UNTIL A RIGHT-OF-WAY PERMIT HAS BEEN ISSUED AND THE CITY HAS BEEN NOTIFIED AT LEAST 24 HOURS IN ADVANCE OF STARTING WORK WITHIN THE RIGHT-OF-WAY.
9. ALL PROJECTS ARE REQUIRED TO SUBMIT REQUESTS FOR VARIANCES TO THE CITY INTERIM PUBLIC WORKS STANDARDS (WITH RESPECT TO DRIVEWAY SLOPE, WIDTH AND LOCATION) IN WRITING. DETAILED DRAWING SHAL ACCOMPANY REQUESTS IF NECESSARY.
10. DISCONNECT AND CAP ALL UTILTIIES, PROTECT DURING CONSTRUCTION RECONNECT TO EXISTING UTILITIES.
11. ALL EXCAVATED MATERIALS SHALL BE IMMEDIATELY STOCKPILED ON SITE AND PROTECTED FROM EROSION OR REMOVED FROM THE SITE AND HULED TO AN APPROVED DUMP SITE.
12. SEE GENERAL NOTES DRAWINGS A0.0 & A0.1 FOR ADDITIONAL NOTES.

BLDG. HEIGHT TABULATION

POINT	EXIST. GRADE	SEGMENT NUMBER		
A	73.20	1		
B	72.50	2		
C	70.80	3		
D	71.20	4		
E	72.00	5		
F	72.20	6		
G	72.00	7		
H	65.60	8		
I	70.80	9		
J	71.50	10		
K	70.10	11		
L	67.70	12		
M	67.80	13		
N	65.60	14		
O	63.00	15		
P	63.00	16		
Q	63.00	17		
R	62.70	18		
S	62.60	19		
T	62.30	20		
U	62.00	21		
V	63.80	22		
W	63.70	23		
X	64.00	24		
Y	64.00	25		
Z	64.00	26		
AA	64.00	27	AVERAGE GRADE PER STATE LAW	
BB	65.90	28		
TOTALS	1871.00	28	66.82	

- LOWEST FLOOR ELEVATION: 63.95'
- MAIN FLOOR ELEVATION: 74.00'
- HIGHEST RIDGE ELEVATION: 74.00 + 22.68' = 96.68'
- ALLOWABLE BUILDING HEIGHT FROM AVERAGE BLDG. ELEV.: 66.82' + 35.00' = 101.82'

101.82' IS GREATER THAN 96.68' OK

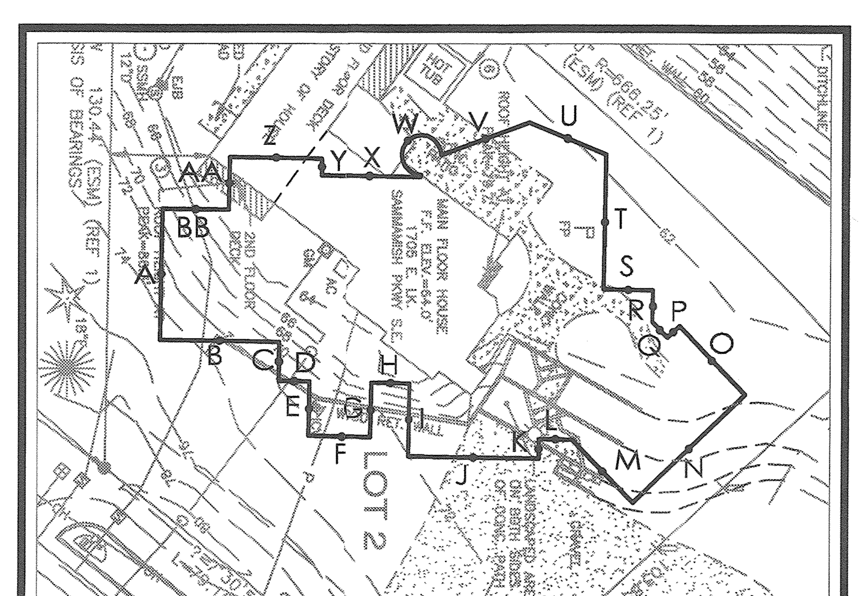
DRAINAGE NOTES:

1. CONNECT ALL FOOTING DRAINS AND TIGHTLINE DIRECT TO OUTFALL AT WATERS EDGE. OUTFALL INVERT IS TO BE ABOVE THE ORDINARY HIGH WATER ELEVATION.
2. CONNECT ALL ROOF DRAINS (SEPARATE FROM FOOTING DRAINS) AND TIGHTLINE DIRECT TO DETENTION TRENCH AS SHOWN.
3. CONNECT ALL CATCH BASINS IN THE DRIVEWAY AREAS AND TIGHTLINE THROUGH THE OIL/WATER SEPARATOR INTO THE DETENTION TRENCH.
4. DETENTION TRENCH SHALL BE CONSTRUCTED PER CITY OF SAMMAMISH STANDARDS.
5. TIGHT LINE OUTFALL TO LAKE SHALL PASS UNDER TRAIL IN EXISTING CULVERT PIPE.

BOATHOUSE/CABANA:

1. THE EXISTING BOATHOUSE/CABANA IS BEING DEMOLISHED AND RE-BUILT ON THE EXISTING FOOTPRINT. THERE WILL BE NO NET CHANGE TO EXISTING IMPERVIOUS AREAS.
2. THE WORK OF THIS PROJECT HAS BEEN SUBMITTED TO ROBERT NUNNENKAMP WITH THE KING COUNTY TRAILS FOR THEIR REVIEW AND APPROVAL. RECENT E-MAIL COMMUNICATION WITH MR. NUNNENKAMP INDICATES THAT APPROVAL IS FORTHCOMING. (SEE ATTACHED)

BLDG. HEIGHT KEY PLAN



LOT ZONING:

LOT ZONING:	R-4
LOT SIZE:	16,546.83 S.F.
SUBMERGED LANDS:	0 S.F.
USABLE LOT AREA:	16,546.83 S.F.
OVERALL LOT SLOPE:	4.05% (1003.90'-981.00'/566.00 L.F.
ALLOWABLE IMPERVIOUS COVERAGE:	55% MAX. (9,100.76 S.F.)
MAXIMUM BUILDING HEIGHT:	35 FEET ABOVE AVERAGE EXISTING GRADE LEVEL

SETBACKS:

FRONT YARD: (STREET SIDE)	10 FEET (SMC 21A.25.030); 20 FEET WHERE GARAGE OPENS TO STREET
REAR YARD: (WATER SIDE)	50 FEET FROM OHWM
SIDE YARDS: (INTERIOR SETBACK)	7 FEET MIN., (MAY BE REDUCED TO 5 FEET PURSUANT TO SMC 21A.25.155)

IMPERVIOUS COVERAGE:

USABLE LOT AREA:	16,546.83 S.F.
EXISTING DEVELOPMENT	
FOOTPRINT OF NEW RESIDENCE: (EAVE LINE & IMPERVIOUS DECKS)	2,807.50 SF
BOAT HOUSE:	368.30 SF
EXISTING DRIVEWAY:	1,719.99 SF
TOTAL EXIST. IMPERVIOUS AREAS:	4,895.79 SF
PROPOSED DEVELOPMENT	
FOOTPRINT OF NEW RESIDENCE: (EAVE LINE & IMPERVIOUS DECKS)	4,959.39 SF
BOAT HOUSE:	368.30 SF
DRIVEWAYS, PATIO & WALKS:	2,286.88 SF
TOTAL IMPERVIOUS AREAS:	7,614.57 SF
PROPOSED TOTAL LOT COVERAGE: (7,615 SF/16,547 SF)	46.02% < 55% ∴ OK

NET CHANGE TO IMPERVIOUS AREAS: +2,718.78 SF

PROJECT DATA:

SITE ADDRESS:	11705 East Lake Sammamish Place S.E. Sammamish, Washington 98075
PROPERTY OWNER:	Brian & Heather Leibsohn
ARCHITECT & CONTRACTOR	MACPHERSON CONSTRUCTION & DESIGN 21626 SE 28th Street Sammamish WA 98075-7125 Ph: (425) 391-3333 Fax: (425) 557-2841
CONTACT:	Robert H. Sorensen AIA Ph: (425) 391-3333 e-mail: bob@macphersonconstructin.com
ENGINEER:	FILE ENGINEERING Timothy J. File, S.E. 910 Market Street Kirkland, WA 98033 Ph: (425) 822-9000 Fax: (425) 827-7014
PARCEL #:	0624069062

RECEIVED BY PERMIT CENTER
OCT 28 2008
CITY OF SAMMAMISH

CORRECTIONS

LEGAL DESCRIPTION:

LOT 2 OF KING COUNTY SHORT PLAT NO. PLN2005-00025, ACCORDING TO PLAT RECORDED SEPTEMBER 17, 2007 UNDER RECORDING NO. 20070917900035, IN KING COUNTY, WASHINGTON.

No expansion beyond footprint

ATTENTION
MAXIMUM IMPERVIOUS SURFACE ALLOWED N/A SQ. FT.
MAXIMUM BUILDING HEIGHT ALLOWED 35 ← only beyond 20' from OHW.
Per SMC 21A.25 / SMC 25.10
CITY OF SAMMAMISH

FILE COPY

BUILDING DATA:

LOWER FLOOR AREA:	2,122 S.F.
MAIN FLOOR AREA:	2,384 S.F.
UPPER FLOOR AREA:	663 S.F.
TOTAL HEATED BUILDING AREA:	5,169 S.F.
GARAGE AREA:	1,181 S.F.
TOTAL ENCLOSED BUILDING AREA:	6,350 S.F.

DATE	BY	DESCRIPTION
4/21/08	BOB	PERMIT SUBMITTAL
5/23/08	BOB	GEOTECHNICAL REVIEW CORRECTIONS
6/12/08	BOB	INCLUDE BOATHOUSE/CABANA WITH THIS SUBMITTAL
7/25/08	BOB	RESPONSE TO PERMIT REVIEW QUESTIONS
10/15/08	BOB	ADDITIONAL PLANCHECK CORRECTIONS
10/28/08	BOB	PUBLIC WORKS PLANCHECK REVISIONS

B08-00572

Leibsohn Residence

1705 East Lake Sammamish Place S.E.
Sammamish, Washington 98075
Parcel # 0624069062

SITE PLAN

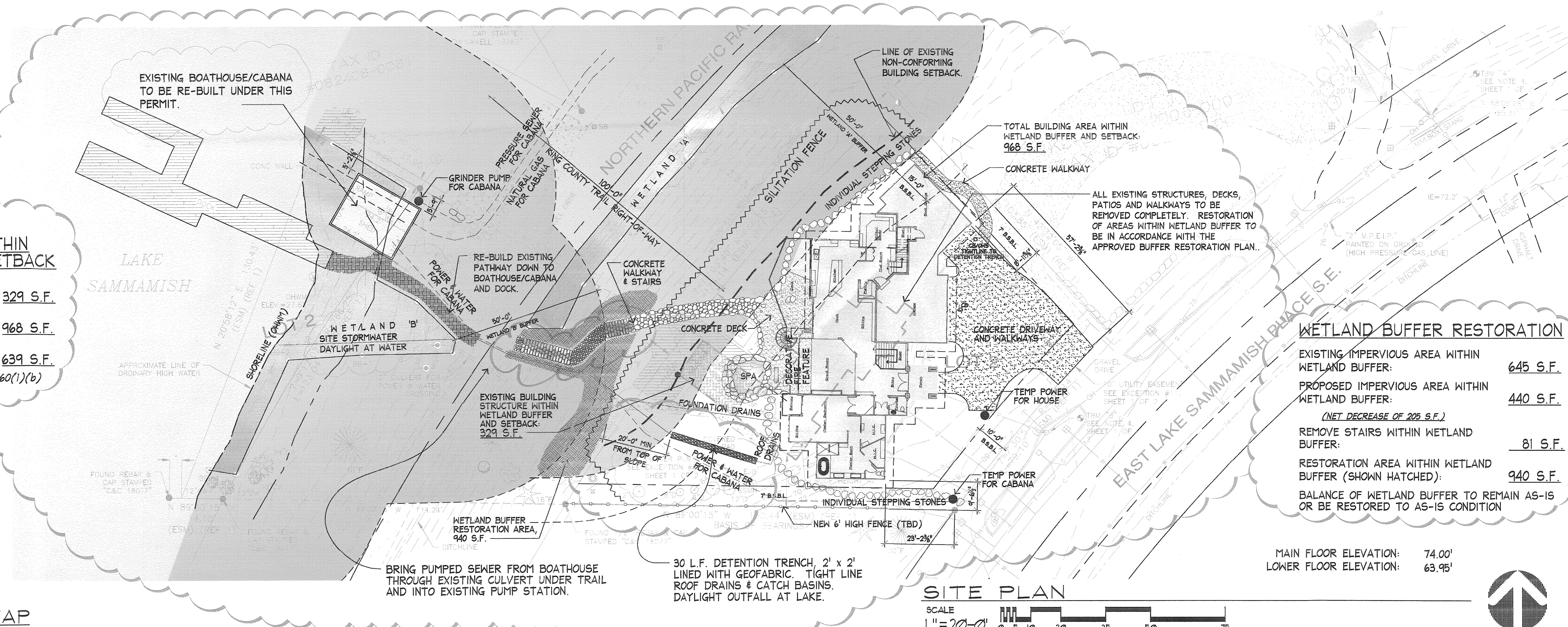
MACPHERSON CONSTRUCTION & DESIGN
21626 SE 28TH ST. SAMMAMISH WA 98075-7125
PH. 425.391.3333 FAX. 425.557.2841

DRAWING NUMBER:
A1.0
OF DRAWINGS

BUILDING EXPANSION WITHIN WETLAND BUFFER OR SETBACK

EXISTING BUILDING STRUCTURE WITHIN WETLAND BUFFER AND SETBACK:	329 S.F.
PROPOSED BUILDING AREA WITHIN WETLAND BUFFER OR SETBACK:	968 S.F.
NET INCREASE OF STRUCTURE WITHIN WETLAND BUFFER OR SETBACK:	639 S.F.

LESS THAN 1,000 SF PER SMC 21A.50.060(1)(b)



WETLAND BUFFER RESTORATION

EXISTING IMPERVIOUS AREA WITHIN WETLAND BUFFER:	645 S.F.
PROPOSED IMPERVIOUS AREA WITHIN WETLAND BUFFER:	440 S.F.
(NET DECREASE OF 205 S.F.)	
REMOVE STAIRS WITHIN WETLAND BUFFER:	81 S.F.
RESTORATION AREA WITHIN WETLAND BUFFER (SHOWN HATCHED):	940 S.F.

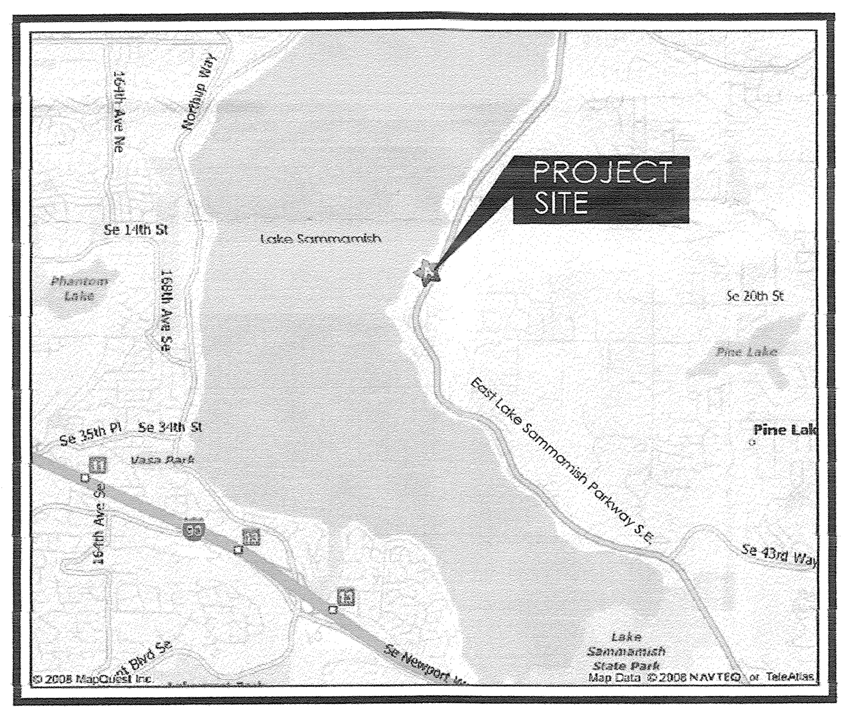
BALANCE OF WETLAND BUFFER TO REMAIN AS-IS OR BE RESTORED TO AS-IS CONDITION

MAIN FLOOR ELEVATION: 74.00'
LOWER FLOOR ELEVATION: 63.95'

SITE PLAN

SCALE 1" = 20'-0" (0 5 10 20 35 50 75)

VICINITY MAP



SITE PLAN NOTES:

1. THE CITY SHALL INSPECT THE INSTALLATION OF ALL WATER, SEWER, STORM AND FOOTING DRAINS PRIOR TO CONTRACTOR BACKFILLING TRENCHES.
2. ROOF AND FOOTING DRAINS ARE TO BE CONNECTED SEPARATELY TO THE STORM DRAIN SYSTEM UNLESS OTHERWISE ALLOWED IN ACCORDANCE WITH THE PLAT CONDITIONS AND THE KING COUNTY SURFACE WATER DESIGN MANUAL OR AS APPROVED BY THE CITY IN WRITING.
3. ALL ROCKERY OR RETAINING WALL DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM, DISCHARGED APPROPRIATELY PER KCSWDM, OR AS APPROVED BY THE CITY IN WRITING.
4. ANY CHANGES TO THE APPROVED PLANS MUST BE APPROVED BY THE CITY IN WRITING.
5. NOTE: ANY WALL OVER 4 FEET IN HEIGHT, OR WITH A SURCHARGED LATERAL LOAD, MUST BE ACCOMPANIED BY AN ENGINEER'S STAMP. WALLS SHALL NOT BE USED TO SUPPORT DRIVEWAYS OR SIDEWALKS UNLESS ACCOMPANIED BY AN ENGINEER'S STAMP.
6. CONSTRUCTION HOURS ARE 7:00 AM TO 8:00 PM ON WEEKDAYS AND 9:00 AM TO 6:00 PM ON SATURDAYS & HOLIDAYS. WORK IS NOT ALLOWED ON SUNDAYS.
7. NO MATERIALS OR EQUIPMENT SHALL BE PLACED OR STORED ON PUBLIC STREETS AT ANY TIME.
8. NO WORK IS ALLOWED WITHIN THE PUBLIC RIGHT-OF-WAY UNTIL A RIGHT-OF-WAY PERMIT HAS BEEN ISSUED AND THE CITY HAS BEEN NOTIFIED AT LEAST 24 HOURS IN ADVANCE OF STARTING WORK WITHIN THE RIGHT-OF-WAY.
9. ALL PROJECTS ARE REQUIRED TO SUBMIT REQUESTS FOR VARIANCES TO THE CITY INTERIM PUBLIC WORKS STANDARDS (WITH RESPECT TO DRIVEWAY SLOPE, WIDTH AND LOCATION) IN WRITING. DETAILED DRAWING SHALL ACCOMPANY REQUESTS IF NECESSARY.
10. DISCONNECT AND CAP ALL UTILTIIES, PROTECT DURING CONSTRUCTION. RECONNECT TO EXISTING UTILITIES.
11. ALL EXCAVATED MATERIALS SHALL BE IMMEDIATELY STOCKPILED ON SITE AND PROTECTED FROM EROSION OR REMOVED FROM THE SITE AND HAULED TO AN APPROVED DUMP SITE.
12. SEE GENERAL NOTES DRAWINGS A0.0 & A0.1 FOR ADDITIONAL NOTES.

BLDG. HEIGHT TABULATION

POINT	EXIST. GRADE	SEGMENT NUMBER	
A	73.20	1	
B	72.50	2	
C	70.80	3	
D	71.20	4	
E	72.00	5	
F	72.20	6	
G	72.00	7	
H	65.60	8	
I	70.80	9	
J	71.50	10	
K	70.10	11	
L	67.70	12	
M	67.80	13	
N	65.60	14	
O	63.00	15	
P	63.00	16	
Q	63.00	17	
R	62.70	18	
S	62.60	19	
T	62.30	20	
U	62.00	21	
V	63.80	22	
W	63.70	23	
X	64.00	24	
Y	64.00	25	
Z	64.00	26	
AA	64.00	27	AVERAGE GRADE
BB	65.90	28	PER STATE LAW
TOTALS	1871.00	28	66.82

- LOWEST FLOOR ELEVATION: 63.95'
- MAIN FLOOR ELEVATION: 74.00'
- HIGHEST RIDGE ELEVATION: 74.00 + 22.68' = 96.68'
- ALLOWABLE BUILDING HEIGHT FROM AVERAGE BLDG. ELEV.: 66.82' + 35.00' = 101.82'

101.82' IS GREATER THAN 96.68' OK

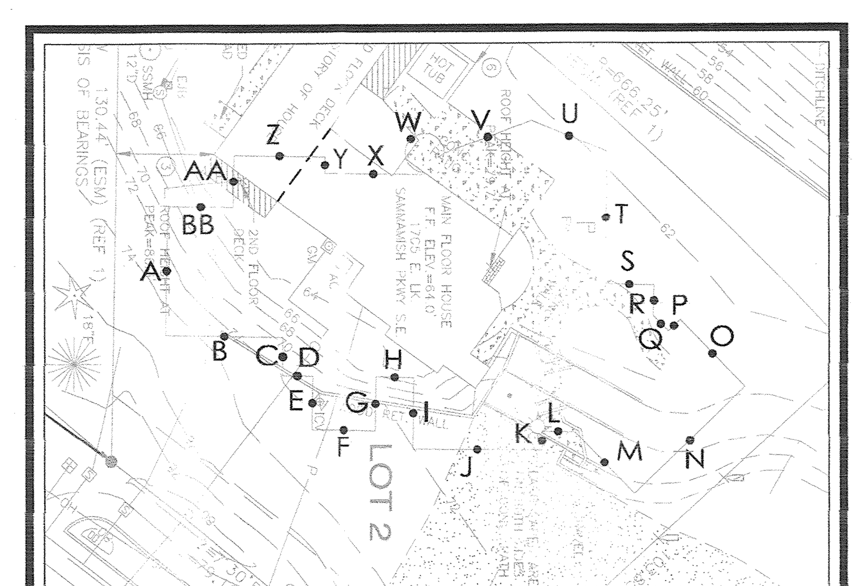
DRAINAGE NOTES:

1. CONNECT ALL FOOTING DRAINS AND TIGHTLINE DIRECT TO OUTFALL AT WATERS EDGE. OUTFALL INVERT IS TO BE ABOVE THE ORDINARY HIGH WATER ELEVATION.
2. CONNECT ALL ROOF DRAINS (SEPARATE FROM FOOTING DRAINS) AND TIGHTLINE DIRECT TO DETENTION TRENCH AS SHOWN.
3. CONNECT ALL CATCH BASINS IN THE DRIVEWAY AREAS AND TIGHTLINE THROUGH THE OIL/WATER SEPARATOR INTO THE DETENTION TRENCH.
4. DETENTION TRENCH SHALL BE CONSTRUCTED PER CITY OF SAMMAMISH STANDARDS.
5. TIGHT LINE OUTFALL TO LAKE SHALL PASS UNDER TRAIL IN EXISTING CULVERT PIPE.

BOATHOUSE/CABANA:

1. THE EXISTING BOATHOUSE/CABANA IS BEING DEMOLISHED AND RE-BUILT ON THE EXISTING FOOTPRINT. THERE WILL BE NO NET CHANGE TO EXISTING IMPERVIOUS AREAS.
2. THE WORK OF THIS PROJECT HAS BEEN SUBMITTED TO ROBERT NUNNENKAMP WITH THE KING COUNTY TRAILS FOR THEIR REVIEW AND APPROVAL. RECENT E-MAIL COMMUNICATION WITH MR. NUNNENKAMP INDICATES THAT APPROVAL IS FORTHCOMING. (SEE ATTACHED)

BLDG. HEIGHT KEY PLAN



LOT ZONING:

LOT ZONING:	R-4
LOT SIZE:	16,546.83 S.F.
SUBMERGED LANDS:	0 S.F.
USABLE LOT AREA:	16,546.83 S.F.
OVERALL LOT SLOPE:	4.05% (1003.90'-981.00'/566.00 L.F.)
ALLOWABLE IMPERVIOUS COVERAGE:	55% MAX. (9,100.76 S.F.)
MAXIMUM BUILDING HEIGHT:	35 FEET ABOVE AVERAGE EXISTING GRADE LEVEL

SETBACKS:

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PROPERTY OWNER:	Brian & Heather Leibsohn
ARCHITECT & CONTRACTOR	MACPHERSON CONSTRUCTION & DESIGN 21626 SE 28th Street Sammamish WA 98075-7125 Ph: (425) 391-3333 Fax: (425) 557-2841
CONTACT:	Robert H. Sorensen AIA Ph: (425) 391-3333 e-mail: bob@macphersonconstructin.com
ENGINEER:	FILE ENGINEERING Timothy J. File, S.E. 910 Market Street Kirkland, WA 98033 Ph: (425) 822-9000 Fax: (425) 827-7014
PARCEL #:	0624069062

FILE COPY

LEGAL DESCRIPTION:

LOT 2 OF KING COUNTY SHORT PLAT NO. PLN2005-00025, ACCORDING TO PLAT RECORDED SEPTEMBER 17, 2007 UNDER RECORDING NO. 20070917900035, IN KING COUNTY, WASHINGTON.

site stairs

THE OWNER IS RESPONSIBLE FOR ALL ERRORS OR OMISSIONS. THE CITY OF SAMMAMISH ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS. 16.20 SMC
APPROVED TO CONSTRUCT
PER 19.27 RCW, 16.05 SMC AND 16.20 SMC
SUBJECT TO FIELD INSPECTION AND CORRECTION
BY: [signature] DATE: 5.11.09
CITY OF SAMMAMISH - BUILDING DEPT.

APPROVED TO CONSTRUCT PER CODES AS REQUIRED BY RCW 19.27 SUBJECT TO FIELD INSPECTION AND CORRECTION
MAY 11 2009
CITY OF SAMMAMISH

BUILDING DATA:

LOWER FLOOR AREA:	2,122 S.F.
MAIN FLOOR AREA:	2,384 S.F.
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DATE	BY	DESCRIPTION
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Leibsohn Residence

1705 East Lake Sammamish Place S.E.
Sammamish, Washington 98075
Parcel # 0624069062

SITE PLAN

MACPHERSON CONSTRUCTION & DESIGN
21626 SE 28TH ST. SAMMAMISH WA 98075-7125
PH. 425.391.3333 FAX. 425.557.2841

DRAWING NUMBER: A1.0
OF DRAWINGS

0 1 2 3 4 5 6 7 8 9 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50
IF THIS DRAWING HAS BEEN REDUCED TO LESS THAN 24" X 36", THEN USE THIS SCALE FOR MEASURING DRAWING

7 &
TRAIL
352+59 27

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 4:08 PM
To: 'Christopher Large'
Subject: RE: Comments on SSDP2016-00415 Permit: From Chris & Tara Large

Dear Christopher,

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: Christopher Large [mailto:ChrisLarge@outlook.com]
Sent: Friday, January 27, 2017 3:33 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lyman Howard <lhoward@sammamish.us>; tarar@msn.com; Troy Romero <TRomero@romeropark.com>; Kathy Koback <kkoback@romeropark.com>; Christopher Large <chrislarge@outlook.com>
Subject: Comments on SSDP2016-00415 Permit: From Chris & Tara Large

Dear Ms. Ozbolt:

Please see the attached document for our comments on the SSDP2016-00415 Permit. Please confirm you have received this email, and the attached document.

Thank you for consideration of our comments. If you have any questions on the above, please call Chris at 425-241-4475 to discuss.

Sincerely,

Christopher and Tara Large

Christopher and Tara Large
2811 East Lake Sammamish Parkway SE
Sammamish, WA 98075
ChrisLarge@outlook.com
TaraR@MSN.com
425-241-4475

Via Electronic Mail
January 27, 2017

Ms. Lindsey Ozbolt
Associate Planner
City of Sammamish
Department of Community Development
City of Sammamish City Hall
801 – 228th Avenue SE
Sammamish, Washington 98075
Email: ***lozbolt@sammamish.us***

Re: Comments on **SSDP2016-00415 Permit**
From Chris & Tara Large
Trail Location: 311+00 / Property 4065100016 / Page 39 of 135 of Segment B 60% Plan

Dear Ms. Ozbolt:

I want to call your attention to the fact that you will receive a separate letter from our attorney, Troy Romero, of the firm ROMERO PARKS P.S., representing a group of affected Sammamish property owners including ourselves, that we request you incorporate as part of our commentary.

As property owners, we were shocked when King County came out and staked what they claim to be a 100 foot right of way across our property, as this area includes our entire deck and a portion of our house to the East, and a good portion of our land to the West of the current trail (i.e. West of the current fence). I wrote a letter to Kelly Donahue, the Community Engagement Representative from the King County Department of Natural resources, stating such:

> Since we met, the County has come out and staked what the County is claiming is their Right of Way. Tara and I want to point out that we do not agree with the area the County is claiming to have right of way based on the stakes, as this area includes our entire deck and a portion of our house to the East, and a good portion of our land to the West of the current trail (i.e. West of the current fence).

We were even more shocked when we got the response from Ms. Donahue on January 3rd in the attached letter, and the key portion snipped below:

King County Response: Thank you for your email. The boundaries for this survey have been determined based on the deeds and other property documents in the custody of the County. The County's ownership and right to exclusive control and possession of the property within the ELST Corridor have recently been affirmed by Judge Marsha Pechman in a Federal Court 2016 legal ruling. If you are in possession or control of documents that relate to ownership of property within the ELST corridor please feel free to provide us with copies of these documents. As always, the County will review and consider any new property title or survey documents made available to us as we move forward on development of the ELST.

This is extremely concerning. We were not one of the parties in the case Judge Pechman ruled on, and thus do not fall under jurisdiction of her ruling. Additionally, there are ongoing lawsuits challenging Judge Pechman's and King County's assertions, which I believe will be successful. ***King County arguably has a limited easement at best to our property and does not have title to a 100-foot stretch.***

The BNSF railroad had a "prescriptive easement" to run the railroad track across our property. The BNSF did not have an ownership interest or a defined width of the easement used on the property. Our deed and title report indicate that BNSF has an easement for railroad purposes but no width of the easement is noted on the deed. BNSF, and King County as the successor, arguably has an easement at best (NOT FEE SIMPLE OWNERSHIP) to use the footprint the railroad utilized – a width that approximates the 12-foot width of the current gravel trail, and not the 100 feet they claim.

King County approved permits to a major addition/renovation of my house back in 1998-2000, which included turning a portion of the deck into an enclosed sun room, modifications to the deck, and the stairs down to the trail. ***Now King County is claiming <u>ownership</u> based on their staked lines and the 100-foot ROW as described in this 60% complete plan to portions of my house addition/renovations covered in that permit*** **[See Exhibit B]. <u>The ROW claimed by King County cuts right through that sun room, as well as a few feet deep for the width of my house, my entire deck, and the stairs to the trail</u> [See Exhibit A].** Please see King County Permit #s 245526 & 247095, B98A1334, B99X3336, B00X1224 for details on the addition/renovation. ***How can King County be allowed to morally or legally do this?***

We are pursuing with our title company and our lawyer, Troy Romero, what actions we can take. As of right now, we don't think we could sell our house and property as King County claims to own a portion of the land my actual house sits on – so we are forced to continue to fight this, eating up time and money of my family, the City of Sammamish, and King County.

The City (or the County for that matter) should not issue a building permit to any resident without a valid title report confirming ownership of the subject land. King County should be held to the same reasonable standard and be required to prove its ownership interest in the ELST right of way prior to the issuance of any permit, which we are confident it will be unable to do. For reference, see the <u>Hornish</u> case, which seeks to clarify which party owns what as it relates to the ELST.

As we requested at the January 10th Sammamish City Council meeting, **we request that you either rescind the 60% permit complete status, or deny the Permit Application. Additionally, we request that City of Sammamish please put pressure on King County to sit down face to face with us to negotiate a fair agreement we can both be happy with.**

Issues and Requests based on 60% Plan:

This section lists out the issues we have with the current 60% plan, and our requests for King County to make to the plans before you approve the final permit. Please see Exhibit A for a visual of the points outlined below.

1) **Don't Impact Deck:** In the current plans, the Clearing and Grubbing line on the East side of the trail run through our deck, and based on our clarification meeting with King County (KC) – ***this means they will remove at least a good portion of the deck structure and deck.*** This deck structure and deck (& stairs) were permitted by King County back in 1970, and then the deck structure and deck (& stairs) improved upon and permitted in 1998-2000, so it is frustrating that they would remove a good portion of our deck (& stairs). Please see Permit #s 245526 & 247095, B98A1334, B99X3336, B00X1224.

    - **Request:** Please ensure there is no impact to our existing deck and deck structure. This can be accomplished easily by moving the Clearing and Grubbing line to the West so that it does not intersect with or impact our deck structure or deck. King County should have enough room to still put in the trail and wall (@ the replacement stairs below) without impacting our deck.

2) **Provide Access to Trail and Replace "Stairs #20":** In the current plans, the City states that Stairs #20 in bullet 19 - "STAIRS WILL BE ELIMINATED DURING CONSTRUCTION." This staircase on the East side of the trail is the only access we have from our deck/house to get down to the trail to cross over to our property on the West side of the trail on the lake. Additionally, the plans include putting in Wall #6 running along the entire East side of the trail through our property so we don't have access to the trail and/or our property on the West side of the trail. Wall #6 is further outlined on Sheet 108 of 135 "S3" and is a soldier pile wall, ~ 5 feet high with a ~ 3.25 feet high coated chain link fence on top of the wall – along the trail in our section (311 +00). **Net: King County is removing stairs they permitted, and building a wall and fence eliminating our access from our deck/house to get to the trail, and to get to our property on the Lake on the West side of the trail.**

    - **Request:** Please ensure that our staircase #20 is replaced so that we have access to the trail, and our property on the West side of the trail on the Lake. The plans call for building replacement staircases for our neighbors to the north (Stair #22 & Stair #23 at 312 +00, and Stair #25 and Stair #26 at 313 +00) to get access through the Wall #6 – so is only fair they provide us with similar stairs and access.

3) **Keep (or Replace) Privacy Fence and Gate on the West Side of Trail:** On the West side of the trail there is currently a very nice coated chain link fence with a privacy screen running the length of the trail through our property, and a very nice gate to prevent strangers from entering our property on the West side of the trail by the Lake. This fence and gate are between the clearing and the Clearing and Grubbing line in the 60% plan – so they will be removed during the construction of the trail, and there is nothing showing the fence and gate will be replaced. ***We are very concerned about the safety of our three children and their friends playing on our property by the Lake, and very concerned that someone may steal or vandalize our shed, contents stored in the shed, and our boat if people have unobstructed access with the removal of the fence and gate.***

- **Request:** Please move the Clearing and Grubbing line to the East of the current fence and gate to ensure there is no impact to the existing fence, privacy screen, and gate. The gate and fence border on a steep slope that has vegetation to keep it stable – so I can't imagine why King County would want or need to do anything in this section of property.

4) **Ensure "Stair #19" is not Impacted:** It is not clear whether the Clearing and Grubbing line runs through "Stair # 19", so we are concerned that "Stair # 19" will be impacted when constructing the trail.

    - **Request:** Please ensure that the plans clearly state that "Stair #19" will not be impacted by the trail construction. Additionally, please move the Clearing and Grubbing line at the Eastern side of the top of "Stair #19" a few feet to the East to ensure there is no mistake made.

5) **Ensure Our Deck and House Foundation are not Impacted:** The plans include putting in Wall #6 running along the entire East side of the trail through our property. Wall #6 is further outlined on Sheet 108 of 135 "S3" and is a soldier pile wall, ~ 5 feet high with a ~ 3.25 feet high coated chain link fence on top of the wall – along the trail in our section (311 +00). Given our house and deck are built up on the hill above where the trail and this wall will go in, and especially considering that this new wall will cut into the steep hill significantly - we want to ensure the trail and wall will not impact our deck and home. For example, we are worried about anything that would cause the deck or house foundation to shift, which would cause a safety hazard, significant damage, and costly repairs. We are also concerned with puddling, soil stabilization and drainage techniques.

    - **Request:** Please ensure when putting in "Wall #6" that the construction crews are careful and no impact occurs to our deck and house. We also want to review a soils report and the geotechnical engineering plan to ensure King County is minimizing the risk of foundation movement and settling, and draining issues impacting our deck/house and the property surrounding the trail.

6) **Ensure Existing Utilities are not Impacted, and Provide Access for Future Utilities:** We are concerned that the plans do not show the different utilities (gas, water, sewer, electricity, etc.), so we are concerned these will be impacted by the construction and the trail. For example, there is a waste sub-pump serving multiple houses just to the South of our deck near the existing large tree that will be removed – that is not captured on the current plans. Additionally, we plan to build an accessory dwelling unit (i.e. dock house) in the future on the property to the West of the trail – so we would like to have utility conduits (e.g. tunnels or pipes) built under the trail so we don't have to disturb the trail in the future.

    - **Request:** Ensure existing utilities are not impacted. Please build utility conduits under the trail so we don't have to disturb the trail when we build on the West side of the trail in the future.

7) **Concrete Treatment on Wall #6:** We did not see in the plans any indication that King County will put a concrete treatment on the soldier pile wall.

    - **Request:** Please ensure the County will put a concrete treatment on the soldier pile wall, similar to what they have done in other sections.

8) **No Special Use Permits Required:** The County representatives at our meeting also raised the issue of Special Use Permits to cross the trail to access our property. As noted above, the BNSF arguably had a prescriptive easement to cross twelve feet of our property rather than fee simple ownership. An easement is a nonpossessory interest one party has in the property of another. The underlying ownership of the property remains with the original owner of the property. It is inconceivable that a homeowner should be required to secure a SUP to utilize their own property.

   - **Request:** The removal of any requirement for an SUP for any Sammamish residents should be a minimum condition of the City's approval of the ELST plan.

We encourage you and both the King County and Sammamish City Council members to walk Section 2B to see for yourselves the impact of the County's proposed plan in person. This project will have a huge impact on a significant number of homeowners and we respectfully request that the City and County do its part to protect the interest of its citizens.

Thank you for consideration of our comments. If you have any questions on the above, please call Chris at 425-241-4475 to discuss.

Sincerely,

Christopher and Tara Large

CC:
Lyman Howard, Sammamish City Manager
Troy Romero
Kathy Koback

Exhibit A

Snippet of Segment B 60% Plan covering our property; page 39

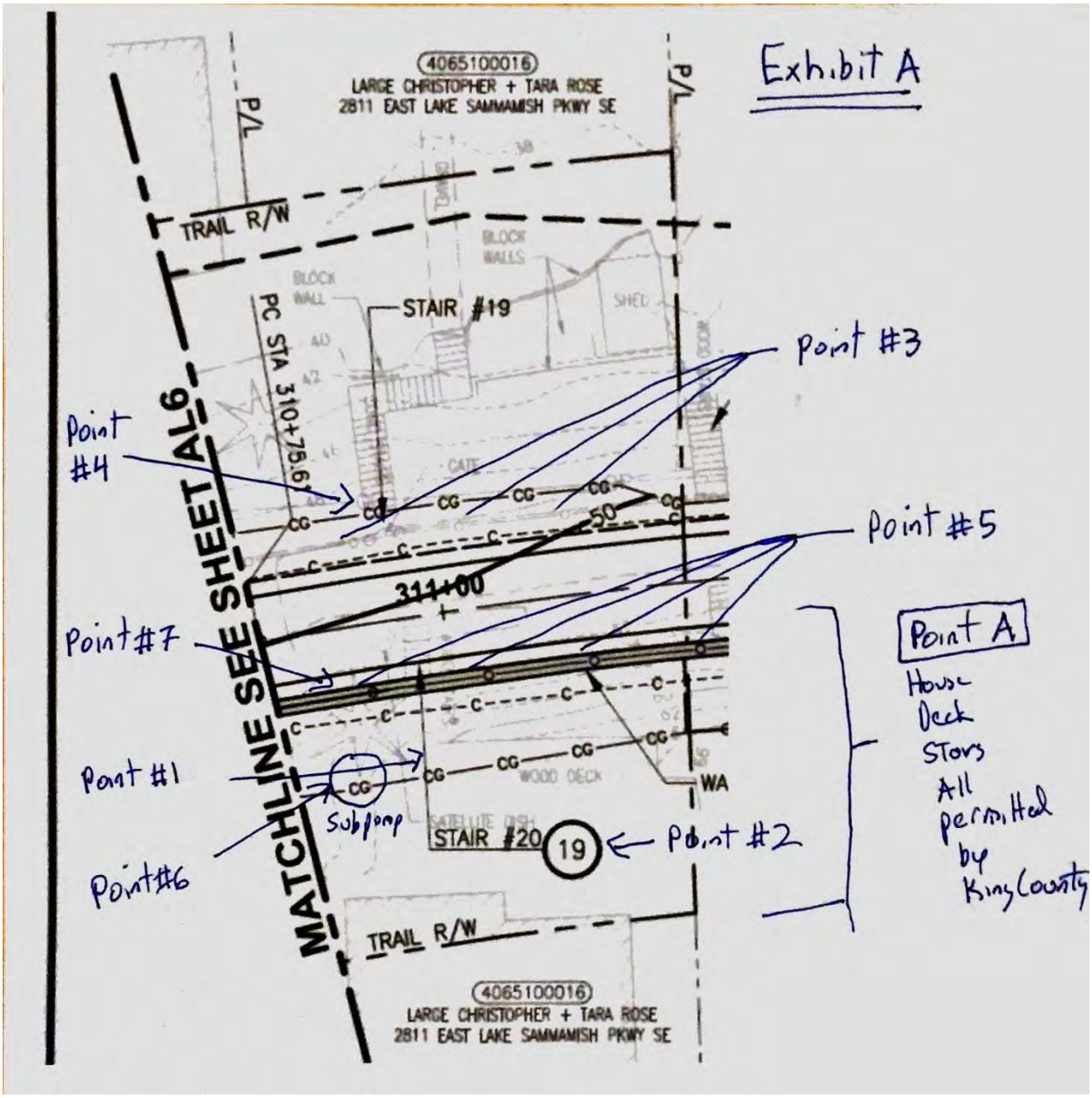
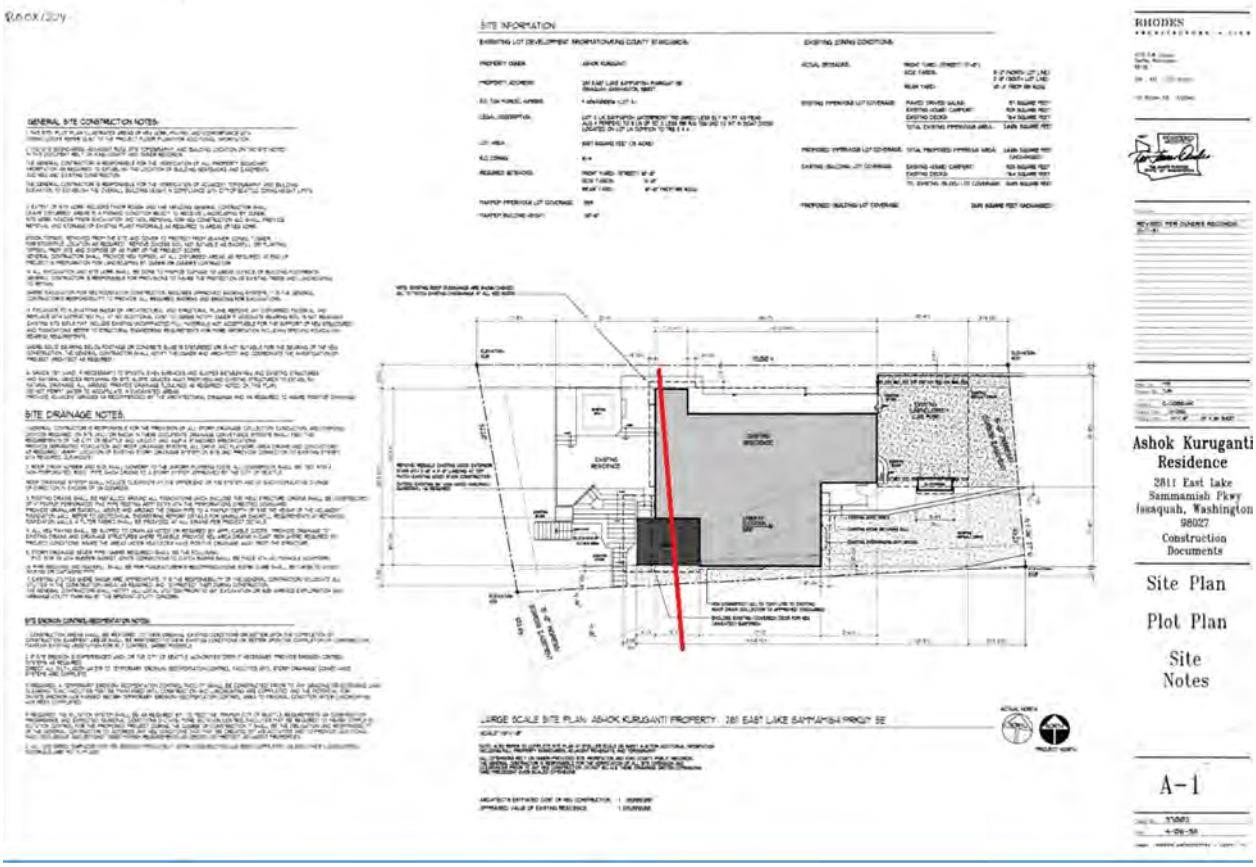


Exhibit B

Addition / Renovation design plan submitted to and approved by King County



Note: I drew the purported ROW line claimed by King County in red above.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 4:01 PM
To: 'Nick Tsilas'
Subject: RE: Tsilas - Mint Grove residents – Comments and Questions on Section 2B East Lake Sammamish Trail Segment

Dear Nick,

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

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

Regards,

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

From: Nick Tsilas [mailto:ntsilas@microsoft.com]
Sent: Friday, January 27, 2017 3:33 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Jane Tsilas <janetsi@microsoft.com>; Nick Tsilas <ntsilas@microsoft.com>
Subject: Tsilas - Mint Grove residents – Comments and Questions on Section 2B East Lake Sammamish Trail Segment

Hi Lindsey – attached are our updated comments on the trail. This is really a big deal for us and we really need the City and County to do the right thing. The lane servicing Mint Grove will be substantially narrowed and will make a hazardous situation (current narrow lane) even more hazardous where ambulances and firetrucks would be delayed, and services vehicles precluded (recycling trucks, delivery trucks, etc). Almost all our safety and access concerns are addressed if the plan is revised so that the center line of the trail is moved east so that East Lake Sammamish Shore Lane, SE is not narrowed in any way. Please help!

Thanks, Nick and Jane Tsilas 1429 E Lk Samm Shr Ln, SE., Sammamish WA 98075 (Mint Grove)

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

January 27, 2017

Sent Via E-mail

To: Lindsey Ozbolt - lozbolt@sammamish.us

Dear Ms Ozbolt – Following our meeting with Kelley Donahue of the King County Department of Natural Resources, and following the Sammamish City Council meeting on January 10th, we are amending our comments submitted on January 10th, 2017. Jane and I reside at 1429 East Lake Sammamish Shore Lane, SE, Sammamish, WA 98075 (identified as being adjacent to 362+00 in the South Sammamish Plan B 60% Design Plan 60% draft plan). We have the below comments and concerns for your and King County's consideration.

In a nutshell safety and access to our homes is our number one concern. We support the responsible and thoughtful paving of the trail so that it does not make a narrow and hazardous lane (East Lake Sammamish Shore Lane, SE) even more narrow and hazardous. **We therefore request the center line of the trail be moved to the east in the areas adjacent to Mint Grove so that the trail does not narrow the lane in any way. We ask that the SSDP approval be put on hold until the 90% plans are released and our concerns have been fully addressed and incorporated into the 90% design review. Almost all our safety and access concerns are addressed if the plan is revised so that the center line of the trail is moved east so that East Lake Sammamish Shore Lane, SE is not narrowed in any way.**

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 the Sammamish City Council and King County is very valuable.

Mint Grove is a small, residential neighborhood with a lane that does not support simultaneous bi-directional traffic, and which dead-ends both at the north and south ends. The lane is so narrow that larger vehicles such as moving trucks and recycling trucks cannot navigate the lane. Because of this, certain curbside services such as recycling and yard waste are not provided to Mint Grove residents, and access by other services such as delivery, construction, and emergency vehicles is extremely challenging. Access to and from our homes is also especially challenging because turns and parking are very tight, and angles are sharp.

Our home is the second to last house on Mint Grove, where the lane 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 narrow lane), 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 lane, parking is currently extremely limited. Accompanying the cars of visiting guests and friends and family is very challenging.

We support the paving of the trail in a thoughtful, compliant, safe manner that considers and prioritizes our safety, that of Mint Grove residents and Sammamish citizens, the environment, and the quality of life of impacted homeowners. Below are our questions and concerns that we would like addressed in the 90% plan.

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. The 60% draft plan unnecessarily moves the center line west at Mint Grove (see pics below) considerably narrowing the lane and creating a dangerous and untenable situation for our home and other Mint Grove residents. **Almost all our safety and access concerns are addressed if the plan is revised so that the center line of the trail is moved east so that East Lake Sammamish Shore Lane, SE is not narrowed in any way. Doing this may be the difference between life and death in an emergency** and will allow residents to continue to receive the services they currently receive. Doing this will also save numerous trees. If this is not possible, we have the following questions:

    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 lane 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 lane. 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 moved to the east to not create a more dangerous living environment for our family and other Mint Grove residents?** We know that moving the center line to the east is possible both from an environmental aspect as well as land availability. In fact, just immediately north of Mint Grove (at 375+00 through 377+00) – the center line was moved approximately 6 feet to the east, towards the same type of landscape we have adjacent to the trail at Mint Grove (ditch and shrubs). There is plenty of land in the easement and there will be no adverse impact in moving the center line of the trail to the east (currently shrubbery and ditch). Note that the same ditch (alleged "wetland") in the 375+00through 377+00 area where the center line is moved to the east is the same as the ditch adjacent to the trail by Mint Grove.
    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 lane 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 and County put the safety of Mint Grove residents and Sammamish and King County citizens first and that a reasonable and responsible approach is taken.

f. Will the City and County 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, City Council and King County 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 and King County if decisions taken by the City (or inaction) and County lead to increased hazardous 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. <u>Access</u> to properties for necessities, commerce and maintenance could potentially be significantly impeded.

a. The current proposed plan makes access to our home by large vehicles such as delivery trucks, moving trucks, utility trucks and construction trucks much more difficult because it moves the center line of the trail towards the lane.

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 and yard waste trucks do not come down the Mint Grove 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 navigating the lane and 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. How 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. <u>Location</u> of the current trail works and if the current trail was paved, and expanded 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 and the lane that services Mint Grove was not further narrowed. However, it appears that the proposed draft moves the center line west, thereby narrowing the already narrow lane that provides access to our home.

b. **If the County cannot move the center line east to not impact the lane servicing Mint Grove, can you please share the decision process, parameters, and reasons?**
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 since none of the existing trees will be cut.
d. 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?**
e. **Related to the above question re alleged "wetlands", why is the trail center line moved towards and over the "ditch" for sections 375+00 through 377+00, but not for sections adjacent to Mint Grove (361+00, 362+00, 363+00, 364+00, 365+00, 366+00, 367+00, 368+00, 369+00, 370+00, 371+00, 372+00, 373+00 on sheets 49-51)?**

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 the $15k in infrastructure investments we have made to address flooding?**

5. **Will parking and access to our homes by our own vehicles be impeded?**
   a. The Mint Grove lane is narrow and turning into our garages from the lane 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 lane 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.

6. **Duration of Construction and access during construction**
   a. During our meetings with Kelley Donahue of the King County Department of Natural Resources, we were told that the current schedule for the construction of South Segment B is for 2 years. This will result in C&G fencing being in place and disrupting access to residents and placing increase risk to residents in an emergency. If the center line is moved to the west as indicated in the 60% draft plan access to our homes will be severely impacted and in some cases residents may not have access at all. This is one more reason to address

our concerns and move the center line east so that the lane is not impacted in any way. Assuming our concerns regarding the center line are addressed, we also want to confirm that access to our homes will not be unduly impacted. **We request South Segment B be broken into two phases which will significantly reduce the time frame residents are impacted by the construction, and that in any case that the impact to Mint Grove residents is reduced to an industry acceptable time frame of a few months.**

7. Private driveway entrance into Mint Grove – grading and quality of materials need to be addressed.
    a. The current plans show a design which modifies our neighborhood entrance which changes the grade/slope of the entrance both prior to and after meeting the trail surface. It appears from the plans that the entrance surface to the east of the trail will be re-graded and re-surfaced. At much expense to the residences of Mint Grove this surface area was updated in 2002 with very thick concrete including rebar to support various vehicle types, including delivery, garbage, and construction trucks, and the concrete surface has a heavy brushed surface to improve traction. The current ELST plans do not show the re-grading of area being re-surfaced with same level of materials as will be disturbed by King County. At one of the meetings with the King County representative for a half hour informational review we were advised the replacement materials will be concrete on the trail surface, but asphalt in all other areas. The use of asphalt on these inclines presents a dangerous situation. The existing slope of the entrance to Mint Grove is at 22.8 degrees and will be increased to 26.18 degrees. The residents of Mint Grove currently pull their 96-gallon recycling bins and 96-gallon yard waste bins up and down this already steep incline to the Lake Sammamish Parkway collection spot. By increasing the slope and laying asphalt this will cause the slope to be slippery and could result in injuries to residents. **For safety reasons, we request that the slope is not increased and that the same level of materials currently in place by used by King County.**
    b. In addition to the safety issue noted above, we feel it is the county's responsibility to repair any damage caused by the trail construction and restore the entrance to its original condition, including materials and workmanship. The entrance to Mint Grove is a private driveway owned by the Mint Grove residents and it is currently labeled on the 60% plans as a construction access. King County has not requested approval from the residents of Mint Grove to use this private lane. **The plans should be revised to reflect the entrance to Mint Grove as a private driveway, and the private driveway entrance into the lane should be restored to its original condition.**
    c. There is a 50+ year old tree just north of the driveway leading into the lane at Mint Grove. It would be a shame and environmental loss to have this tree cut down. Please save it.

We would like to invite City of Sammamish Council Members, our Mayor and King County Officials to visit our neighborhood, drive down our lane 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 in the areas adjacent to Mint Grove and especially those east of our house where the East Lake Sammamish Shore Lane, SE lane narrows (362+00, sheet 49). Given the availability of land to the east, there is no reason to do anything that would narrow the lane servicing Mint Grove and our home and put our safety at risk. This is critical for us given the trail curves to the west and our lane narrows as you get to our home.

We request the center line of the trail be moved to the east in the areas adjacent to our home and Mint Grove so that the trail does not narrow the lane in any way. We ask that the SSDP approval be put on hold until the 90% plans are released and our concerns have been fully addressed and incorporated into the 90% design review. Almost all our safety and access concerns are addressed if the plan is revised so that the center line of the trail is moved east so that East Lake Sammamish Shore Lane, SE is not narrowed in any way.

Sincerely

Nick, Jane and Loucas Tsilas

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

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 4:00 PM
To: 'Steve Roberts'
Subject: RE: SSDP 2016-00415 Sections 353 - 355

Dear Steve,

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: Steve Roberts [mailto:steve@roberts.org]
Sent: Friday, January 27, 2017 3:10 PM
To: Steve Leniszewski <SLeniszewski@sammamish.us>
Cc: Lindsey Ozbolt <LOzbolt@sammamish.us>; william rissberger <williamrissberger@comcast.net>; frankmckulka@comcast.net; Michelle Eden <mmeden@hotmail.com>; Jerry <jerryj27@msn.com>; Susan Roberts <susan@roberts.org>
Subject: SSDP 2016-00415 Sections 353 - 355

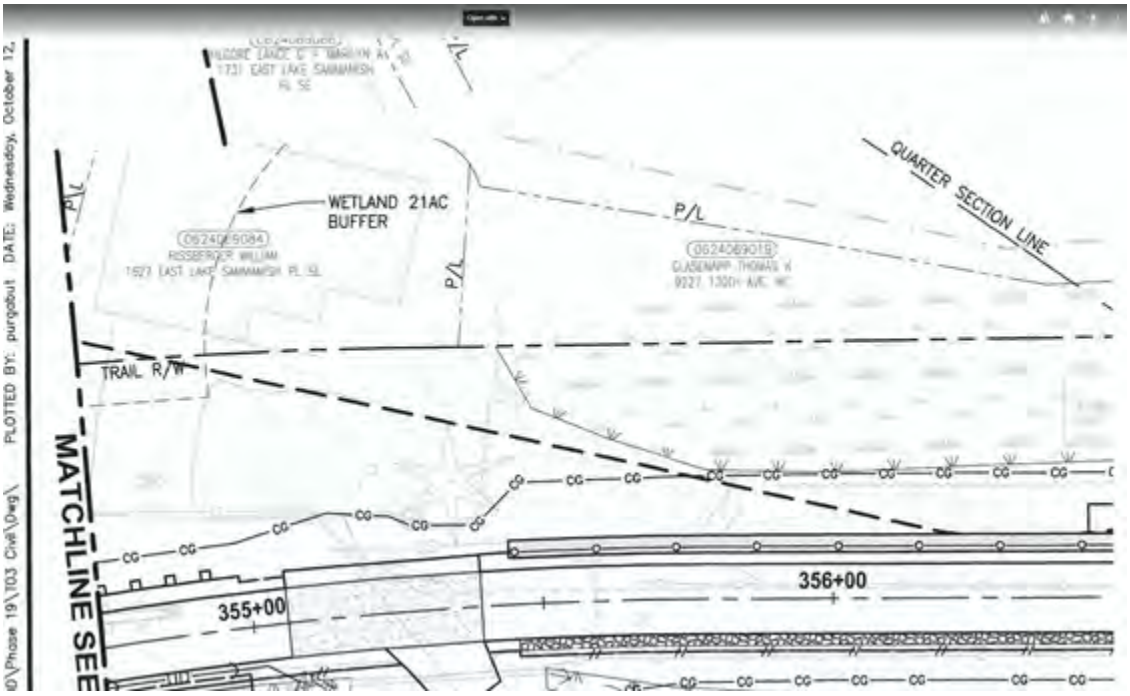
[In case the pictures are lost in transmission I have also attached this comment letter as an attachment.]

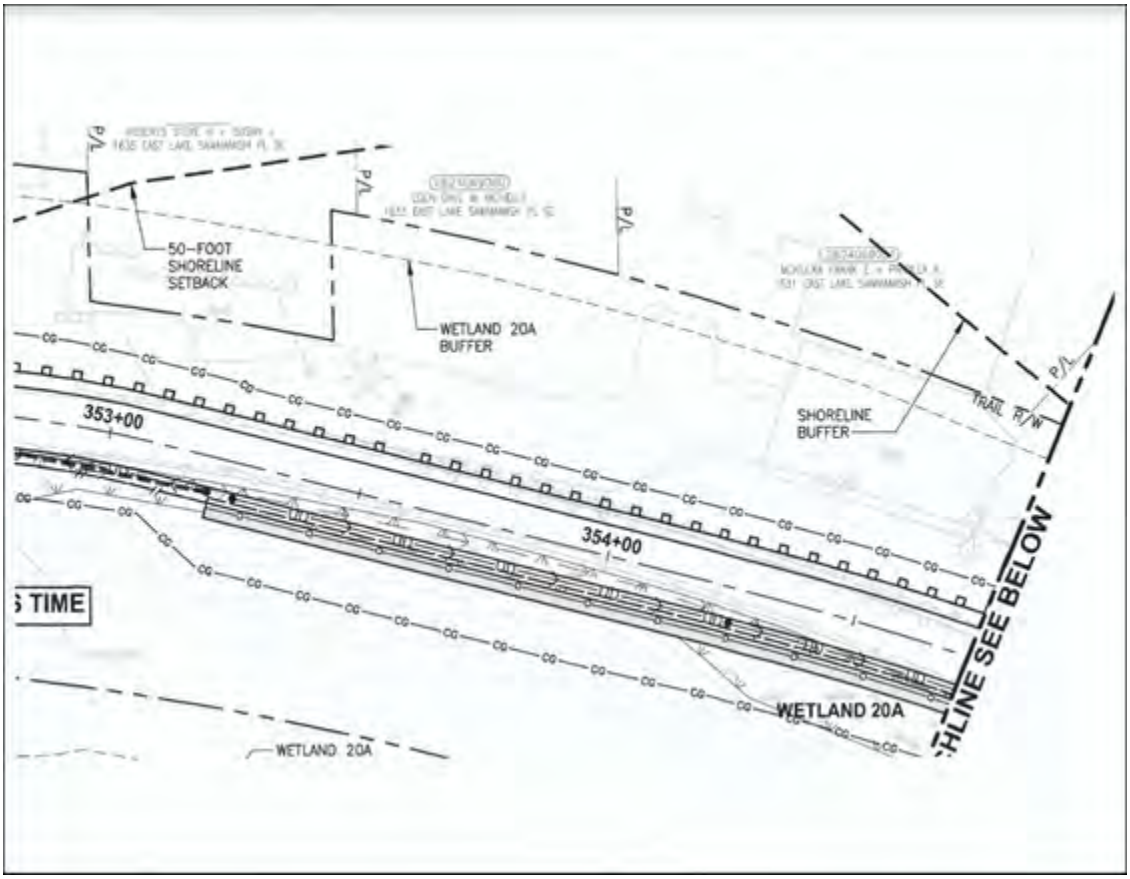
Lindsey and Steve,

Thanks for meeting with me today. As I mentioned we 4 neighbors met on Wednesday with Kelly Donahue from King County. Kelly reviewed the plans and our comments and said that comments need to be sent to you for sending on to King County. Kelly suggested I amend my earlier document to you to address concerns as they are related to the formal county plans. In that regard we are looking for solutions to our issues in sections 353 to 355. My specific property is nearest to section 353. I would also like to say that none of the 4 neighbors are fundamentally opposed to the trail at all. (And never have been.) We are all looking forward to its completion and having it available for our use. We do have concerns but also believe we have workable solutions for those concerns.

Our concerns are as follows:

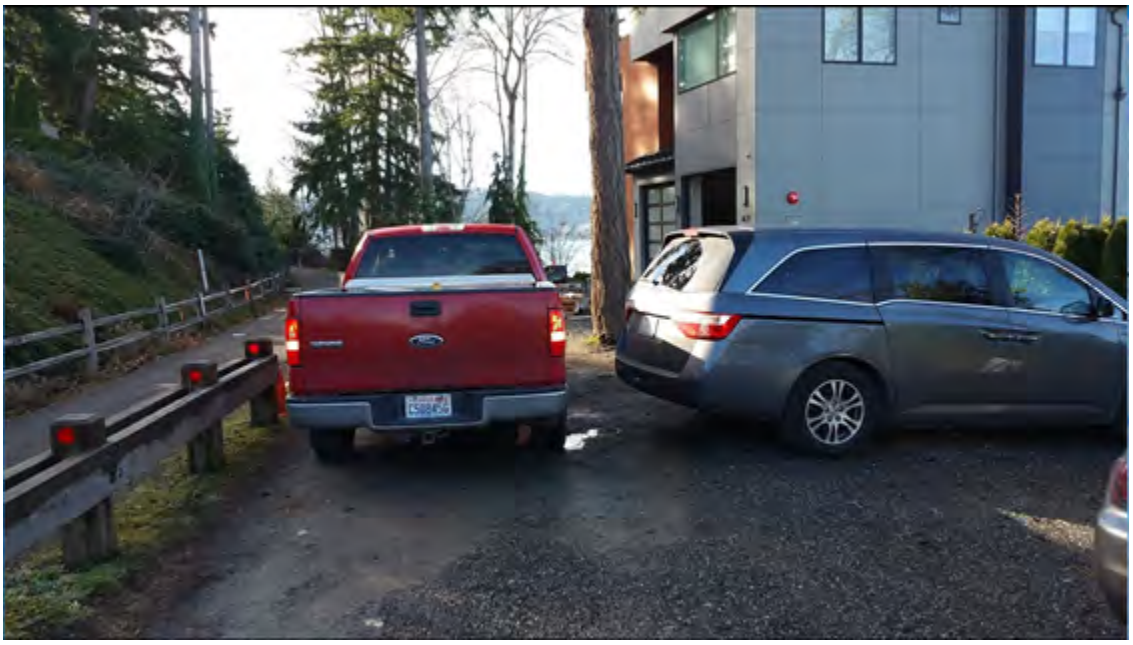
1. During construction the CG line for fencing on the west side of these sections will keep us from entering any of our properties. Even assuming I could get past section 355 I could not get past the tree or turn into my garage with the proposed CG fence. From the county documents it is evident that they do not have my newly constructed home on their drawings at section 353.





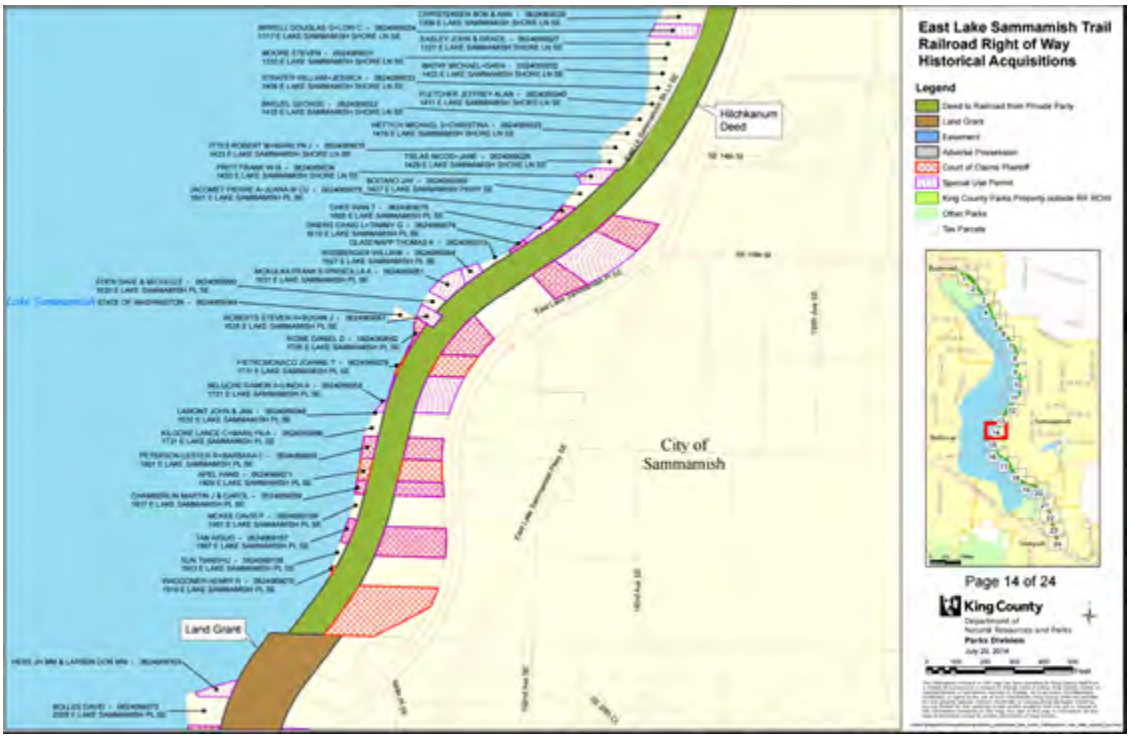
2. Post construction the 60% plans, as drawn, will not allow access for emergency equipment, trucks (FedEx, UPS, DHL etc.) and perhaps larger residential vehicles.

3. Post construction the 60% plans, as drawn, will not allow my family (section 353) to safely pass parked vehicles parked at Edens (section 353 + 50). As shown below it is currently a tight fit as built now.

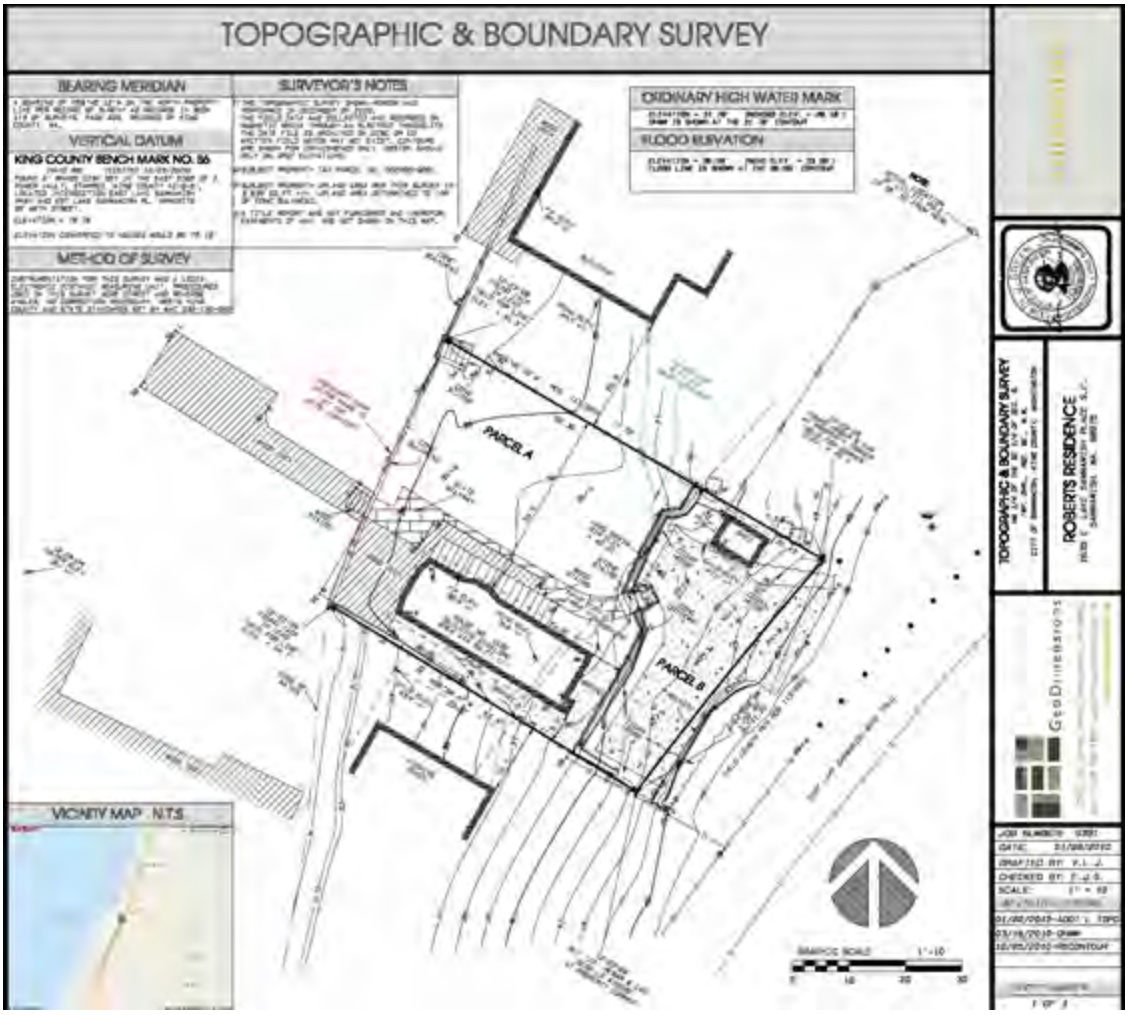


4. Post 60% plans, as drawn, will not allow us to turn into our garage. My home was permitted (B15-00019) by the city with the minimum required turning radius to enter our garage. We also designed our home such that we could back out south to drive north making egress safer for the 4 resident families and the trail users. The 60% plan does not permit that. The picture below shows a cone where the 60% plans propose the edge of the trail will be. Removing the tree, which we and the eagles love, does not help as the turn into the garage would be restricted by the shortened distance. My family and I have worked upfront with the city and county every step of the way to ensure we are working together. It took years to get our permit, dealing with wet land buffers etc and we never pushed for a variance for a reduced set back and in fact built our garages further back than required after working with city and the architect so that we could safely turn into our garage and back out of our garage to the south such that we have safe ingress and egress from our home. In the past I've worked with the county for landscaping needs and the installation of a gate across the ROW. (See attached SUP S-134-07) Even now I'm working working upfront with the county in efforts to get a more permanent driveway rather than asking forgiveness later as seems often to be the case on the lake. (See attached email example.)

5. Also I've noticed that the recently installed ROW markers do not align with the commonly understood and enjoyed property/boundary lines. In fact the recently installed ROW markers do not agree with prior materials supplied by the county. My builder tells me that is likely because the county only used crude GPS for setting the points and not a true survey. This is important because they need to adjust the Clearing and Grading (CG) line and indeed the final barrier in line with the established and acknowledged property lines. The first picture below shows a county document which closely resembles the true observed property line boundaries. The second picture shows the ROW line which does not line up with the earlier county document or my, or my neighbors, surveys and property lines. (The property lines appear all to be shifted north by 5 or more feet.)



6. Regarding this discrepancy in the the shown boundary lines we of course built our home based on the long established survey of our property as permitted by the city. That survey is attached.



7. When working with the county, city and fire department in the early stages of our home planning it was determined that the bollards in front (east) of our property should not have horizontal members such that they could be easily removed for emergency vehicle egress. The placement of these bollards were such that wide emergency vehicles could service our 4 home neighborhood. (This is shown in one of the pictures above.) Our home was permitted based on the access being wide enough for emergency vehicle ingress and egress.

We are asking that prior to construction the following changes are made to the 60% plans.

1. The CG fence line be adjusted to allow access for emergency, residential and commercial vehicles to our properties. Practically speaking the CG fence should not be further west than the current fence/bollards are now.

2. The trail center line be moved east greater than two feet in sections 353 to 355 to allow for access to our properties. In essence move the trail east such that our final fence/bollards are no further west than they are currently on the temporary trail. This is important for my family along the entire width of my property so we can back out south and not need to back out across multiple neighbors north to turn around.

3. The north end of the proposed wooden barrier (near section 355) be moved south to its current endpoint (or further south) to allow for safe vehicle access.

4. That the ROW is aligned with the well established west - east boundary lines of the properties. This is important for my family to have safe access for entering and backing out of our garage.

5. Currently we have a bollard barrier. In order to increase access space this could be changed to a chain link fence. We are also happy to instead of having removable bollards as shown now to have this be changed to a sliding fence which would increase the access width and allow egress by emergency vehicles.

In summary, while we have identified a number of issues the good news is that the county already is proposing to develop the permanent trail east of its current temporary location. We are only asking that it be moved a couple of feet further east allowing us to have the access as we currently have now. Given the nature of the existing terrain in our area (Section 353 - 355) and the proposed work in the 60% plan this request should not significantly change the construction details and would allow our neighborhood safe access during and after construction. It would also not be a burden on neighbors east of us as they are up the hill and this move east would not impact the enjoyment of their properties.

I'd like to ask that the SSDP 2016 - 0045 approval be put on hold until the 90% plans are released and there is resolution to our requests.

I would also like to track the progress and process of my requests. Please let me know how I can do that.

Again thank you for your time working with me today. It was very helpful.

Best regards,

Steve and Susan Roberts
1635 East Lake Sammamish PL SE
Sammamish WA 98075

January 27th, 2017

Gmail

Steve Roberts <steve.roberts@gmail.com>

Fwd: 1635 East Lake Sammamish Place SE

Dan Buchser <dan@macphersonconstruction.com> Fri, Nov 4, 2016 at 2:22 PM
To: Steve Roberts <steve@roberts.org>

Steve,

See email below from Nunnenkamp. Sorry for the bad news. Not sure how exactly to push back as we've already made it clear that if trail work affects the paving you would take on the responsibility. Also, not sure exactly how we're dealing with drainage, but isn't that the whole idea behind "pervious" paving?

Let me know what you think.

Dan Buchser

Associate Architect

Cell: (360)-461-6064

Office: (425) 391-3333

MacPherson Construction & Design

21626 SE 28th Street Sammamish, WA 98075-7125 | 425-391-3333

dan@macphersonconstruction.com | www.macphersonconstruction.com

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From: Nunnenkamp, Robert [mailto:Robert.Nunnenkamp@kingcounty.gov]
Sent: Friday, November 4, 2016 2:15 PM
To: Dan Buchser <dan@macphersonconstruction.com>
Cc: Leers, Monica <Monica.Leers@kingcounty.gov>
Subject: RE: 1635 East Lake Sammamish Place SE

I discussed the pervious drive with other project staff after I received the 11'-width recommendation from the project engineer. The staff expressed concerns regarding constructability conflicts with our upcoming trail construction. While it looks like we now have the correct width, the pervious drive surface would be too close to Parks' trail construction work and we would likely damage (and have to repair) the pavement or create impractical difficulties in attempts to work around it. Because of this, we are going to pause your paving until after our project is complete and the conflict is no longer there. At that time it looks like we'll be able to accommodate the 11'-width. We'll need a drainage plan for area at that time to make sure no drainage will impact the new trail.

This means for the moment that you'll have to stick with a gravel surface. Sorry for the inconvenience, but I need to make sure we can reasonably get in to do our work without making a bigger mess for everybody.

From: Dan Buchser [mailto:dan@macphersonconstruction.com]
Sent: Thursday, November 03, 2016 9:00 AM
To: Nunnenkamp, Robert
Cc: Leers, Monica
Subject: RE: 1635 East Lake Sammamish Place SE
Importance: High

Hi Robert,

We noticed that the trail survey team was out on site this week to mark the County ROW across the Roberts property. Your survey makes it clear where the 11' foot strip will be placed per your previous correspondence and our resubmitted plan. We are in the final stretch of finishing up the Roberts home and would really like to get the pervious drive scheduled as soon as possible. Are we good to go? Is there any additional information you need from us?

[Quoted text hidden]

TOPOGRAPHIC & BOUNDARY SURVEY

LEGAL DESCRIPTION

PARCEL A:
THAT PORTION OF GOVERNMENT LOT 3 IN SECTION 5, TOWNSHIP 24 NORTH RANGE 6 EAST W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON STAKE DRIVEN IN THE GROUND AT THE. INTERSECTION OF THE CENTER LINE OF A PRIVATE ROADWAY WITH THE SHORELINE OP LAKE SAMMAMISH AS SHOWN ON BLUEPRINT FILED WITH DEED RECORDED UNDER KING COUNTY RECORDING NO. 1748265, RECORDS OF KING COUNTY, SAID IRON STAKE MARKING THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO W.C. DAHL BY DEED RECORDED UNDER KING COUNTY RECORDING NO. 2808278, RECORDS OF KING COUNTY; THENCE SOUTH 61°02'00" EAST TO THE NORTHWESTERLY LINE OF THE NORTHERN PACIFIC RAILWAY COMPANY'S RIGHT-OF-WAY; THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY LINE, 51.27 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHWESTERLY, ALONG SAID NORTHWESTERLY LINE, 50.59 FEET; THENCE NORTH 61°02'00" WEST 40.25 FEET TO THE SHORE OF LAKE SAMMAMISH; THENCE NORTHERLY, ALONG SAID SHORE, 50 FEET, MORE OR LESS, TO A POINT WHICH BEARS NORTH 61°02'00" EAST FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 61°02'00" EAST 52.70 FEET MORE OR LESS, TO THE TRUE POINT OF BEGINNING;

TOGETHER WITH SHORELANDS OF THE SECOND CLASS AS CONVEYED BY THE STATE OF WASHINGTON SITUATE FRONT OF, ADJACENT TO OR ABUTTING THEREON;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:
THAT PORTION OF THE WESTERLY 25.0 FEET IN WIDTH OF THE SNOQUALMIE BRANCH OF THE BURLINGTON NORTHERN RAILROAD COMPANY'S (FORMERLY NORTHERN PACIFIC RAILWAY COMPANY) 100.0 FOOT WIDE SNOQUALMIE BRANCH LINE RIGHT-OF-WAY AS CONVEYED UNDER KING COUNTY RECORDING NO. 13449 (BEING 50.0 FEET WIDE ON EACH SIDE OF SAID RAILROAD COMPANY'S MAIN TRACK CENTERLINE AS NOW LOCATED AND CONSTRUCTED UPON, OVER AND ACROSS GOVERNMENT LOT 3 IN SECTION 6, TOWNSHIP 24 NORTH, RANGE 6 EAST W.M.), DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON STAKE DRIVEN IN THE GROUND AT THE INTERSECTIONS OF THE CENTER LINE OF A PRIVATE ROADWAY WITH THE SHORELINE OF LAKE SAMMAMISH AS SHOWN ON BLUEPRINT FILED WITH DEED RECORDED UNDER KING COUNTY RECORDING NO. 1748265, RECORDS OF KING COUNTY, SAID IRON STAKE MARKING THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO W.C. DAHL BY DEED RECORDED UNDER KING COUNTY RECORDING NO. 2808278, RECORDS OF KING COUNTY; THENCE SOUTH 61°02'00" EAST TO THE NORTHWESTERLY LINE OF SAID NORTHERN PACIFIC RAILWAY COMPANY'S 100.0 FOOT WIDE BRANCH LINE RIGHT-OF-WAY; THENCE SOUTHWESTERLY, ALONG SAID NORTHWESTERLY LINE ON A CURVE CONCAVE TO THE SOUTHEAST HAVING 'A RADIUS OF 766.78 FEET A DISTANCE OF, 51.27 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHWESTERLY, ALONG SAID CURVE AND SAID NORTHWESTERLY LINE, 50.59 FEET; THENCE SOUTH 61°02'00" EAST 25 FEET, MORE OR LESS, TO A POINT WHICH IS 25.0 FEET NORTHWESTERLY, AS MEASURED RADIALLY, FROM SAID MAIN TRACK CENTERLINE; THENCE NORTHEASTERLY, ALONG A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 741.78 FEET AND CONCENTRIC WITH SAID MAIN TRACK CENTERLINE, TO A POINT WHICH BEARS SOUTH 61°02'00" EAST FROM THE TRUE POINT OF BEGINNING; THENCE NORTH 61°02'00" WEST 25 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

LEGEND

- FOUND MONUMENT AS NOTED
- FOUND REBAR & CAP AS NOTED
- WOOD BOLLARD
- FOUND TACK IN LEAD AS NOTED
- UTILITY POLE
- FINISHED FLOOR ELEVATION
- ELECTRIC METER
- SPOT ELEVATION
- SIDE SEWER CLEAN OUT
- VAULT "PURPOSE UNKNOWN"
- SET REBAR AS NOTED
- CONC SURFACE
- STAIRS
- DECK/DOCK
- ASPHALT SURFACE
- SLATE WALKWAY
- POST
- GAS METER
- YARD DRAIN

D.W. APRON DRIVEWAY ACCESS
CONC CONCRETE

- EDGE OF WATER
- BUILDING LINE
- CENTERLINE OF ROAD
- OHP OVERHEAD WIRES
- ROCKERY
- CHAIN LINK FENCE
- HEDGE
- EAVES
- WOOD FENCE
- DECIDUOUS TREE (NOT SHOWN TO SCALE) TRUNK DIA SHOWN IN INCHES.
- CONIFER TREE (NOT SHOWN TO SCALE) TRUNK DIA SHOWN IN INCHES.

BEARING MERIDIAN

A BEARING OF N59°45'12"W ON THE NORTH PROPERTY LINE PER RECORD OF SUREVY AS RECORDE IN BOOK 113 OF SURVEYS, PAGE 220, RECORDS OF KING COUNTY, WA.

VERTICAL DATUM

KING COUNTY BENCH MARK NO. S6
(NAVD 88) (VISITED 12/23/2009)
FOUND 2" BRASS DISK SET IN THE EAST EDGE OF A POWER VAULT. STAMPED "KING COUNTY KC-S-6", LOCATED INTERSECTION EAST LAKE SAMMAMISH PKWY AND EST LAKE SAMMAMISH PL, OPPOSITE SE 16TH STREET.

ELEVATION = 78.78'

ELEVATION CONVERTED TO NGVD29 WOULD BE 75.19'

METHOD OF SURVEY

INSTRUMENTATION FOR THIS SURVEY WAS A LEICA ELECTRONIC DISTANCE MEASURING UNIT. PROCEDURES USED IN THIS SURVEY WERE DIRECT AND REVERSE ANGLES, NO CORRECTION NECESSARY, MEETS KING COUNTY AND STATE STANDARDS SET BY WAC 332-130-090

SURVEYOR'S NOTES

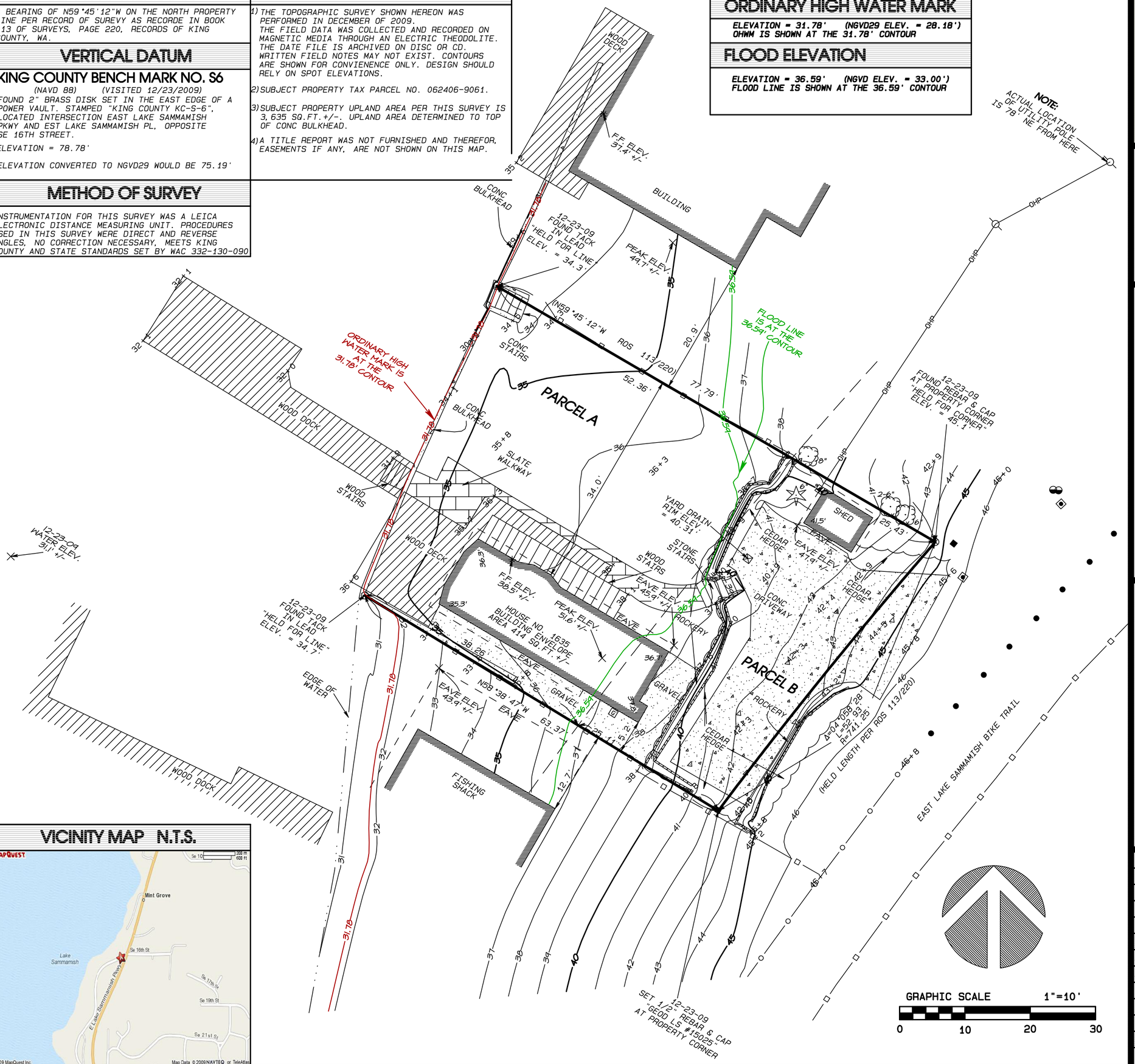
1) THE TOPOGRAPHIC SURVEY SHOWN HEREON WAS PERFORMED IN DECEMBER OF 2009. THE FIELD DATA WAS COLLECTED AND RECORDED ON MAGNETIC MEDIA THROUGH AN ELECTRIC THEODOLITE. THE DATE FILE IS ARCHIVED ON DISC OR CD. WRITTEN FIELD NOTES MAY NOT EXIST. CONTOURS ARE SHOWN FOR CONVIENENCE ONLY. DESIGN SHOULD RELY ON SPOT ELEVATIONS.
2) SUBJECT PROPERTY TAX PARCEL NO. 062406-9061.
3) SUBJECT PROPERTY UPLAND AREA PER THIS SURVEY IS 3,635 SQ.FT.+/-. UPLAND AREA DETERMINED TO TOP OF CONC BULKHEAD.
4) A TITLE REPORT WAS NOT FURNISHED AND THEREFOR, EASEMENTS IF ANY, ARE NOT SHOWN ON THIS MAP.

ORDINARY HIGH WATER MARK

ELEVATION = 31.78' (NGVD29 ELEV. = 28.18')
OHWM IS SHOWN AT THE 31.78' CONTOUR

FLOOD ELEVATION

ELEVATION = 36.59' (NGVD ELEV. = 33.00')
FLOOD LINE IS SHOWN AT THE 36.59' CONTOUR



VICINITY MAP N.T.S.

measure success

J. GREEN LS 15025 STATE OF WASHINGTON REGISTERED PROFESSIONAL LAND SURVEYOR

TOPOGRAPHIC & BOUNDARY SURVEY
NW 1/4 OF THE SE 1/4 OF SEC. 6,
TWP. 24N., RGE. 6E., W.M.
CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

ROBERTS RESIDENCE
1635 E. LAKE SAMMAMISH PLACE S.E.
SAMMAMISH, WA. 98075

GeoDimensions
35402 SE Center Street, Snoqualmie, WA 98065
phone 425.458.4488 support@geodimensions.net
www.geodimensions.net

JOB NUMBER:	9391
DATE:	01/08/2010
DRAFTED BY:	V.L.J.
CHECKED BY:	E.J.G.
SCALE:	1" = 10'

REVISION HISTORY
01/22/2010-ADDT'L TOPO
03/16/2010-OHWM
10/05/2010-RECONTOUR

SHEET NUMBER
1 OF 1

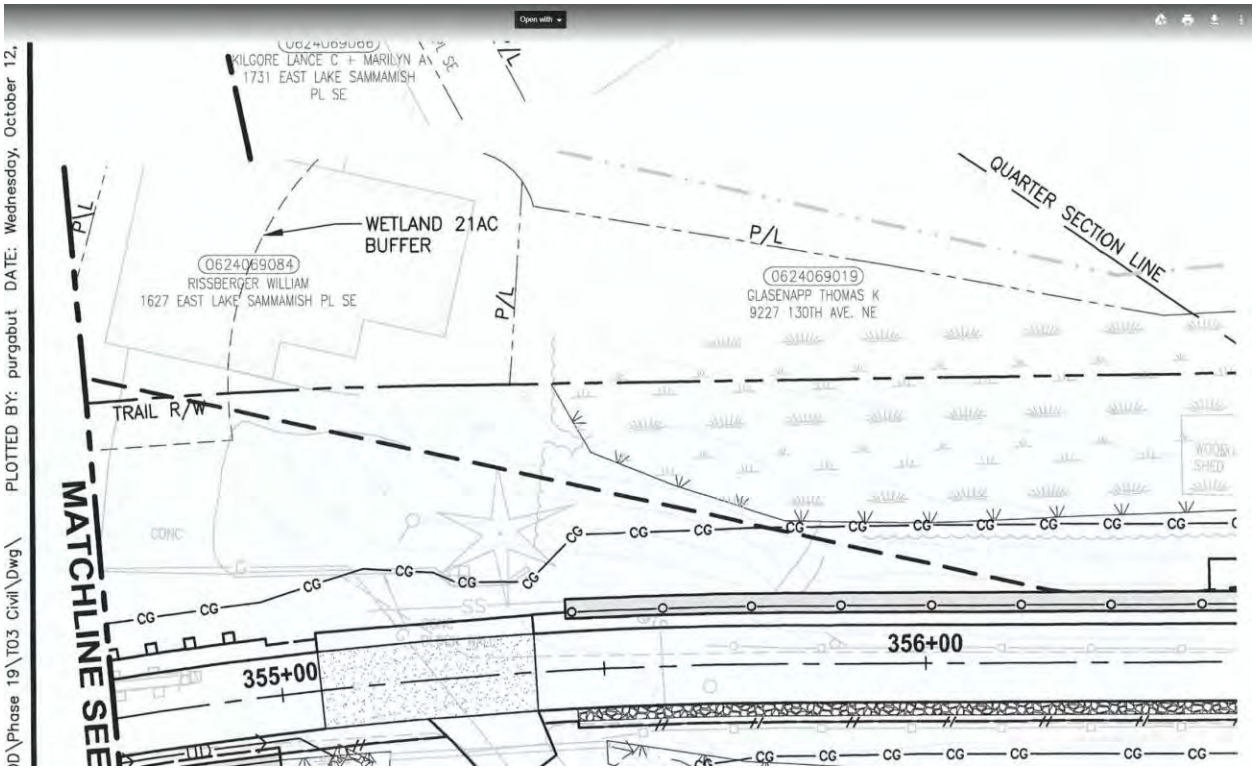
RE: SSDP 2016-0045

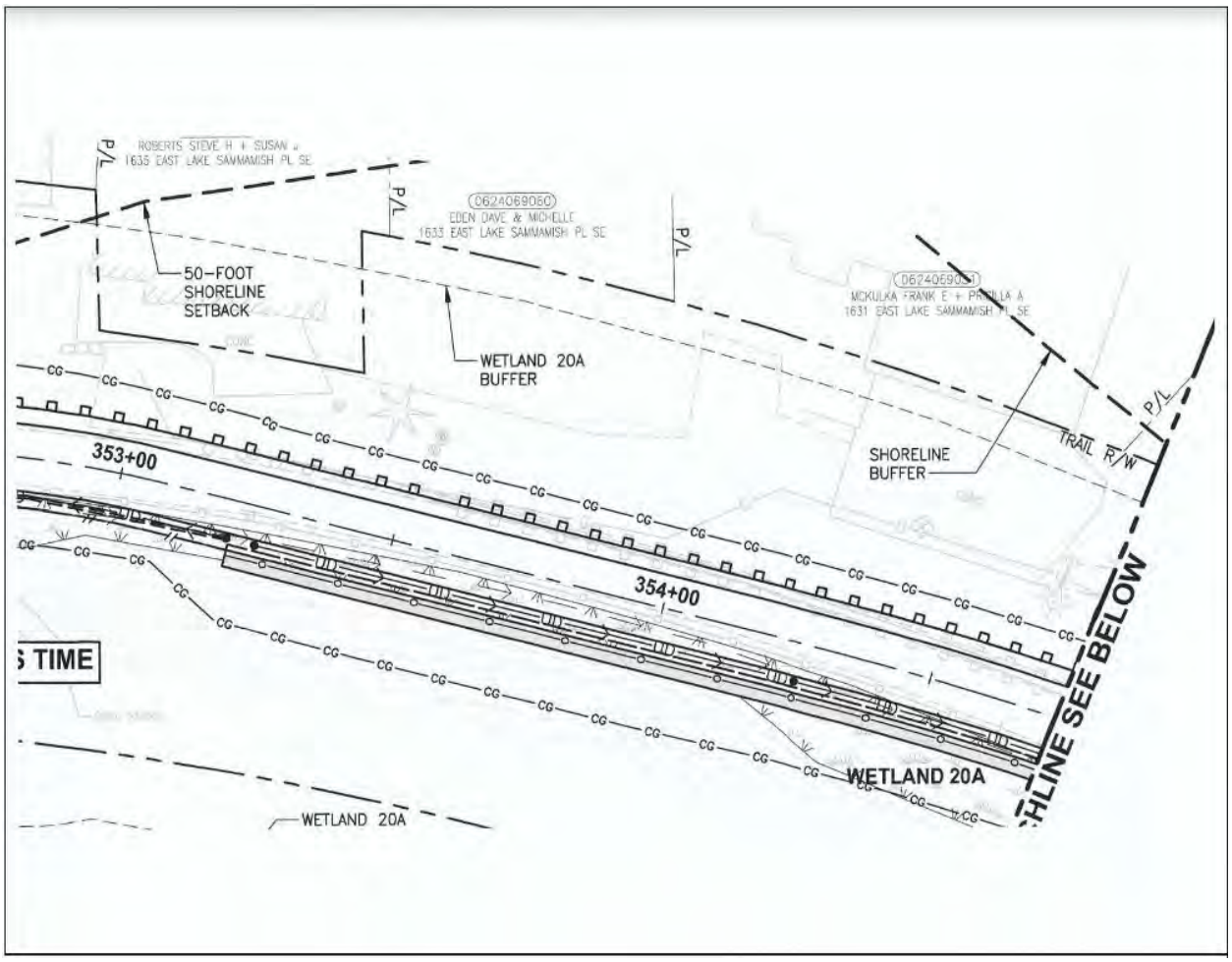
Lindsey and Steve,

Thanks for meeting with me today. As I mentioned we 4 neighbors met on Wednesday with Kelly Donahue from King County. Kelly reviewed the plans and our comments and said that comments need to be sent to you for sending on to King County. Kelly suggested I amend my earlier document to you to address concerns as they are related to the formal county plans. In that regard we are looking for solutions to our issues in sections 353 to 355. My specific property is nearest to section 353. I would also like to say that none of the 4 neighbors are fundamentally opposed to the trail at all. (And never have been.) We are all looking forward to its completion and having it available for our use. We do have concerns but also believe we have workable solutions to those concerns.

Our concerns are as follows:

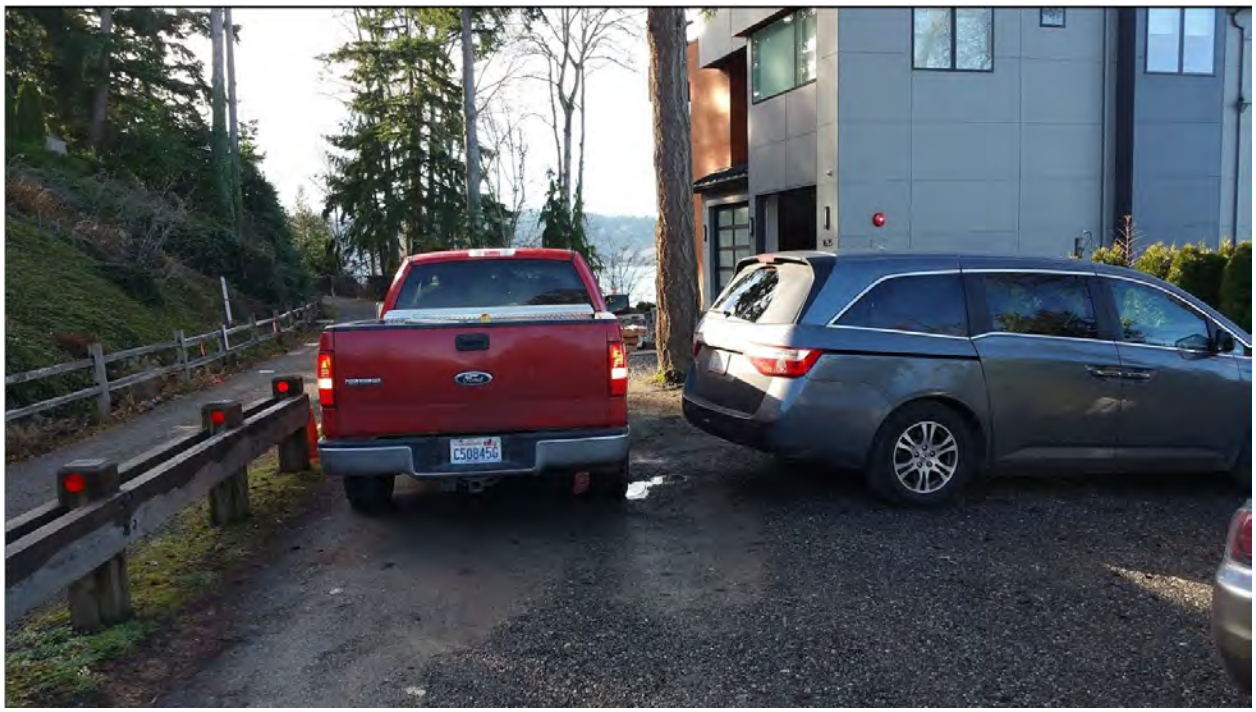
1. During construction the CG line for fencing on the west side of these sections will keep us from entering any of our properties. Even assuming I could get past section 355 I could not get past the tree or turn into my garage with the proposed CG fence. From the county documents it is evident that they do not have my newly constructed home on their drawings at section 353.





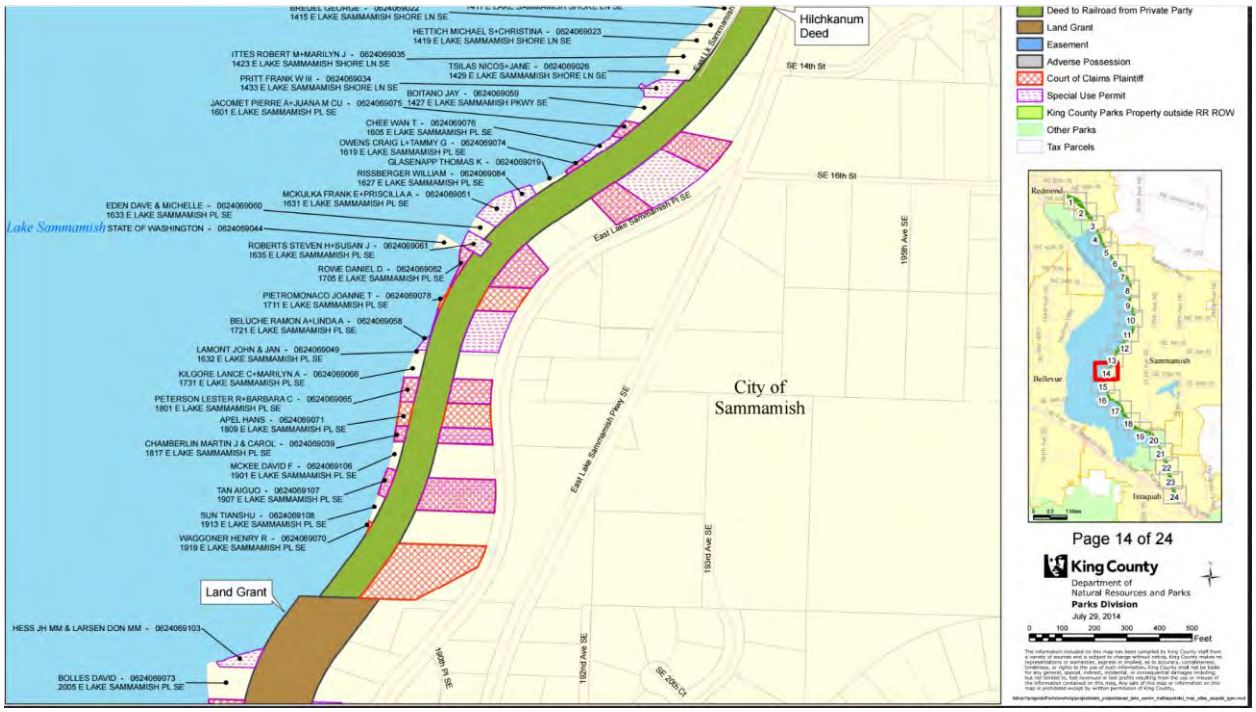
2. Post construction the 60% plans, as drawn, will not allow access for emergency equipment, trucks (FedEx, UPS, DHL etc.) and perhaps larger residential vehicles.

3. Post construction the 60% plans, as drawn, will not allow my family (section 353) to safely pass parked vehicles parked at Edens (section 353 + 50). As shown below it is currently a tight fit as built now.



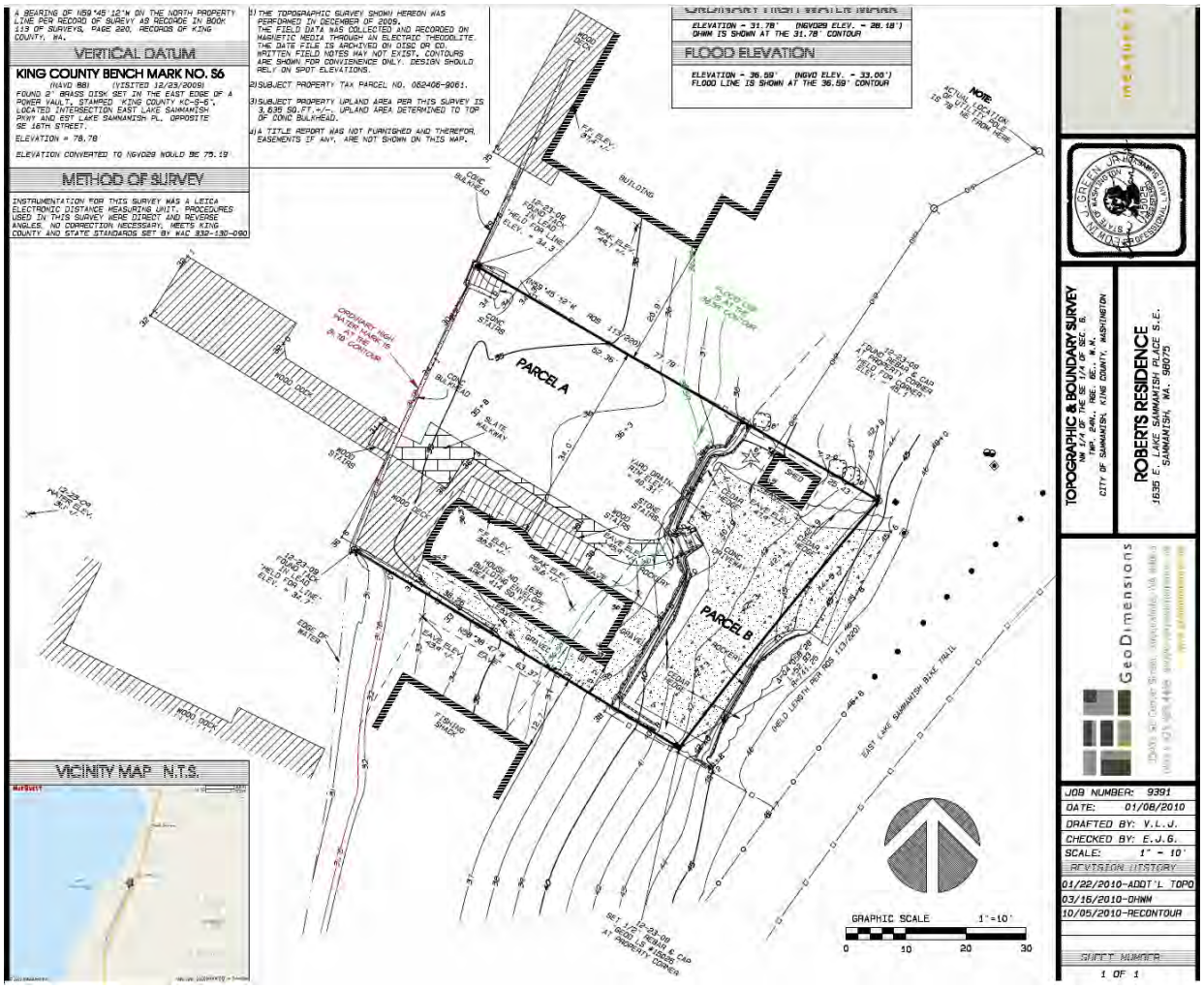
4. Post 60% plans, as drawn, will not allow us to turn into our garage. My home was permitted (B15-00019) by the city with the minimum required turning radius to enter our garage. We also designed our home such that we could back out south to drive north making egress safer for the 4 resident families and the trail users. The 60% plan does not permit that. The picture below shows a cone where the 60% plans propose the edge of the trail will be. Removing the tree, which we and the eagles love, does not help as the turn into the garage would be restricted by the shortened distance. My family and I have worked upfront with the city and county every step of the way to ensure we are working together. It took years to get our permit, dealing with wet land buffers etc and we never pushed for a variance for a reduced set back and in fact built our garages further back than required after working with city and the architect so that we could safely turn into our garage and back out of our garage to the south such that we have safe ingress and egress from our home. In the past I've worked with the county for landscaping needs and the installation of a gate across the ROW. (See attached SUP S-134-07) Even now I'm working working upfront with the county in efforts to get a more permanent driveway rather than asking forgiveness later as seems often to be the case on the lake. (See attached email example.)

5. Also I've noticed that the recently installed ROW markers do not align with the commonly understood and enjoyed property/boundary lines. In fact the recently installed ROW markers do not agree with prior materials supplied by the county. My builder tells me that is likely because the county only used crude GPS for setting the points and not a true survey. This is important because they need to adjust the Clearing and Grading (CG) line and indeed the final barrier in line with the established and acknowledged property lines. The first picture below shows a county document which closely resembles the true observed property line boundaries. The second picture shows the ROW line which does not line up with the earlier county document or my, or my neighbors, surveys and property lines. (The property lines appear all to be shifted north by 5 or more feet.)


Hilchkanum Deed
Land Grant
Lake Sammamish
City of Sammamish
East Lake Sammamish Pkwy SE
SE 14th St
SE 16th St
SE 20th Ct
1415 E LAKE SAMMAMISH SHORE LN SE
HETTICH MICHAEL S+CHRISTINA - 0624069023
1419 E LAKE SAMMAMISH SHORE LN SE
ITTES ROBERT M+MARILYN J - 0624069035
1423 E LAKE SAMMAMISH SHORE LN SE
TSILAS NICOS+JANE - 0624069026
1429 E LAKE SAMMAMISH SHORE LN SE
PRITT FRANK W III - 0624069034
1433 E LAKE SAMMAMISH SHORE LN SE
BOITANO JAY - 0624069059
1427 E LAKE SAMMAMISH PKWY SE
JACOMET PIERRE A+JUANA M CU - 0624069075
1601 E LAKE SAMMAMISH PL SE
CHEE WAN T - 0624069076
1605 E LAKE SAMMAMISH PL SE
OWENS CRAIG L+TAMMY G - 0624069074
1619 E LAKE SAMMAMISH PL SE
GLASENAPP THOMAS K - 0624069019
RISSBERGER WILLIAM - 0624069084
1627 E LAKE SAMMAMISH PL SE
MCKULKA FRANK E+PRISCILLA A - 0624069051
1631 E LAKE SAMMAMISH PL SE
EDEN DAVE & MICHELLE - 0624069060
1633 E LAKE SAMMAMISH PL SE
STATE OF WASHINGTON - 0624069044
ROBERTS STEVEN H+SUSAN J - 0624069061
1635 E LAKE SAMMAMISH PL SE
ROWE DANIEL D - 0624069062
1705 E LAKE SAMMAMISH PL SE
PIETROMONACO JOANNE T - 0624069078
1711 E LAKE SAMMAMISH PL SE
BELUCHE RAMON A+LINDA A - 0624069058
1721 E LAKE SAMMAMISH PL SE
LAMONT JOHN & JAN - 0624069049
1632 E LAKE SAMMAMISH PL SE
KILGORE LANCE C+MARILYN A - 0624069066
1731 E LAKE SAMMAMISH PL SE
PETERSON LESTER R+BARBARA C - 0624069065
1801 E LAKE SAMMAMISH PL SE
APEL HANS - 0624069071
1809 E LAKE SAMMAMISH PL SE
CHAMBERLIN MARTIN J & CAROL - 0624069039
1817 E LAKE SAMMAMISH PL SE
MCKEE DAVID F - 0624069106
1901 E LAKE SAMMAMISH PL SE
TAN AIGUO - 0624069107
1907 E LAKE SAMMAMISH PL SE
SUN TIANSHU - 0624069108
1913 E LAKE SAMMAMISH PL SE
WAGGONER HENRY R - 0624069070
1919 E LAKE SAMMAMISH PL SE
HESS JH MM & LARSEN DON MM - 0624069103
BOLLES DAVID - 0624069073
2005 E LAKE SAMMAMISH PL SE
Deed to Railroad from Private Party
Land Grant
Easement
Adverse Possession
Court of Claims Plaintiff
Special Use Permit
King County Parks Property outside RR ROW
Other Parks
Tax Parcels
Redmond
Bellevue
Sammamish
Issaquah
Page 14 of 24
King County
Department of Natural Resources and Parks
Parks Division
July 29, 2014
0 100 200 300 400 500 Feet

25' to Roberts
1635SE

6. Regarding this discrepancy in the the shown boundary lines we of course built our home based on the long established survey of our property as permitted by the city.



7. When working with the county, city and fire department in the early stages of our home planning it was determined that the bollards in front (east) of our property should not have horizontal members such that they could be easily removed for emergency vehicle egress. The placement of these bollards were such that wide emergency vehicles could service our 4 home neighborhood. (This is shown in one of the pictures above.) Our home was permitted based on the access being wide enough for emergency vehicle ingress and egress.

We are asking that prior to construction the following changes are made to the 60% plans.

1. The CG fence line be adjusted to allow access for emergency, residential and commercial vehicles to our properties. Practically speaking the CG fence should not be further west than the current fence/bollards are now.

2. The trail center line be moved east greater than two feet in sections 353 to 355 to allow for access to our properties. In essence move the trail east such that our final fence/bollards are no further west than they are currently on the temporary trail. This is important for my family along the entire width of my property so we can back out south and not need to back out across multiple neighbors north to turn around.

3. The north end of the proposed wooden barrier (near section 355) be moved south to its current endpoint (or further south) to allow for safe vehicle access.

4. That the ROW is aligned with the well established west - east boundary lines of the properties. This is important for my family to have safe access for entering and backing out of our garage.

5. Currently we have a bollard barrier. In order to increase access space this could be changed to a chain link fence. We are also happy to instead of having removable bollards as shown now to have this be changed to a sliding fence which would increase the access width and allow egress by emergency vehicles.

In summary, while we have identified a number of issues the good news is that the county already is proposing to develop the permanent trail east of its current temporary location. We are only asking that it be moved a couple of feet further east allowing us to have the access as we currently have now. Given the nature of the existing terrain in our area (Section 353 - 355) and the proposed work in the 60% plan this request should not significantly change the construction details and would allow our neighborhood safe access during and after construction. It would also not be a burden on neighbors east of us as they are up the hill and this move east would not impact the enjoyment of their properties.

I'd like to ask that the SSDP 2016 - 0045 approval be put on hold until the 90% plans are released and there is resolution to our requests.

I would also like to track the progress and process of my requests. Please let me know how I can do that.

Again thank you for your time working with me today. It was very helpful.

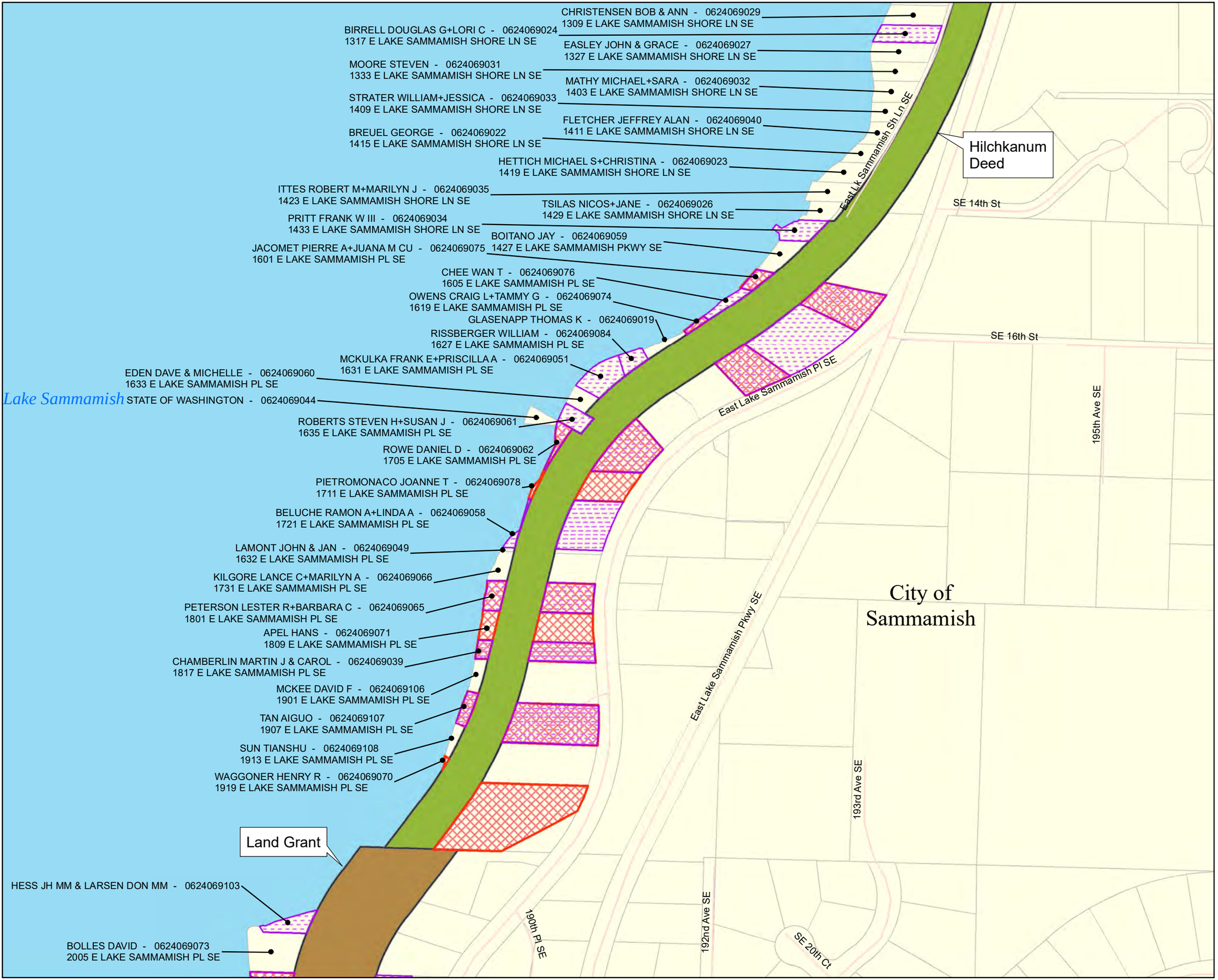
Best regards,

Steve and Susan Roberts
1635 East Lake Sammamish PL SE
Sammamish WA 98075

January 27, 2017

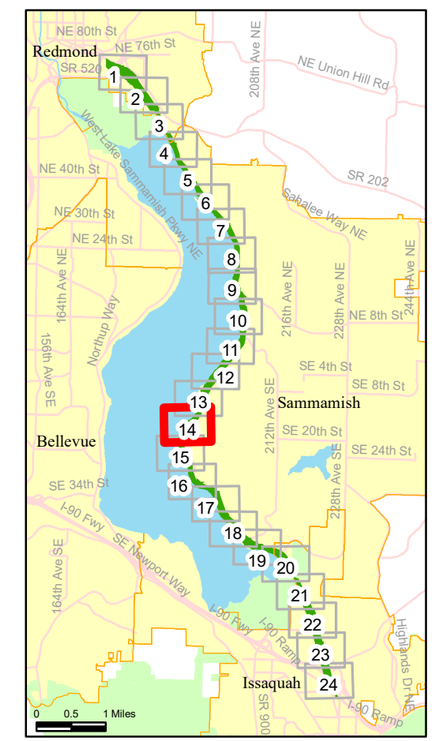
25' to Roberts
1635SE
EAST LAKE SAMMAMISH PL SE
EAST LAKE SAMMAMISH PKWY SE

East Lake Sammamish Trail Railroad Right of Way Historical Acquisitions



Legend

- Deed to Railroad from Private Party
- Land Grant
- Easement
- Adverse Possession
- Court of Claims Plaintiff
- Special Use Permit
- King County Parks Property outside RR ROW
- Other Parks
- Tax Parcels



King County
Department of
Natural Resources and Parks
Parks Division
July 29, 2014

0 100 200 300 400 500 Feet

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

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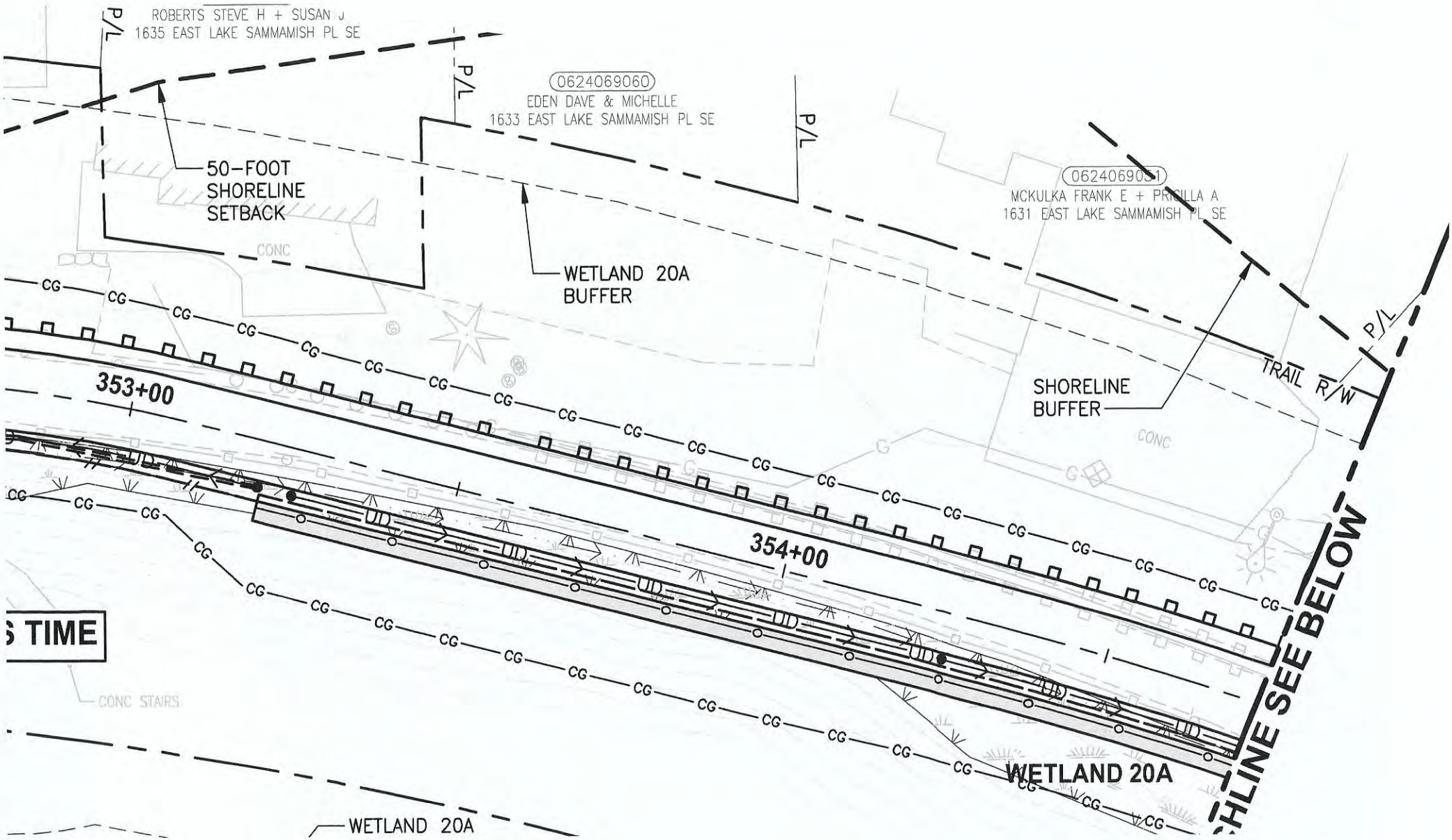
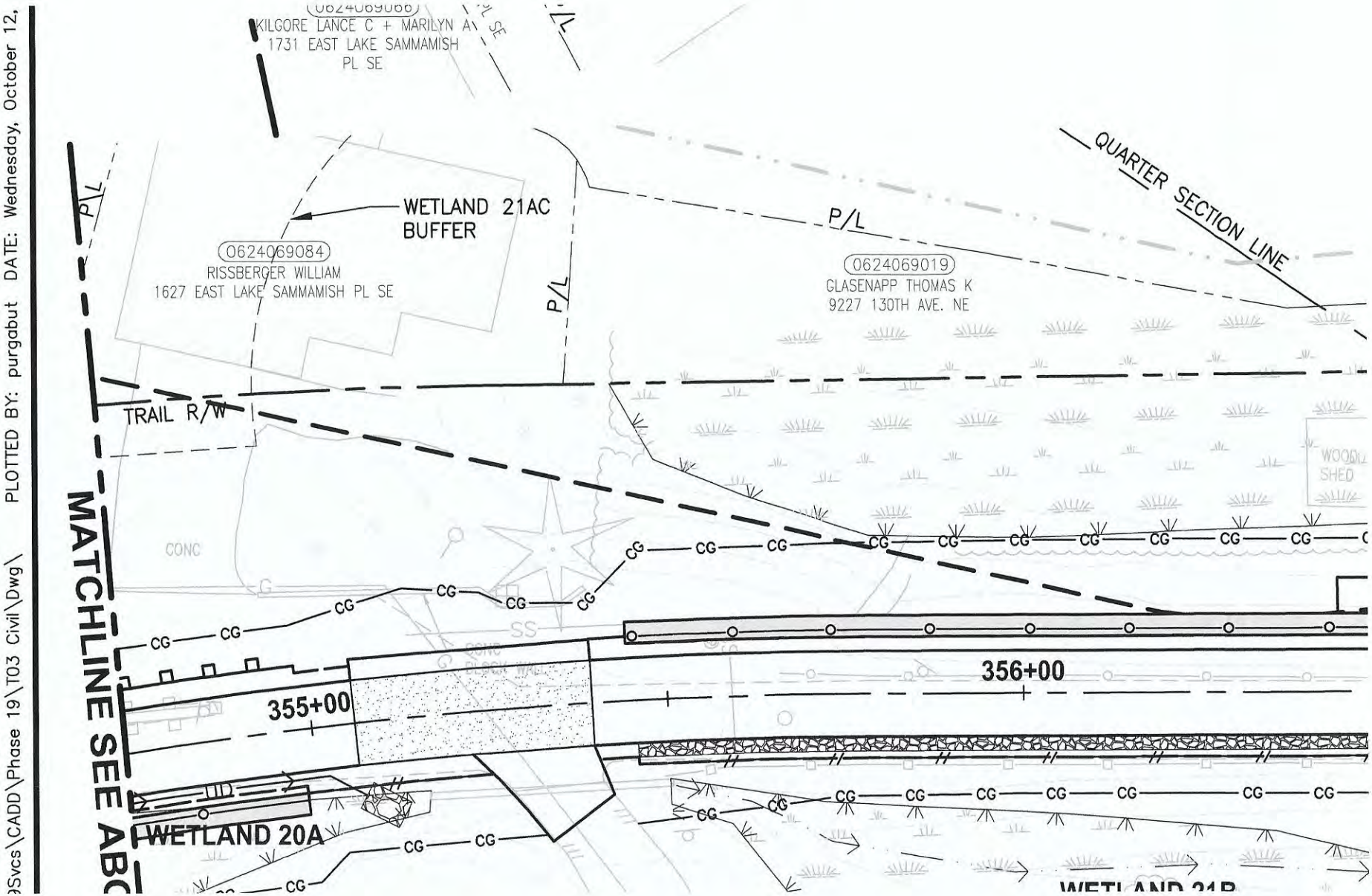
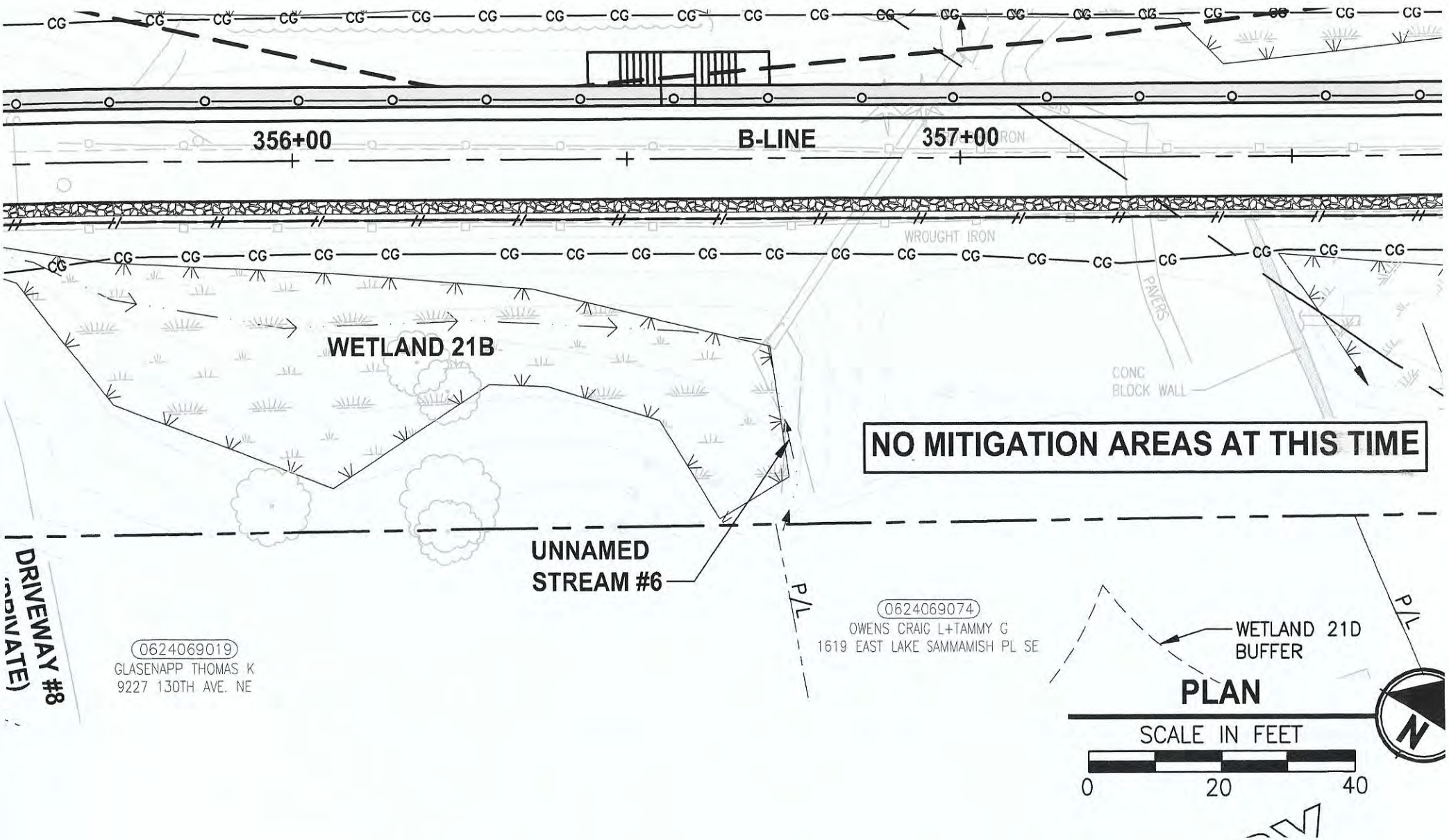

ROBERTS STEVE H + SUSAN J
1635 EAST LAKE SAMMAMISH PL SE
P/L
0624069060
EDEN DAVE & MICHELLE
1633 EAST LAKE SAMMAMISH PL SE
P/L
P/L
0624069051
MCKULKA FRANK E + PRISILLA A
1631 EAST LAKE SAMMAMISH PL SE
50-FOOT
SHORELINE
SETBACK
CONC
WETLAND 20A
BUFFER
SHORELINE
BUFFER
TRAIL R/W
P/L
CONC
353+00
354+00
CG
UD
G
S TIME
CONC STAIRS
WETLAND 20A
WETLAND 20A
SHLINE SEE BELOW



PLOTTED BY: purgabut DATE: Wednesday, October 12,

Svcs\CADD\Phase 19\T03 Civil\Dwg\


356+00
B-LINE
357+00
WROUGHT IRON
PAVERS
CONC
BLOCK WALL
WETLAND 21B
NO MITIGATION AREAS AT THIS TIME
UNNAMED
STREAM #6
P/L
0624069074
OWENS CRAIG L+TAMMY G
1619 EAST LAKE SAMMAMISH PL SE
WETLAND 21D
BUFFER
PLAN
SCALE IN FEET
0
20
40
N
DRIVEWAY #8
(PRIVATE)
0624069019
GLASENAPP THOMAS K
9227 130TH AVE. NE

KING COUNTY
Department of Construction and Facilities Management
Property Services Division
500 King County Administration Building
500 Fourth Avenue
Seattle, WA 98104 (206) 296-7456 FAX 296-0196

SPECIAL USE PERMIT
Use of County Owned Property

PERMIT NUMBER: S-134-07 FILE NO. DATE: 07/31/2007

PERMITTEE:

STEVE ROBERTS
20423 NE 16TH ST.
SAMMAMISH, WA 98074-

DAY PHONE:425-836-8275 OTHER/FAX PHONE:

PURPOSE:
TO ALLOW EXISTING INGRESS/EGRESS, UTILITIES CROSSINGS, INSTALLATION OF A GATE & TO INSTALL & MAINTAIN LANSCAPING IMPROVEMENTS.

LEGAL DESCRIPTION	1/4	Sec	Twp	Rge	Account No.	Kroll Page
	SE	06	24	06		547E

PIN 062406-9013 EAST LAKE SAMMAMISH TRAIL CORRIDOR WITHIN THE BOUNDARIES OF THE ABOVE REFERENCED PARCEL ADJACENT TO PIN 062406-9061 AKA 1635 E.LK. SAMMAMISH PL. SE

EXPIRATION: This permit shall not be valid for more than 10 YEARS and expires on the 17th day of September 2017.

PERMIT FEE:	$	25.00	INSPECTION FEE:	$	0.00
ADMINISTRATIVE FEE:	$	0.00	PLAN REVIEW FEE:	$	0.00
LAND USE FEE:	$	0.00	OTHER FEE:	$	0.00
BOND AMOUNT:	$	0.00	INSURANCE AMOUNT:	$	500,000.00

Permittee MUST notify ROBERT NUNNENKAMP AT: 206-263-6207
AT LEAST 72 HOURS PRIOR TO BEGINNING ANY WORK & IMMEDIATELY UPON COMPLETION.

By this permit King County authorizes the use of the above described property:

Custodial Approval _____ Date 9/12/07

Property Services Approval _____ Date 9/12/07

The Permittee agrees to comply with the terms and conditions contained herein.
SEE REVERSE SIDE FOR TERMS AND CONDITIONS.

Signature of Permittee _____ Date 9/5/07

NOTE: Permit not valid without all necessary signatures and expiration date.
Ordinance 4099, King County Code 14.46

15. **SPECIAL TERMS AND CONDITIONS:**

a. All prior existing railroad permits, agreements or leases are terminated and replaced by this King County Special Use Permit.
b. All use of King County's East Lake Sammamish Trail corridor ("corridor") is restricted to existing ingress, egress and utility crossing in place & a gate & landscaping installation and maintenance.
c. Gate location must be approved on-site by KCPR prior to its installation. Access gate must slide or swing outward from the trail corridor.
d. The permittee understands that no additional work, use, improvements or alterations shall be made to King County property.
e. The permittee shall call (800) 424-555 for underground utility locations prior to performing any digging for tree planting or any other landscaping improvements.
f. The permittee shall be solely responsible for the replacement and/or repair of any subsurface or surface utilities damaged and/or destroyed as a result of any work authorized by this permit.
g. Maintenance of all landscaped areas covered by this permit shall be the sole responsibility of the permittee. King County will not be responsible for any damages to the landscaping incurred by County maintenance crews. In addition, King County at its sole discretion may direct staff to trim or remove landscaping at any time
h. The permittee will be responsible for the removal and disposal of all waste materials and debris generated by the authorization of this permit at an approved disposal site.
i. The Permittee shall not make any additional use of, or improvements or alterations to the corridor that is not specifically authorized in this permit. Any additional use of the corridor must be approved in writing by King County. Such approval shall be made an amendment to this permit and contain appropriate conditions.
j. The Permittee will be responsible to secure and provide proof of all necessary permits prior to starting any construction on the corridor of ways for ingress and egress or of utility crossings as authorized by this permit.
k. Following authorized construction activities on the corridor, the Permittee shall restore park property and trail shoulders altered by the construction to original or better condition, including the restoration of any drainage systems. The Permittee will not dump or dispose of construction debris and surplus material on parkland and any time.

15. SPECIAL TERMS AND CONDITIONS CONTINUED

l. If at anytime the authorized use, improvement, alteration or construction on parkland creates a condition, which could pose a danger to park users, the Permittee will be responsible for posting temporary signage, using Parks approved barricades, or taking other Parks approved measures to facilitate continued safe use of parkland.

m. The permittee understands that future trail development resulting from the King County Park System Master Plan Process may affect or alter the nature or scope of the permitted use. The permittee further understands that under the Rails-to-Trails Act (Title 16, United States Code, Section 1247 (d) and the Quit Claim Deed from The Land Conservancy to King County (King County Recording Number 9809181252), The Land Conservancy, its designees, licensees, or assigns reserve the right to reactivate rail service over the subject property, which may require the relocation or removal of the Permittee's improvements. In the event of such reactivation, this permit will expire and the permittee will be required to remove or relocate his improvements at his sole cost and/or negotiate continued use of the property with The Land Conservancy, its designees, licensees or assigns.

n. The Permittee will contact Robert Nunnenkamp, Property Agent at (206) 263-6207 to coordinate on-site inspections, prior to and following any work on parkland.

o. King County reserves the right to set additional terms as unforeseen conditions may warrant.

15p. **INSURANCE:**

The permittee shall procure and maintain appropriate homeowners insurance or coverage against claims for injuries to persons or damages to property. Furthermore, the permittee shall make sure that any agents, employers, or contractors performing work hereunder on behalf of the permittee must provide evidence of appropriate bonding and insurance.

Verification of Coverage:

The permittee shall furnish the King County Property Services Division with certificate of insurance required by this permit.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:58 PM
To: 'Joerg Hallmann'
Subject: RE: Comment SSDP

Dear Joerg,

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: Joerg Hallmann [mailto:j_hallmann@yahoo.com]
Sent: Friday, January 27, 2017 2:44 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Comment SSDP

Hi Lindsey,

attached you find our comments for the SSDP 60% plans.

Thanks,
Joerg Hallmann

Joerg Hallmann
241 E Lake Sammamish Shore Lane NE
Sammamish, WA 98074

01/26/2017

Attn: Lindsey Osbolt (lozbolt@sammamish.us)

Comments for the Shoreline Substantial Development Permit (SSDP) Segment 2A - 60% Plans from King County

We are currently living right next to the trail with our three children. We have been waiting for our segment to be completed. When we got the plan, we were shocked. Despite assurance from King County the plan shows that we are losing the entire usable land.

Background for our property

The Railroad previously only acquired a Right Of Way and the property should have been reverted back to the owner after abandonment. We hold the position that **King County does not own the land**. Currently there is a ruling by the local federal judge Pechman that favors King County, but that decision is appealed.

The City of Sammamish should not issue a permit until the lawsuit is completed or agreement with the neighbors has been reached. The entire lawsuit is already unfair as King County has unlimited funding taken from its own citizens including us. The federal claims court in the past concluded in the final ruling that Railroad only acquired ROW and so King County owns compensation to the owners. Until today, ***King County has not paid the compensation due to the plaintiffs.*** King County is not a reliable partner as it has shown in the past by ignoring the people in the Neighborhoods it had already built. It also ignores valid court rulings by not paying compensations as mention above.

There is an agreement with King County established back when they applied for the SSDP for the north segment that says, among other things, property owners have the right to replace any improvements on the rail corridor removed during construction as long as they are not within the trail footprint. After construction King County tried to ignore the agreement and neighbors had to go to Court to enforce it.
Our affected land has a drywell and shed and is used for parking as well. These details are omitted on the plan that describes the existing conditions. By omitting the details from the plan it will be harder for us to enforce the previously mentioned agreement.

During the conversation with the representatives of King County on numerous occasions, it was pledged the impact on the neighborhood would be minimized. It was agreed that The trail will be extended around the centerline.

Based on the current 60% plan, King County will push the entire trail into the side we are using. It also specifies the remaining land will be dispersion area and also be planted. The plan is missing the specific details about the dispersion area. How can we give feedback if the details are not known and even might change? Sammamish should **not start the permitting and review process until the plans at least 90% complete** and reflect reality that also includes improvement on our property. We believe that once King County has a concrete and solid plan the review should then start.

The 60% percent shows King County has not taken into consideration our opinions and the opinions of our neighbors and community We had hoped to get a nice trail, but instead are now faced with the loss of entire land. Once the plans are approved the only remedies left are costly lawsuits.

Currently the City holds the key to an appropriate, fair and cost effective solution and we hope you will support us to get a better solution.

Jörg Hellmann

Attached:
Final federal claims court ruling regarding compensation or the ROW
Settlement agreement between Sammamish Homeowners and King County

UNITED STATES DISTRICT COURT
WESTERN DISTRICT OF WASHINGTON
AT SEATTLE

THOMAS E. HORNISH AND SUZANNE J. HORNISH JOINT LIVING TRUST, et al., Plaintiffs, v. KING COUNTY, Defendant.	CASE NO. C15-284-MJP ORDER ON CROSS-MOTIONS FOR SUMMARY JUDGMENT

The above-entitled Court, having received and reviewed:

1. Defendant King County's Motion for Summary Judgment (Dkt. No. 46), Plaintiffs' Response (Dkt. No. 54), and Defendant's Reply (Dkt. No. 56);
2. Plaintiffs' Motion for Summary Judgment (Dkt. No. 55), Defendant's Response (Dkt. No. 61), and Plaintiffs' Reply (Dkt. No. 62);

all attached exhibits and declarations, and relevant portions of the record, and having heard oral argument, rules as follows:

IT IS ORDERED that Plaintiffs' motion for summary judgment is DENIED.

IT IS FURTHER ORDERED that Defendant's motion for summary judgment is GRANTED; Plaintiff's claims are ordered DISMISSED with prejudice.

Background

At issue in this lawsuit is a strip of land formerly utilized as a railroad corridor in King County, Washington ("the Corridor"). The Corridor was created in the late 1800s by the Seattle, Lake Shore & Eastern Railway Company (the "SLS&E") through a combination of federal land grants, homesteader deeds and adverse possession, resulting in a strip of property comprised of both easements and fees simple. *See* Beres v. United States, 104 Fed. Cl. 408, 412 (2012).

The Hornish property is adjacent to land acquired by SLS&E through a quit claim deed in 1887 ("the Hilchkanum Deed"). (Decl. of Nunnenkamp, Ex. E.) When Hilchkanum sold the remainder of his property, he excluded the Corridor from the property description. (Id., Ex. F.) There are no original deeds for the portions of the Corridor adjacent to the remaining Plaintiffs. The property surrounding the Corridor in these areas was owned by the Northern Pacific Railroad by means of an 1864 land grant. (Id., Ex. G.) In 1889, Northern Pacific conveyed the land surrounding the Corridor to Mr. Middleton (without mentioning the Corridor; id. at Ex. H); Defendant claims that tax assessment rolls from 1895, however, exclude the 100 foot Corridor from Middleton's property. In the 1909 Pierce County probate action following Middleton's death, the Corridor was expressly excluded. (Decl. of Hackett, Ex. C. at 4, 8.)

SLS&E eventually became part of Burlington Northern & Santa Fe ("BNSF"). In 1997, BNSF conveyed its interest in the Corridor to The Land Conservancy ("TLC") via quit claim deed. (Decl. of Nunnenkamp, Ex. I.) Later that year, TLC petitioned the Surface Transportation Board ("STB") to abandon the use of the Corridor for rail service and King County declared its

intention to assume financial responsibility for the area as an "interim trail sponsor," a process created by the Trails Act known as "railbanking." *See* 16 U.S.C. § 1247(d).

On September 16, 1998, STB issued a Notice of Interim Trail Use ("NITU"). The Land Conservancy of Seattle and King County – Abandonment Exemption – in King County, WA, No. AB-6 (SUB 380X), 1998 WL 638432, at *1 (Sept. 16, 1998). As part of TLC's arrangement with the County to take over as trail sponsor, the County was granted all TLC's ownership interest in the Corridor, which was memorialized by a Quitclaim Deed recorded in King County. (Decl. of Nunnenkamp, Ex. J.) The County then constructed a soft surface public trail and is in the process of constructing a paved trail the length of the Corridor. (Mtn., at 4.)

Discussion

Hornish Plaintiffs' property

The County presents federal and state authority supporting its position that it owns a fee interest in this part of the Corridor. In King County v. Rasmussen, 299 F.3d 1077, 1087 (9th Cir. 2002), the Ninth Circuit Court of Appeals found that "Hilchkanum intended to convey a fee simple interest in the strip of land described;" the "strip of land" being a 100-foot corridor granted to SLS&E (which interest was later conveyed to the County). Two years later, the state court reached a similar conclusion (citing the reasoning in Rasmussen with approval) in Ray v. King County, 120 Wn.App. 564, 589 (2004).

Plaintiffs cite two cases as well. First, Brown v. State, 130 Wn.2d 430 (1996), which laid out a series of factors to be considered when determining whether an easement or fee was intended to be conveyed in a railroad right of way. Second, Kershaw Sunnyside Ranches, Inc. v. Interurban Lines, 156 Wn.2d 253 (2006) which held that "whether by quitclaim or warranty deed, language establishing that a conveyance is for right of way or railroad purposes presumptively conveys an easement…" Id. at 269.

The Court remains unpersuaded that Plaintiffs' authority stands for the proposition they assert (that the Hilchkanum Deed conveyed an easement). First of all, the Washington Supreme Court in Kershaw qualified their holding as follows: "[W]hen the granting document uses the term 'right of way' as a limitation or to define the purpose of the grant, it operates to 'clearly and expressly limit[] or qualify[y] the interest conveyed.'" Id. at 265 (citation omitted). The Hilchkanum Deed does not use the phrase "right of way" to describe or limit the purpose of the grant, an impression which is bolstered by the habendum language in the conveyance indicating that SLS&E is "[t]o have and to hold the said premises with the appurtenances unto the said party of the second part and its successors and assigns forever." (Decl. of Nunnenkamp, Ex. E at 2.) There are no conditions of use imposed on the grant. Had the Hilchkanums intended to limit the purpose of the grant, presumably they would not have assigned it unconditionally and forever to their grantee.

Second of all, even if the Court were to follow Kershaw to the point of entertaining the presumption that an easement was conveyed, the courts in Rasmussen and Ray went through the same analysis of the Brown factors that the Washington Supreme Court did in Kershaw and concluded that the grant intended to convey an interest in fee simple; i.e., the presumption was successfully rebutted. Plaintiffs have given us no reason to overturn that ruling. Indeed, neither Rasmussen nor Ray were overturned in the wake of Kershaw, and Rasmussen remains controlling precedent for this district.

Mention must be made (as both sides do) of Beres v. United States, 104 Fed. Cl. 408 (Fed.Cl. 2012), in which the Federal Claims Court examined the Hilchkanum Deed in the light of Kershaw and came to the exact opposite conclusion as the Ninth Circuit in Rasmussen; i.e., that the Deed conveyed an easement, not a fee interest. Id. at 430-31. The Federal Claims Court

conducted an exhaustive analysis of the Deed and the case law concerning the proper interpretation of such conveyances. In the final analysis, the most that can be said is that reasonable jurists disagreed: the Ninth Circuit arrived at one conclusion and the Federal Claims Court arrived at another. This Court is bound by Ninth Circuit ruling, and on that basis finds that the County owns the portion of the Corridor abutting the Hornish Plaintiffs' property in fee simple. The County's summary judgment motion in that regard is GRANTED.

The remaining Plaintiffs

Nature of the railroad easements and the Trails Act

The County seeks the authority to exercise all the rights in the Corridor that the railroads had. Plaintiffs interpose two interrelated arguments that they should not be allowed to do so.

Plaintiffs' first argument is that the Trails Act preserves the right of the railroad to reactivate its easement *for future purposes only*; another way Plaintiffs phrase this is by arguing that railbanking is not a "current railroad purpose" and that railbanking extinguishes the railroad easement. This is relevant to the County's argument that it has the power to exercise all the rights the railroad had under its railroad easement.

The weight of authority favors Defendant's position that railbanking does not extinguish, suspend or otherwise operate as an abandonment of the railroad easement. The Supreme Court has held that "interim use of a railroad right-of-way for trail use, when the route itself maintains intact for future railroad purposes, shall not constitute an abandonment of such rights-of-way for railroad purposes." Presault v. Interstate Commerce Commission, 494 U.S. 1, 8-9 (1990) (quoting H.R. Rep. No. 98-28 at 8-9 (1983)).

Nor does the language of the Trails Act lend itself to Plaintiffs' interpretation.

> [I]n furtherance of the national policy to preserve established railroad rights-of-way for future reactivation of rail service… in the case of interim use of any established railroad rights-of-way pursuant to donation, transfer, lease, sale, or otherwise in a manner consistent with this chapter… *such interim use shall not be treated, for the purposes of any law or rule of law, as an abandonment of the use of such rights-of-way for railroad purposes.*

16 U.S.C. § 1247(d)(emphasis supplied). As U.S. District Judge Coughenour of this district has pointed out in a similar case, (1) "preserve" means ""[t]o keep in its original or existing state: … to maintain or keep alive" (Oxford English Dictionary, 3d ed.) and (2) the statute says "preserve… *for* future reactivation," not "preserve *upon* future reactivation." Kaseburg v. Port of Seattle, 2015 WL 4508790 at *3-4 (W.D. Wash. July 24, 2015).

For their second argument on this point, Plaintiffs cite to a 1986 Washington case which held that the change in use (from rails to trails) of a railroad right-of-way constituted abandonment of the railroad easement. Lawson v. State of Washington, 107 Wn.2d 444, 452 (1986). But Lawson is not a case involving the federal Trails Act and thus that court was not guided (or constrained) by the language in the Trails Act indicating exactly the opposite. Plaintiffs also quote the language of the Federal Circuit court in a later Presault case (Presault v. United States, 100 F.3d 1525, 1554 (1996); "Presault II") that railbanking is not a "current railroad purpose" and in fact constitutes abandonment of such purpose. What Plaintiffs fail to point out is that the language is from a concurring opinion and has no precedential power.

The County takes its "no abandonment, no extinguishment" argument one step further and maintains that, by virtue of its quitclaim deeds from BNSF, it acquired all of BNSF's property interests in the Corridor. Decl. of Nunnenkamp, Ex's I and J. Judge Coughenour's Kaseburg order sides with the County on this issue, finding that "the Trails Act preserves railroad easements and [] a trail sponsor may own and exercise the rights inherent to the railroad

easement." 2015 WL 4508790 at *4. The Kaseburg court found support for this holding in State v. Presault (63 Vt. 38, 42 (1994))("The fact that the defendants' excavation activities do not present a threat to the bicycle and pedestrian path is irrelevant because these activities impinge on the original railroad easement.") and a Federal Claims case which held that "a trail sponsor must have the same control over the entire right-of-way corridor that would be held by a railroad…" Illig v. United States, 56 Fed.Cl. 619, 631 (2003).

Secondarily, the County cites the "incidental use" doctrine, which "states that a railroad may use its easement to conduct not only railroad-related activities, but also any other incidental activities that are not inconsistent and do not interfere with the operation of the railroad." Kershaw Sunnyside Ranches, Inc. v. Yakima Interurban Lines Assoc., 121 Wn.App. 714, 731 (2004), *reversed on other grounds*, 156 Wn.2d 253, 274 (2006)(citation omitted). Railroads are public highways under Washington law and, "[i]n Washington, the owners of public highway easements retain exclusive control over uses incidental to their easements." Kaseburg, 2015 WL 6449305 at *8 (W.D. Wash., Oct. 23, 2015)(citation omitted).

As part of its claimed right to "incidental uses," the County seeks confirmation of its subsurface and aerial rights pursuant to its interest in the Corridor. It claims these as co-extensive with the "railroad easement" rights it asserts were acquired in the quitclaim deed from TLC. There is evidence in Kaseburg that "BNSF regraded parts of the corridor, built trestles over water, dug culverts, and built signaling equipment overhead ([C14-0784JCC] Dkt. No. 126 at 2-5.)" Id. at *7. The Court takes judicial notice of those "incidental uses" exercised under the railroad's easement powers prior to conveying the Corridor, and adopts the finding in Kaseburg:

> Because the scope of trail easements under the Trails Act is coextensive with railroad easements, Illig, 58 Fed.Cl. At (*sic*) 63, the Court now holds that the Corridor Easements provide exclusive subsurface, surface, and aerial rights in the corridor for railroad and trail purposes."

Id.

It is the finding of this Court that the railroad easement survives, that the County's rights are coextensive with the railroad's and that it "is entitled to the exclusive use and possession of the area on, above, and below the surface of the Corridor for railroad purposes and incidental uses permitted by Washington law, including use as a recreational trail." (Mtn., at 1.)

The Court finds further support for this ruling in the language of the Trails Act itself: "[I]n furtherance of the national policy to preserve established railroad rights-of-way for future reactivation of rail service…" (16 U.S.C. § 1247(d).) The County would be unable to "preserve establish railroad rights-of-way for future reactivation of rail service" if it could not employ and protect the full range of rights which the railroad possessed in the Corridor (and which it may yet possess again). Summary judgment will be granted in favor of the County on this issue.

Width of the Corridor

Preliminarily, the Court disposes of the undisputed matters concerning this particular issue:

1. Although the County seeks a declaration that the Corridor is 100 feet wide, it acknowledges that BNSF entered into "prior property transactions" (specifically, with the Morels, Menezes and Vanderwendes Plaintiffs) which decrease the size of the Corridor in certain parcels (50 feet adjacent to the Morels, 75 feet adjacent to the Menezes and Vanderwendes; *see* Decl. of Nunnenkamp, ¶¶ 21, 23-24).

2. There are no original deeds delineating the nature of the property interest originally acquired by SLS&E/BNSF and conveyed to TLC and the County. This means that the property rights which the County seeks to establish must be analyzed as those emerging from an easement by prescription (as opposed to an easement arising from claim of title).

> There is a marked distinction between the extent of an easement acquired under a claim of right and the scope of one acquired under color of title. When one seeks to acquire an easement by prescription under a claim of right, user and possession govern the extent of the easement acquired. It is established only to the extent necessary to accomplish the purpose for which the easement is claimed. Northwest Cities Gas Co. v. Western Fuel Co., 17 Wn.2d 482, 135 P.2d 867 (1943).
>
> On the other hand, however, where one's occupancy or adverse use is under color of title that is a matter of public record, possession or user of a portion is regarded as coextensive with the entire tract described in the instrument under which possession is claimed. Omaha & Republican Valley R. v. Rickards, 38 Neb. 847, 57 N.W. 739 (1894).

Yakima Valley Canal Co. v. Walker, 76 Wn.2d 90, 94 (1969)

In keeping with the finding that the County possesses an interest and property rights coextensive with the railroad easement, Defendant's rights pursuant to a prescriptive easement would be those necessary for the operation of a railroad, and the boundaries of the Corridor would be the amount of property (up to 100 feet) required to accomplish that. The County presents ample evidence that railroad operations require boundaries that extend further than simply the width of the railroad tracks (Def Mtn at 20-22), including declarations from railroad personnel that a 100 foot wide corridor is required

- As a "safety buffer to ensure minimum setbacks between freight trains and residential development, to prevent nearby construction and development activities that could undermine the stability of the steep slopes above and below the tracks, and to provide

access for maintenance activities, such as tie replacement, that require significant clearance on one or both sides of the track." (Decl. of Nuorala, ¶ 8, Decl. of Hackett, Ex. J.)

- To provide space between each of the rails, side clearance, drainage of the slope, a drainage ditch, and access for maintenance and emergencies (such as derailments). (Decl. of Sullivan, ¶¶ 4-5, 8-9.)

The only Plaintiffs who bring forward any evidence that the 100 foot Corridor does not represent the extent necessary for railroad operations are the Morels, who present proof that at one point the house which originally stood on their property (from 1920-2000) was within the right of way now claimed by the County, as well as walkways and trees planted well within the Corridor. (Decl. of Morel, Ex. B.)

The Morel evidence does not suffice to create a disputed issue of material fact. First, the "extent of the right is fixed and determined by the user in which it originated" (NW Cities Gas Co. v. Western Fuel Co., 17 Wn.2d 482 486 (1943)(citation omitted)), in this case by the SLS&E in the 1890s. The Morels do not hold themselves out to be experts in railroad operations, do not rebut what Defendant's railroad experts say about the extent necessary for operations and do not create a disputed issue of material fact. Furthermore, the County has conceded that the Corridor narrows to 50 feet abutting the Morels' property line (a transaction in which the quitclaim deed acknowledged that the Morels were purchasing "a portion of BNSF's 100.0 foot wide Snoqualmie Line right of way;" Quitclaim Deed, Decl. of Nunnenkamp, Ex. O) and the Morels' current house is outside that 50 foot strip.

None of the other Plaintiffs provide similar evidence of encroachments upon the Corridor, but even had they done so the above analysis would apply. Plaintiffs' inability to provide any expert testimony rebutting Defendant's evidence of the necessity of a 100 foot wide corridor for railroad operations entitles the County to summary judgment on this issue.

RCW 7.28.070

BNSF executed a quitclaim deed to TLC in 1997 that included a complete description of the 100 foot-wide Corridor (with the exceptions noted above). (Decl. of Nunnenkamp, Ex. I.) The following year, TLC conveyed that same property (with the identical legal description) to King County. (Id., Ex. J.) Both deeds were recorded. Since assuming title to the property, the County has paid all fees and taxes on the Corridor, including fees for surface water management, noxious weed control, and conservation futures. Decl. of Sweany, ¶ 3.[1]

RCW 7.28.070 provides:

> Every person in actual, open and notorious possession of lands or tenements under claim and color or title, made in good faith, and who shall for seven successive years continue in possession, and shall also during said time pay all taxes legally assessed on such lands or tenements, shall be held and adjudged to be the legal owner of said lands or tenements, to the extent and according to the purport of his or her paper title.

In addition to holding the Corridor "under claim or color of title" since the 1998 quitclaim deed and paying taxes on the property since that time, the County has been in "open and notorious" possession of the Corridor by recording the deed, appearing as trail sponsor in public

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[1] The Morels claim to have paid taxes on the Corridor. (*See* Pltf Response, Ex. B., Dkt. No. 54-2 at 4-5, 10.) Their claims about their 1971 taxes (which actually appear to include portions of the Corridor) are irrelevant as they predate the County's acquisition of the property in 1998. Their assertions regarding their "Current Property Taxes" (p. 10) appear to indicate that, although they did not pay taxes based on a property line that includes the Corridor, their property's assessed value was based in part on improvements which encroach upon the Corridor. This is not the same thing as paying taxes on the Corridor and does not refute the County's claim to have done so since the 1998 conveyance.

proceedings before the STB, removing the old railroad tracks, installing a soft-surface trail and requiring adjacent landowners to apply for permits for crossings or other encroachments on the Corridor. (Decl. of Nunnenkamp, ¶¶ 2-11, 18.)

The Washington Supreme Court has held that color of title exists when a deed "sufficiently describes the property in question and purports to convey it to the [movants]." Scramlin v. Warner, 69 Wn.2d 6, 8 (1966). By recording the deed, the titleholder "dispenses with the need for other proof of a hostile or adverse claim… color of title itself establishes those elements." Fies v. Storey, 21 Wn.App. 413, 422 (1978). Finally,

> [W]here one's occupancy or adverse use[] is under color of title that is a matter of public record possession or use[] of a portion is regarded as coextensive with the entire tract described win the instrument under which possession is claimed.

Yakima Valley Canal Co. v. Walker, 76 Wn.2d 90, 94 (1969).

Plaintiffs make no substantive response to this argument, interposing instead an argument that they had "inadequate notice" (under FRCP 8(a)) that Defendant intended to assert claims that the Corridor was 100 feet wide or that the County claimed title by virtue of adverse possession. It is not a persuasive argument. Defendant's counterclaims included allegations that "Plaintiffs… have interfered with King County's property rights in the ELSRC by erecting and maintaining various unauthorized improvements that impede King County's access to its property, its exclusive control, and prevent public enjoyment" (Answer, Dkt. No. 32, Counterclaim ¶ 3) and that "[u]nder RCW 7.28, title to any disputed portions of the corridor should be quieted in King County." (Id. at ¶ 4.) The Court finds it difficult to believe that, in a dispute about property lines, a party was not on notice that the actual size of the property was going to be an issue.

Plaintiffs also claim that "King County's request for summary judgment on the width issue… attempts to circumvent this Court's prior order remanding the issue to the Washington State court." (Pltf Response at 12.) Again, this fails to persuade. First, this Court did not remand "the width issue" to the Washington State court, but remanded the Neighbors v. King County case (C15-1358MJP) on Plaintiffs' motion. At no time have Plaintiffs moved to have this case stayed or remanded on the basis of that decision and they will not be allowed to cherry-pick an issue while proceeding forward with the remainder of this case. Either this case (and all its issues) is properly before this court or it is not. Additionally, the Hornish Plaintiffs are not a party to the Neighbors case, so their claims can only be adjudicated in this proceeding.

Standing under the centerline presumption doctrine

This is the resumption of an argument the Court addressed in June 2015. (Dkt. No. 19, Order re: Motion to Dismiss for Lack of Standing.) Roeder County v. Burlington Northern, 105 Wn.2d 567 (1986) is the Washington case which established the "centerline presumption" doctrine:

> Generally then, the conveyance of land which is bounded by a railroad right of way will give the grantee title to the center line of the right of way if the grantor owns so far, unless the grantor has expressly reserved the fee to the right of way, or the grantor's intention to not convey the fee is clear.

Id. at 576. However, the Washington Supreme Court set two restrictions on the presumption. The first restriction states:

> When, however, a deed refers to the right of way as a boundary but also gives a metes and bounds description of the abutting property, the presumption of abutting landowners taking to the center of the right of way is rebutted. A metes and bounds description in a deed to property that abuts a right of way is evidence of the grantor's intent to withhold any interest in the abutting right of way, and such a description rebuts the presumption that the grantee takes title to the center of the right of way.

Id. at 577. The Court's previous ruling (that Plaintiffs' deeds contained metes and bounds descriptions that used the railroad right of way as a boundary) is the law of the case.

The second restriction concerns chain of title:

> The presumption that the grantor intended to convey title to the center of the right of way is inapplicable where the adjoining landowner presents no evidence of having received his or her property from the owner of the right of way. A property owner receives no interest in a railroad right of way simply through ownership of abutting land.

Id. at 578. Plaintiffs also claim they have established chain of title back to the original grantor. First, their failure to establish the first prong of the centerline presumption test renders their proof in this regard moot. Second, they do not succeed in establishing the chain of title -- Defendant presents evidence that in the probate of the original grantor (Middleton), the Corridor was specifically excluded. (Decl. of Hackett, Ex. C at 4, 8.) It is, at the very least, a disputed issue of material fact but (as mentioned) the Court is not convinced that proof one way or the other would be determinative of the issue.

In rebuttal, Plaintiffs file a declaration from an "expert witness," a civil engineer with purported expertise in "identifying source deeds that Railroads used in acquiring specific property and determining what rights were conveyed to the Railroad." (Decl. of Rall, Dkt. No. 54-4, ¶ 1.) The expert makes no mention of having examined the Middleton probate document which excludes the Corridor. More critically, Plaintiffs offer no authority supporting their right to offer expert testimony on the legal interpretation of a deed. On the contrary, "expert testimony [regarding] the interpretation of a contract [is] an ultimate question of law upon which the opinion of an expert may not be given." PMI Mortgage Ins. Co. v. Amer. Int'l Specialty Line Ins. Co., 291 Fed.Appx. 40, 41 (9th Cir. 2008). The Court has not considered the expert's opinion in reaching its conclusion on this issue.

Ultimately, the Court finds the issue of the centerline presumption to be non-determinative of the issues presented by this case. In the first place, it is only a presumption and a ruling one way or the other would not foreclose the losing party from presenting evidence to rebut the presumption. Secondly (and more to the point), the Court's rulings on the other issues presented establish the parties' respective rights to a degree which renders the centerline presumption doctrine inapplicable.

Conclusion

The Court GRANTS summary judgment to King County on the following issues:

1. "Railbanking" under the Trails Act preserved all rights formerly held by the railroad easement owners.
2. King County holds all of BNSF's property rights (besides the trail rights created by the Trails Act); i.e., King County holds a "railroad easement" and a "trails easement."
3. As holders of a "railroad easement," the County has subsurface, surface and aerial rights in the Corridor to extent permitted by Washington law.
4. The County owns the portion of the Corridor adjacent to the Hornish property in fee.
5. Except where narrowed by prior transactions, the County owns a 100 foot-wide easement adjacent to Plaintiffs' property.
6. Even if the County had not acquired the 100 foot Corridor from BNSF, it acquired the same through the operation of RCW 7.28.070.
7. Plaintiffs lack standing under the centerline presumption doctrine to challenge the County's property rights.

The above rulings necessarily operate to DENY Plaintiffs' motion for summary judgment.

From the Court's reading of Plaintiffs' amended complaint, this ruling resolves the issues raised by their litigation. If there are issues remaining to be decided, the parties are invited to bring them to the Court's attention. If not, Defendant is directed to submit a judgment reflecting the outcome of these dispositive motions and terminating the lawsuit.

The clerk is ordered to provide copies of this order to all counsel.

Dated this 20th day of April, 2016.

Marsha J. Pechman
United States District Judge

SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS

This Settlement Agreement and Release of Claims ("Agreement") is entered into by and between King County ("County") and Shorelines Hearings Board Petitioners James T. Stenson, Greg & Karma Chapman, and Sammamish Homeowners (collectively "Petitioners"). The County and Petitioners are collectively referred to herein as the "Parties." The Parties enter into this Agreement to resolve (1) an appeal filed with the Shorelines Hearings Board on January 17, 2014, namely *Stenson, et al. v. King County, et al.*, SHB No. 14-001, and (2) other disputes associated with the construction of the North Sammamish segment of the East Lake Sammamish Trail, among other issues.

RECITALS

1. James T. Stenson ("Stenson") owns residential real property commonly known as 2029 E. Lk. Sammamish Pkwy. NE, Sammamish, WA 98074, also known as King County Parcel No. 7525900080.

2. Greg & Karma Chapman ("Chapman") own residential real property commonly known as 2831 E. Lk. Sammamish Pkwy. NE, Sammamish, WA 98074, also known as King County Parcel No. 2025069119.

3. Sammamish Homeowners is a Washington non-profit corporation that advocates regarding property issues affecting individuals who own residential real property within the City of Sammamish ("City"), including owners on Lake Sammamish in the vicinity of the East Lake Sammamish Trail ("ELST").

4. On July 31, 2012, King County Parks applied for a Shoreline Substantial Development Permit to widen and make other improvements to the northern portion of the ELST within the City, also known as the North Sammamish segment. This application was assigned permit no. SSDP 2013-00145 ("Application"). On September 3, 2013, the City conditionally approved the Application. In addition to the North Sammamish segment, the County is currently in the planning process for the South Sammamish segment.

5. On September 26, 2013, Stenson and Chapman filed a timely appeal of the Application to the City's Hearing Examiner ("Appeal"). Thereafter, King County filed a Motion to Dismiss Appeal of Shoreline Substantial Development Permit (SSDP), seeking dismissal of the Appeal on various grounds. On December 12, 2013, the Hearing Examiner issued a Dispositive Order on Motions, dismissing the Appeal in its entirety. On January 17, 2014, Stenson, Chapman, and Sammamish Homeowners filed a Petition for Review ("Petition") with the Shorelines Hearings Board.

6. The Parties now desire to fully and finally dismiss the pending appeal of the SSDP and resolve other disputes associated with the construction of the North Sammamish segment of the ELST, among other issues.

AGREEMENT

In consideration for the mutual covenants set forth below, the sufficiency of which is acknowledged, the Parties hereby agree as follows:

1. Landscaping Improvements and Vegetation: The County agrees that owners of real property burdened by, or adjacent to, the County right of way for the ELST may install landscaping improvements and vegetation within the County's right of way in accordance with the criteria set forth in **Exhibit 1**.

2. Special Use Permits: The Parties agree that those property owners who have already obtained a Special Use Permit ("SUP") for their landscaping improvements and/or vegetation, will not be required to obtain a new one for new landscaping improvements or vegetation necessitated or desired as a result of the County's forthcoming construction of the ELST. Those property owners with an SUP who seek to establish new landscaping improvements or vegetation must amend their SUP. No fee will be charged for such amendments.

   The County further agrees to establish a pre-approval/screening process whereby property owners can present planting/landscaping plans to the County and obtain guidance and pre-approval from the County without risking the loss of the fee for a SUP, if applicable. If the SUP application is consistent with the criteria in Exhibit 1, the County shall approve the SUP.

   The County acknowledges that it has performed a survey of the right of way for the ELST, and the County agrees that property owners will not be required to submit a survey or perform additional survey work as a condition of applying for a SUP to utilize the right of way for the ELST.

3. Notification re Commencement of Construction: Following dismissal of the Appeal to the SHB as set forth in Paragraph 11 below, the County agrees to mail a letter to all owners of real property burdened by, or adjacent to, the County right of way for the North Sammamish segment of the ELST, informing them of the anticipated schedule for construction and offering a new deadline to remove any improvements that will interfere with construction. To the extent any of these property owners seek individualized direction from the County regarding which improvements or vegetation will need to be removed as a result of construction, the County will provide this consultation by means of the pre-screening/consultation process referred to in Paragraph 2 above. The County shall also mail a similar notification prior to construction of the South Sammamish segment.

4. Liability/Indemnity: In addition to the letters to property owners required by Paragraph 3 above, the County shall also mail those property owners a letter

acknowledging that the ELST is a County facility, designed, developed and maintained by the County.

5. Signage: In addition to the signage included in the ELST design and construction plans, the County agrees to install the following additional signage on the north segment of the ELST:

   (i) Sign pairs stating "narrow bridge" to warn trail users that the ELST narrows to eight feet in the vicinity of Stenson's residence.
   (ii) Sign pairs stating "congested area/reduced speed" in the vicinity of Stenson's residence.
   (iii) A total of four additional sign pairs of the existing "multiple driveway" signs currently on the design and development plans will be modified to say "congested area" and "reduce speed" instead of "multiple driveway." In addition, sign pairs stating "congested area/reduce speed" will be placed at the following locations, Audett property, 2813 E. Lk. Sammamish Pkwy. NE; Woodin property, 2927 E. Lk. Sammamish Pkwy. NE.

6. Chapman Wall: The County agrees to construct the proposed County wall in front of the Chapman residence (Wall 13A on plan sheet AL 10) on the same alignment as the wall in the existing construction plans for the adjoining property to the immediate south (Wall 13 on plan sheet AL 10). The County agrees to temporarily remove the driveway retaining wall constructed by Chapman. Chapman shall obtain three competitive bids from licensed and bonded contractors for rebuilding the wall. Chapman shall either accept the lowest bid, or if a higher bid is accepted, Chapman must agree to pay out-of-pocket the different between the higher bid and the lowest bid. The County agrees to pay Chapman a sum equal to the lowest bid, with the County's obligation capped at a maximum of $7,500, to compensate Chapman for the costs of rebuilding the wall following construction of the North Sammamish segment of the ELST. Payment shall be received by counsel for Chapman within 45 days of the County's receipt of the competitive bids. With respect to construction of the County's proposed retaining wall adjacent to the Chapman residence, the County shall give Chapman the option of choosing one of the styles/designs attached as **Exhibit 2**.

7. Mirrors: Stenson has requested a mirror in the vicinity of the driveway serving Stenson's residence to increase the safety of crossing the ELST. The County agrees to install a mirror at this location to assist with this purpose. The County will not be obligated to maintain the mirror. The County also agrees to consider requests to retain existing mirrors, and/or install new mirrors, by other property owners concerned about the safety of crossings. Approval for the retention or installation of mirrors will be performed on a case-by-case basis, and such approval will not be unreasonably withheld.

8. Pet stations: The County agrees to install up to four additional pet stations along the north segment of the ELST at locations agreed upon the Petitioners and counsel for Petitioners. These pet stations shall include signage setting forth the rules for the ELST. These pet stations shall be in addition to those included in the ELST design and construction plans at pre-determined locations.

9. Copying Costs: Stenson and Chapman received an invoice from the County, dated November 26, 2013, in the amount of $1,014.85 for copying costs and legal messenger fees allegedly incurred in response to a requested by counsel for Stenson and Chapman. The County agrees to pay these costs and fees.

10. Process: Petitioners have expressed a concern that the County's engineering plans are simply too difficult for laypersons to interpret in order to determine what effect the County's anticipated construction of the ELST will have on their existing improvements. Accordingly, the County agrees to provide additional information to property owners to assist in the interpretation of the plans. Such additional information shall include a "how to" guides explaining how to determine the location of sight lines and grub lines for the anticipated construction. In addition, the County will offer property owners group and individual meetings for those individuals who have questions about the County's plans and their effect on their existing improvements. The County also agrees that, regardless of the existence of formal comment periods required by applicable law, the County will make the 60% and 90% plans available to the public with sufficient time to allow for public review, consideration, and feedback. The County further agrees to provide Sammamish Homeowners with the notifications, letters, and guides set forth in Paragraphs 3 and 10 herein at the same time they are provided to the public.

11. Dismissal and Waiver: Petitioners agree to file a Motion to Dismiss with prejudice the Petition for Review in *Stenson, et al. v. King County, et al.*, SHB No. 14-001. The Motion to Dismiss shall be filed no later than Friday, February 7, 2014. Stenson, Chapman and Sammamish Homeowners agree not to file any additional legal or administrative appeals of SSDP 2013-00145, and shall not otherwise interfere with any permits for construction of the North Sammamish segment of the ELST.

12. Entire Agreement: This Agreement and the exhibits attached hereto contain the entire agreement between the Parties with respect to the subject matter hereof and shall not be modified or amended in any way except in a writing signed by duly authorized representatives of the respective Parties or their successors in interest or assigns.

13. Enforcement: This Agreement may be enforced by filing an action in King County Superior Court. The Parties agree that damages are not an adequate remedy for any breach of this Agreement, and that a party alleging breach may seek specific performance and/or injunctive relief. The prevailing Party in such an action shall be entitled to recover its reasonable costs and attorney's fees, including those

reasonable costs and attorneys' fees incurred in any appeal from the judgment of a lower court.

14. Notice: Any notice or other communication of any sort required or permitted to be given hereunder shall be in writing and shall be deemed sufficiently given if personally delivered or three days after being mailed by certified mail as follows:

For Petitioners:	For the County:
Samuel A. Rodabough, Esq. Law Office of Samuel A. Rodabough PLLC 10900 N.E. 4th St., Ste. 2300 Bellevue, WA 98004	Barbara A. Flemming, Esq. Senior Deputy Prosecuting Attorney Civil Division King County Prosecuting Attorney 516 3rd Ave., Rm. W400 Seattle, WA 98104-2388

15. Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

16. Headings/Interpretation: The headings and subheadings contained in this instrument are solely for the convenience of the Parties and are not to be used in construing this Agreement. Nothing in this Agreement shall be construed as a waiver or otherwise have any affect upon, the ongoing dispute between the Parties regarding the nature of the property interests owned by the Parties, respectively.

17. Authority: The persons executing this Agreement on behalf of the respective Parties hereby represent and warrant that they are authorized to enter into this Agreement on the terms and conditions herein stated.

18. Effective Date: The "Effective Date" of this Agreement shall be that latest date identified below when any party has executed this Agreement.

19. Counterparts: This Settlement Agreement may be executed in counterparts, all of which shall be deemed an original as if signed by all Parties.

20. Binding Effect: This Settlement Agreement shall be binding upon the respective successors and assigns of the Parties hereto, shall inure to the benefit of and be enforceable by the parties hereto and their respective successors and assigns.

For King County:

Monica Leers, Program Manager
King County Parks

2/7/2014
Dated

For James T. Stenson:

James T. Stenson

2/6/2014
Dated

For Greg & Karma Chapman:

Greg Chapman

2/6/2014
Dated

Karma Chapman

2/6/2014
Dated

For Sammamish Homeowners:

Dwight Martin, President

2/6/2014
Dated

EXHIBIT 1

LANDSCAPING/PLANTINGS ON COUNTY RIGHT OF WAY
EAST LAKE SAMMAMISH TRAIL

1) Plantings/landscaping in the County's right of way must not impact sight lines along the trail. Plantings/landscaping less than 3 feet in height do not impact sight lines, unless steep topography requires otherwise (slopes may dictate less than 3 feet). Plantings/landscaping outside of the sight lines may exceed 3 feet in height if the other criteria set forth below are met.

2) Plantings/landscaping in the County's right of way must not cause damage to the trail or trail infrastructure (including drainage facilities, infiltration, retaining walls, pavement etc).

3) Plantings/landscaping in the County's right of way must not result in additional maintenance costs for the County.

4) Plantings/landscaping in the County's right of way must not encroach onto the trail footprint.

5) Plantings/landscaping in the County's right of way must not adversely impact the health of other plantings on the trail or irrigation/mitigation projects on the trail.

6) Plantings/landscaping in the County's right of way must not be placed in critical areas, unless part of an approved restoration project.

7) Plantings/landscaping in the County's right of way must be consistent with City code requirements

8) Any proposed irrigation systems must be approved in advance to ensure compliance with the landscaping guidelines.

9) Plantings/landscaping in the County's right of way may be native or non-native, if consistent with the above criteria.

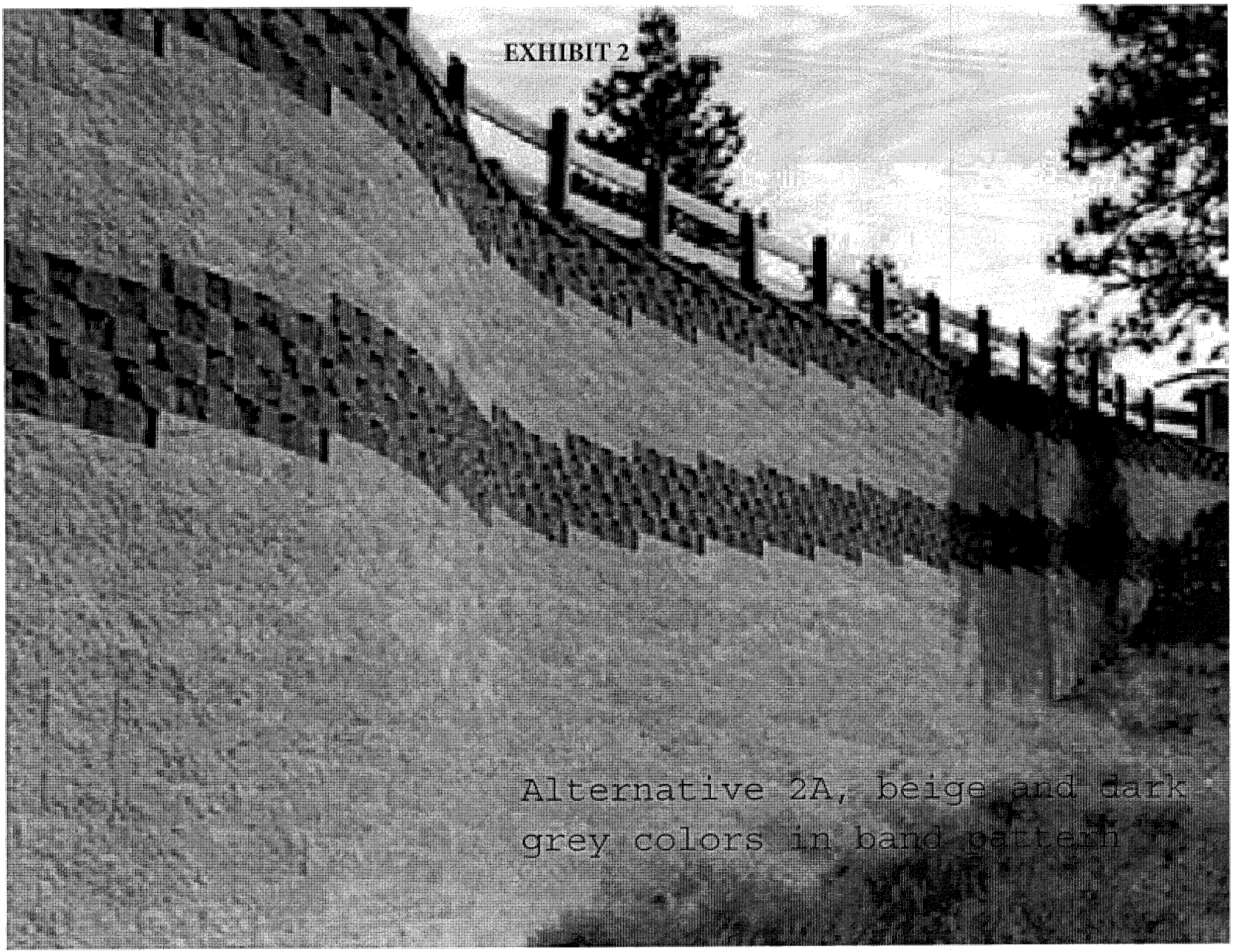
10) Plantings/landscaping removed as a result of the County's forthcoming construction of the ELST may be replaced in-kind if consistent with the above criteria.

11) All references to "plantings" in these criteria mean the mature height and width of the plants, shrubs and trees.

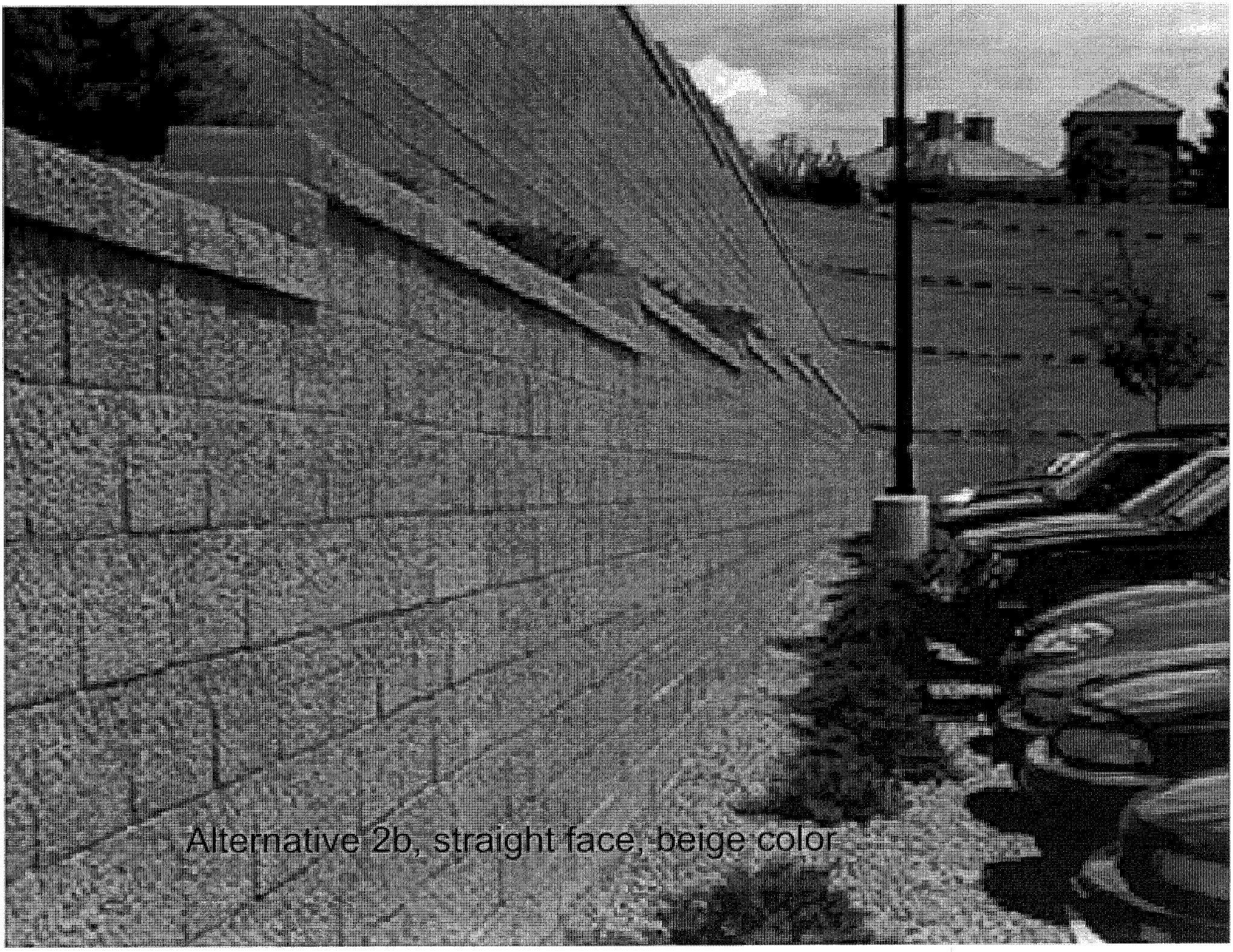
12) All references to "landscaping" in these criteria mean other manmade features, including, but not limited to, planting beds, fences, retaining walls, etc.

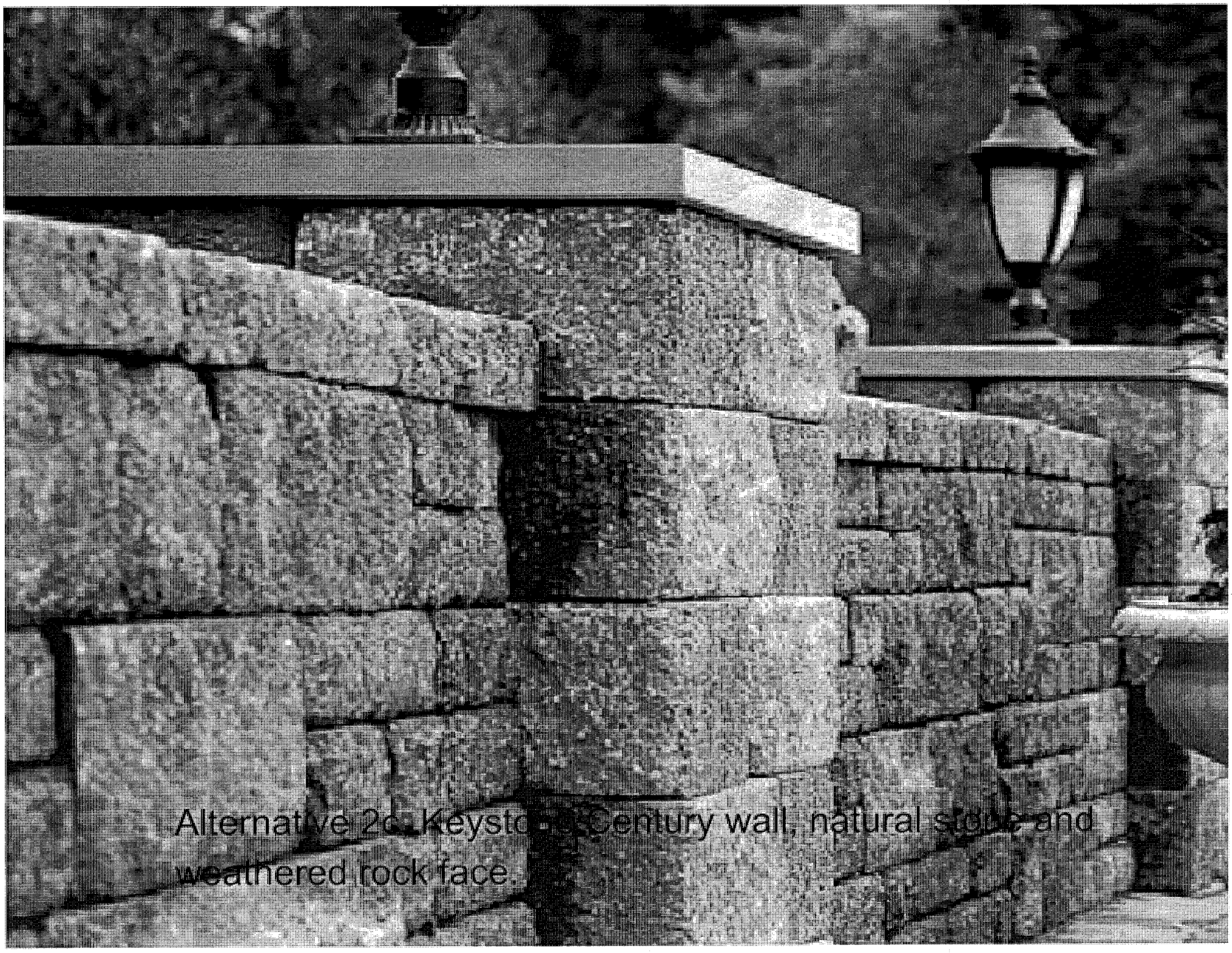
13) All references to "trail" in these criteria means the paved portion of the trail and trail infrastructure, including its 2-foot shoulder.

EXHIBIT 2

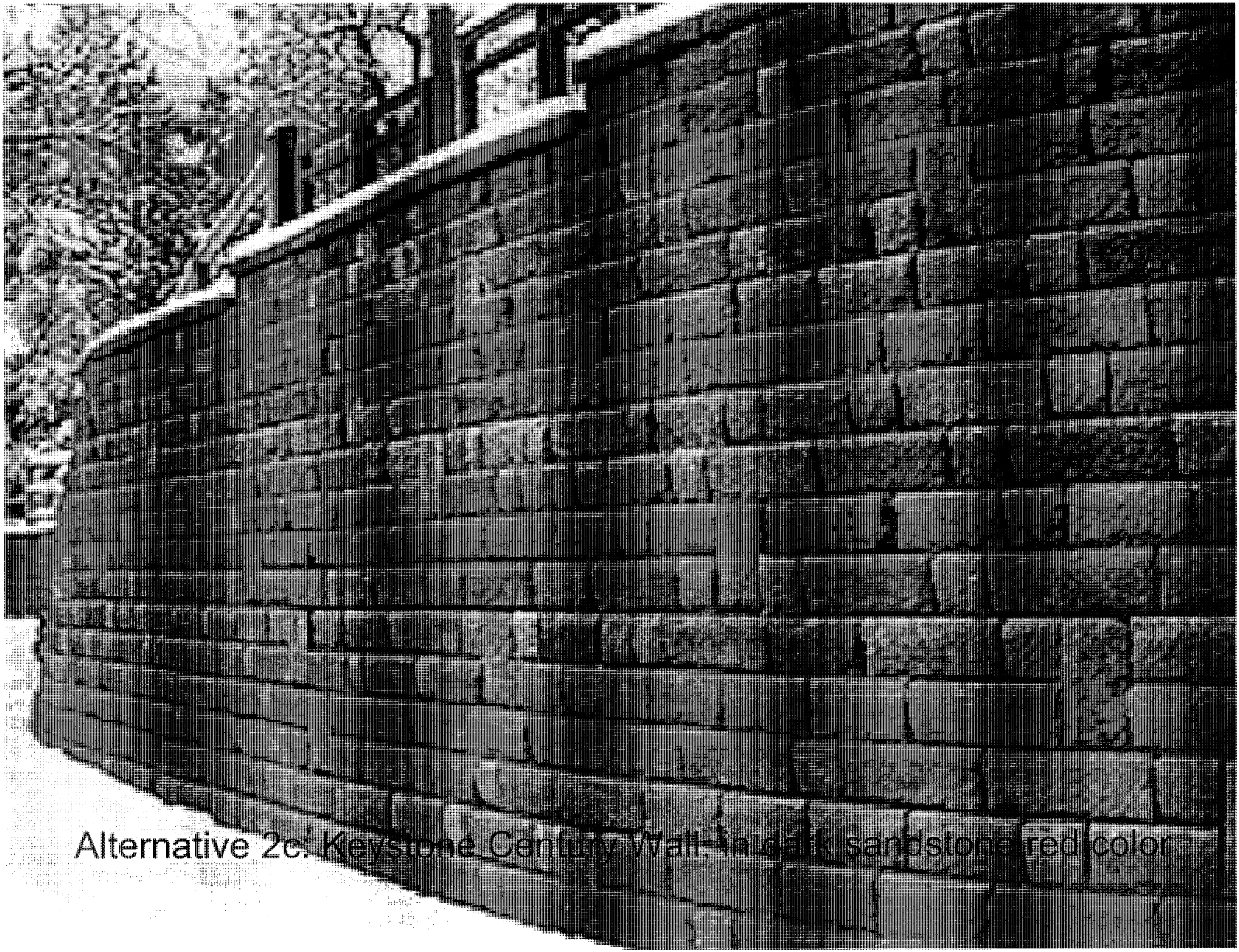


Alternative 2a Redmond Segment, greystone and sandstone red colors in band pattern


Alternative 2b, straight face, beige color



Alternative 2c. Keystone Century wall, natural stone and weathered rock face.



Alternative 2c: Keystone Century Wall in dark sandstone red color

Alternative 2c: Keystone Century Wall in greystone color

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:58 PM
To: 'Hank waggoner'
Subject: RE: Comments/Questions for ELST 60% Design & SSDP

Dear Mr. Waggoner,

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: Hank waggoner [mailto:hankwag@comcast.net]
Sent: Friday, January 27, 2017 2:37 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lyman Howard <lhoward@sammamish.us>; Don Gerend <dgerend@sammamish.us>; Tom Hornish <THornish@sammamish.us>; Kathleen Huckabay <KHuckabay@sammamish.us>; Bob Keller <BKeller@sammamish.us>; Christie Malchow <CMalchow@sammamish.us>; Tom Odell <todell@sammamish.us>; Ramiro Valderrama-Aramayo <RValderrama-Aramayo@sammamish.us>
Subject: Comments/Questions for ELST 60% Design & SSDP

Ms. Ozbolt,
Attached are our comments and questions for the ELST 60% design and SSDP. If you have any questions please do not hesitate to call us.

COUNCIL MEMBERS & CITY MANAGER: We are copying you on our comments to Ms, Ozbolt in hopes you take a few minutes to read through our comments and questions. Even if you just scan the document, we think it will provide you a better understanding of how the trail impacts our property and other folks who's property is bisected by the proposed trail.

My wife Eden and I want to personally invite Ms. Ozbolt, Mr. Howard and all the Council members and any other people from the City's leadership group to come to our home and see firsthand the impact the trail has on our everyday lives. You can either email or call me (Hank) using the contact information below.

Thank you and we hope to hear from you to schedule a day and time for a visit to our home.

Hank & Eden Waggoner
1919 E. Lake Sammamish PL SE
Sammamish, WA 98075
425-451-1811
hankwag@comcast.net

Hank & Eden Waggoner

1919 E Lake Sammamish Pl. SE

Sammamish, WA, 98075

Letter to City of Sammamish

ELST B-Line Comments and Questions

Submitted to Lindsey Ozbolt

Via e-mail: lozbolt@sammamish.us

We would like to begin with some general background comments as to the trail going through the "Bisected Area" where properties are cut in half by the old railroad corridor. Having the trail go through this area is in conflict with two King County studies:

1998 East lake Sammamish Parkway Study (King Co. 1898)

1986 Cottingham Study (King County 1986)

Both of these studies indentified the feasibility and benefits of alternative trail alignments off the old rail road bed in some places. The Cottingham study specifically addressed the impact to bisected properties would be too great and the alignment should be located adjacent to the East Lake Sammamish Parkway and/or East Lake Sammamish Place SE. There have been statements by King County that they can't do this because the Federal Rails-to-Trails Statute under which this trail is being built requires the construction of a trail on the rail bed. This is clearly not true, the statute merely *allows* for an interim use of the rail corridor as a trail, there is no requirement to do so.

Even if the County will not change the alignment, there still are significant impacts that must be mitigated where property owners need to cross the trail to go from their home to their waterfront property (decks, docks, day cabins and beach facilities).

We feel that because of the unique conditions in the entire bisected area, an onsite inspection and discussion between representatives of the City of Sammamish (perhaps including City Council members) along with King County should be conducted with each property owner in this critical area. This is the only way that key decision makers can have a true and complete understanding of the issues. Will the County provide such an on-site visit with City representation and owners?

Width: From the 60% Design Plan, it appears that there are no adjustments in the bisected areas for reduced width of the trail. When this topic is brought up, King County responds that the Plan is per AASHTO's Guide for the Development of Bicycle Facilities. This *Guide* points out that the RECOMMENDED normal width is 10 feet wide, however 8 feet is acceptable where conditions may indicate. It does also mention that widths of 12 or even 14 feed may be desirable where usage is expected to be high, but it certainly DOES NOT REQUIRE an 18 foot trail as the county tries to imply. Will you please provide the specific cite where the AASHTO Guide requires or mandates this 18 foot trail design?

We believe that the trail width should be a maximum of 10 feet of paving in all of the bisected areas. It should be even narrower is areas such as section #327-336 where the rail bed is elevated on both sides and the Fee Title to this area is NOT in King County's name, in spite of what the county claims to the contrary. Making the trail 8 feet wide would have far less impact on property owners and because no retaining walls would be needed, it would be much less expensive in that area. Could you explain why the County does not appear willing to consider any narrowing of trail under these bisected conditions?

Observations and comments in our specific area, page EX9 and AL13 between stations #341.5 and 344.

Culverts and Utilities

The current 60% plans do show locations of a catch basin at our north lot line (P # 7055 on page EX9), however it is important to know that this catch basin is the collection point for footing and downspouts drains for 3 adjacent houses, and there is an un-indicated 12"culvert running approximately 120 feet south to a manhole riser with a drain grate (also not indicated) connected to an existing 36" culvert that discharges west under the trail (which is indicated as P#81698). There is an additional approximately 100 feet of culvert (also not indicated) that runs north from our southern lot line to this manhole riser, which likely is within the cut line as indicated on AL13. We also have existing utility lines, including electric power, water and phone lines as well as several irrigation lines that run under or parallel to the existing trail. In addition we have an Invisible Fence" that runs entirely around the outer border of our property, including under the trail at the north and south lot line to keep our dog on property. We need assurances that someone representing the County will locate all of these lines and get them on the plans. It is simply not acceptable to say "oh, the contractor will take care of them" as I understand has been stated to several owners in talking to County people. What is the plan to maintain these services to the lake side of the trail during construction?

Access stairs to lakeside property

Although it is not entirely clear on the 60% Plan, it appears that the County plans on installing stairs (#43) to the west of the trail shared between several property owners. In our case the plans show the stairs (#43) entirely within my neighbor's property, about 100 feet to the north of our existing gated access to cross the trail. We have existing landscaping and stairs approaching the trail on both sides of the trail that have been in use in their current location for 27 years, which were constructed with the full knowledge and approval of the rail road. Is the location as drawn on the Plan a final location? Why can't the stairs to the west of the trail be in the location of our current stairs (#41)? This would be much safer for our family and guests crossing the trail and would also be much less expensive as the height of the indicated wall#13 on the west side will not be nearly as high at the point of current crossing as it will be further to the north. The design of these private access stairs per drawing S5 look way overbuilt. There is no need for 5' wide stairs. I would think that 36" to 40" would be ample and cost less. It is not clear from the Plan, we are assuming that there will be a lockable gate at the top of these stairs, is this correct?

Trailside fencing and rest stop areas

It appears by the Plan that the County does not plan to have fencing along some of the west side of the trail and no fencing along the east side of the Trail. We feel that this is both a significant safety issue as well as creating problems for private property protection and privacy. How will the County address these issues?

A little to the south of our property is an indicated Rest Stop at sta. #341 that appears to be about 50 feet long on the west side of the trail. As design details are not yet available, what is the general function of this area? Is it for benches & perhaps tables? Is here any plan for rest rooms or porta-potty type facilities in this area? If so, we have concerns. What would be the access for servicing?

We truly appreciate the opportunity for comments and questions and look forward to specific answers.

Sincerely,

Hank & Eden Waggoner

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:55 PM
To: 'Lance Kilgore'
Subject: RE: ELST Segment 2B

Dear Lance and Marilyn,

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: Lance Kilgore [mailto:aiaw@msn.com]
Sent: Friday, January 27, 2017 2:19 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: ELST Segment 2B

Here are our comments for: The Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Thanks,

Lance and Marilyn Kilgore

Lance & Marilyn Kilgore

1731 E Lake Sammamish PL SE, Sammamish, WA 98075 | 206-372-7324 | aiaw@msn.com

01/27/2017

To: Lindsey Ozbolt
Associate Planner
City of Sammamish
801 228th Ave SE,
Sammamish, WA 98075
RE: East Lake Sammamish Trail Segment 2B (SSDP2016-00415) Parcel #0624069066 - Trail ID 349 - 350

Dear To: Lindsey Ozbolt:

We are submitting this public comment in reference to the ELST Segment 2B as described above. We have desire to work collaboratively with King County on the trail construction. Listed below are concerns that we have about the trail design and construction.

1) The stairs on the lower lot are not shown on the as-built plans. There was a considerable expense associated with replacing the original, narrow wood stairs, with stairs that allow easier access by wheel chair and a family member with physical disabilities. How does King County plan on accommodating people with restricted mobility? This is not shown in the 60% plans, but we need a ramp or other design for family and friends with physical limitations. The plans also show the stairs being moved 30' further south from the current location, causing even further burden on family with mobility limitations, and wheelchair bound individuals. Is it possible to work with King County to re-use the existing stone work that is already there?
2) The current 60% plans do not show a gate being installed on the lower property entrance. There is currently a gate and for security and prevention of vandalism, there should be a lockable gate installed. Our children play down there, it is their back yard, and not having a gate is a risk that should not be taken.
3) Is there a plan to allow access to the lower property during construction? There needs to be reasonable accessibility to the property at all times. Maintenance and access must be able to occur throughout the year.
4) Why is the trail being shifted towards the lake and several feet from the centerline? Most of the trail is designed to move toward the hill side or follow the centerline, why did the planners choose to move it away from the hillside closer to the wetland instead of away from the wetland? From a design point of view it is not cost efficient to build and fill a 5' retaining wall, when the trail can easily be shifted towards the hill side. By shifting the trail away from the hillside the County will be destroying the investments made by property owners to improve the landscape and property. The concerns listed above make me question if there is a conflict of interest with Parametrix and the property owners on this section. King County needs to be able to assure the property owners and tax payers there is no conflict of interest or preferential treatment by Parametrix regarding the design of the trail.

Sincerely, Lance & Marilyn Kilgore

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:55 PM
To: 'Vern and Jeannie Lindquist'
Subject: RE: Mint Grove resident comment on East Lake Sammamishy Trail Segment 2B

Dear Vern and Jeannie,

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: Vern and Jeannie Lindquist [mailto:VernLindquist@msn.com]
Sent: Friday, January 27, 2017 2:14 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Mint Grove resident comment on East Lake Sammamishy Trail Segment 2B

Attached are comments from Vern & Jeannie Lindquist, 1241 E Lk Sammamish Shore Ln SE

VERN & JEANNIE LINDQUIST
Mint Grove Community
1241 E Lk Sammamish Shore Ln SE,
Sammamish, WA 98075

January 24, 2017

Lindsey Osbolt
City of Sammamish
lozbolt@sammamish.us

RE: MINT GROVE COMMUNITY in East Lake Sammamish Trail Segment B 60% Design Plans

We attended many meetings sponsored by King County in the planning of the original trail. Many times enough people attended to fill the room. It was frustrating as the meeting leaders asked about comments on details of the trail and the people attending would make many suggestions. The moderators would write them on the board, but never with the same wording, purpose, or intended message. It was very disappointing to realize that the input from many was offered, but changed in its intent and then obviously ignored in the plans and construction of the first phase of the trail.

Please understand that we are regular users of the trail, but we have concerns as property owners along the trail and concerned that decisions in the planning will affect, us as homeowners, in the areas of:

- Prevention of emergency vehicles to access homes
- safety of those along the trail and using the trail
- exposure to property damage, theft, and vandalism
- access to our homes for owners and their family and guests
- trust of government and the inconsistency of meeting codes established in the county and city
- protecting our investments
- increased drainage problems and insuing water damage
- preservation of trees for ecological reasons and privacy
- ignoring codes that are enforced for homeowners but not trail planners
- Support from City of Sammamish and King County's statement that they will prove to be "good neighbors"

EMERGENCY ACCESS We have a one-lane, dead-end road. The last few years we have had several times residents of our community have needed assistance from emergency vehicles, which have involved fire trucks, aid cars, ambulance, and police. Not only does this include the access on a limited width of our community and lack of a place to turn around so very important for timely exit from our community in an emergency at present. We have two (2) fire hydrants in Mint Grove, not one as noted in the 60% plan. We need full access to both.

MINT GROVE CROSSING When our community was developed 90+ years ago, Northern Pacific Railway Company issued a grant was issued to A.J. Peters, numbered 43810 and dated August 2, 1926, which was assigned to Alex Koll on August 1, 1927. Then the grant was revised as 67988, to Mint Grove and the owner of one property to the north (first house in Mint Grove) executed on the 1st day of December, 1947, from Northern Pacific Railway Company **"the right to establish a private road crossing over its right of way. . ."** In provision #2, it states "the crossing shall be constructed and maintained at the expense of the grantee in a good and workmanlike manner and made and kept as safe for travel as possible". In provision #6, This permit replaces that certain private road crossing permit from the Railway Company, In 1999, Mint Grove Community replaced and paid for the crossing with reinforced, brushed cement.

Acknowledging that the East Lake Sammamish Trail Segment B 60% Design Plans show our community road is labelled PRIVATE. That is correct. We request that the Crossing also be marked PRIVATE, recognizing the original Grant. We therefore request that the designation as CONSTRUCTION ACCESS be eliminated from Driveway #9. We further request that the Mint Grove Driveway #9, be replaced with the same quality as it is presently (brushed finish of reinforced concrete). The driveway is steep and the brushed finish was installed to aide driving on ice or snow at such an angle.

Currently we have about 55 cars in our neighborhood with at least 95 trips up and down Mint Grove to the parkway, anything that can protect their safety as drivers, from ages16 to 78, is extremely important. The number of cars using the crossing is many more than we have ever seen using the trail and we ask this is considered in "who stops". What about quick exits off the parkway in an emergency to avoid a rear-end collision? We have had at least two rear-end crashes and several misses.

After the reconstruction of the entrance we understand it is designed for use by a "standard" car. Which cars are NOT considered standard cars. Is our 1991 Honda Civic, a stripped down model, considered a standard car?

WETLANDS There are several spots where there is a ditch on the east side of the trail. This ditch was dug for drainage by the railroad and with culverts that went under the tracks. These drainage ditches were politically labeled later as "Wet Lands". These drainage ditches have not been properly maintained for many years. When I, Vern, was a kid growing up in our neighborhood, these ditches on the east side of the railroad tracks, dried up during the summer and there were gardens, finely cared for, in the location of the "wetland" signs today. Any summer day there would be several neighbors out caring for their gardens. While my parents were working in their 30' row of raspberry bushes and various vegetables, I would play in the dry ditch on one side with my metal cars seeing if I could make race tracks and see how far the cars would go up the other side. There were many vegetables and flowers shared between the gardening neighbors. Another contributing factor is recently the ditches have been dug out but in the majority of places, it was deepened and now lower than the pipes for drainage. According to your 60% Plans, the area on the east side of the trail at Mint Grove will be regraded to make an artificial man-made wetland. Will that result in a permanent mosquito habitat? Referring to the latest article of many we've read, entitled "Science vs. Mosquitos" in National Geographics, August 16, 2016, show which mosquitos cause Zika, Chikungunya, Yellow Fever, Dengue Fever, Malaria, Lymphatic Filariasis and West Nile Fever. With climate change scientists expect the tropical zone where these mosquitoes live will widen toward the poles and in our area by 2050. Some mosquitoes bite during the day and some at night assuring someone will be bitten any time during the summer with devastating results. Is that what you want?

SAFETY, PRIVACY & TREES

If all the trees Mint Grove residents have purchased themselves and planted as following verbal instructions from King County for buffering noise and privacy, (300 thuja pyramidalis) along the trail are cut down, we will have even less noise buffering and security. All sides of our houses will be visible from the trail and lake. What must we do to protect ourselves? Trying to emotionally and financially recover from invasion is not acceptable.

Scientists have for many years talked about Global Warming. We have noticed the "CLICK TO SUBSCRIBE" on King County Parks web site to join King County to plant 1 million trees by 2020. "Why plant 1 million trees in King County? Healthy forests and trees store carbon and contribute to clean air and water, healthy habitat for salmon and other wildlife, and more livable communities. One Million Trees is part of King Country's ambitious five-year action plan to reduce carbon pollution and prepare for the impacts of a changing climate . . . Join the 1 million tree effort." Sounds really great but how does King County Parks compensate for the carbon absorbing ability of 300 mature trail-shading evergreen trees at our Mint Grove Community if these are removed? A solution is keeping the trail on the original centerline established by the railroad tracks and avoid cutting down

300 trees instead of a minus 300 in the “1 Million Trees” account. Small, immature trees cannot possibly absorb as much carbon as mature trees nor offer shade, especially along a heavily used parkway.

PEOPLE USING TRAIL We are frequent users of the trail and usually meet 2 to 10 other people. That’s little usage of an expensive trail. Some people we see on a regular basis and greet each other and often have conversations.

The biggest problem is the bicyclists who do not announce their presence, such as “on your left” or using a bell when approaching from behind. We have been almost hit on many occasions even though we walk only on the right half of the trail. One time a biker went between us. The only rule for bikers we have seen is a speed limit of 15 mph sign posted several miles south of Mint Grove.

If someone using the trail has an emergency, medical or assault, will he/she receive quick response? In the past the response was too slow, sometimes 2 – 3 hours later.

A reminder, we regularly use the trail. The comments we have made are those that we have seen or experienced ourselves.

We ask that the SSDP approval be put on hold until there is resolution to our concerns before the 90% plans are released.

Vern and Jeannie Lindquist
1241 E Lk Sammamish Shorelane SE
Sammamish, WA 98075
vernlindquist@msn.com

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:53 PM
To: 'Samuel A. Rodabough'
Subject: RE: Gottschalk/Greve Public Comment - SSDP2016-00415

Dear Mr. Rodabough,

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: Samuel A. Rodabough [mailto:sam@rodaboughlaw.com]
Sent: Friday, January 27, 2017 2:04 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; gina.auld@kingcounty.gov
Cc: Flemming, Barbara <Barbara.Flemming@kingcounty.gov>
Subject: Gottschalk/Greve Public Comment - SSDP2016-00415

Ms. Ozbolt and Ms. Auld,

On behalf of my clients William & Debra Gottschalk and William & Kathryn Greve, please see a comment letter attached in pdf format regarding the above shoreline substantial development permit for the East Lake Sammamish Trail, South Sammamish B Segment. Please let me know if you require anything further. I look forward to working with the City and County to resolve my clients' concerns.

Regards,

Samuel A. Rodabough
Law Office of Samuel A. Rodabough PLLC
11820 Northup Way, Ste. E200
Bellevue, WA 98005
(425) 440-2593 (phone)
(425) 284-3051 (fax)
sam@rodaboughlaw.com

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LAW OFFICE OF
SAMUEL A. RODABOUGH PLLC

SAMUEL A. RODABOUGH
ATTORNEY AT LAW
11820 NORTHUP WAY, STE. E200
BELLEVUE, WA 98004
(425) 440-2593
(425) 284-3051 (FAX)

January 27, 2017

Via Email & U.S. Mail

City of Sammamish
Department of Community Development
Attn: Lindsey Ozbolt, Associate Planner
801 228th Ave. SE
Sammamish WA, 98075
lozbolt@sammamish.us

King County
Department of Natural Resources and Parks
Attn: Gina Auld, Capital Project Manager IV
201 S. Jackson St., Ste. 700
Seattle, WA 98104-3855
gina.auld@kingcounty.gov

Re: Shoreline Substantial Development Permit 2016-00415
East Lake Sammamish Trail, South Sammamish B Segment

Dear Ms. Ozbolt and Ms. Auld:

This Firm represents William & Debra Gottschalk (collectively "Gottschalk") and William & Kathryn Greve (collectively "Greve"), the owners of residential properties located within the City of Sammamish ("City"). My clients' properties will be adversely affected by the proposed modifications to the East Lake Sammamish Trail, South Sammamish B Segment ("Trail") that have been proposed by King County ("County") in the above shoreline substantial development permit ("SSDP"). My clients are in receipt of the City's Notice of Application for the above SSDP and they have reviewed the 60% design plans for the Trail, dated on or about September 2016 ("Preliminary Plans"). Please accept the following as (1) a response on behalf of my clients to the SSDP application, including the Preliminary Plans, and (2) a request for my clients to be included as parties of record for this SSDP and to receive future notifications and status updates regarding the SSDP application.

A. The Properties

Gottschalk owns and resides in the residence located at 2419 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075, also known as King County Tax Parcel No. 0724069055 ("Gottschalk Property"). Greve owns and resides in the adjoining residence located at 2417 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075, also known as King County Tax Parcel No. 0724069059 ("Greve Property"). The Greve Property is located immediately north of the Gottschalk Property. As with many waterfront properties in this area, the Gottschalk Property and the Greve Property are physically constrained by Lake Sammamish to the west and the Trail to the east. Although these properties enjoy significant waterfront amenities, they are also characterized by significant access constraints and privacy concerns stemming from their proximity to the Trail.

By way of background, and for purposes of this letter, with the limited time available for public comment, my clients have been unable to undertake a comprehensive review of the titles to their respective properties to determine the origin of the County's right-of-way for the Trail. However, per maps available through the County's Department of Natural Resources and Parks, it appears that the origin of the right-of-way in this section of the Trail is the "Tibbetts Deed."[1] The map does not explain if the County believes it owns a fee simple interest in this section of the Trail, or a mere easement. In this limited time available for public comment, however, my clients have been unable to verify if the property interest conveyed by the Tibbetts Deed has previously been adjudicated by any state or federal court. Nonetheless, until demonstrated otherwise, similar to other sections of the Trail, my clients' necessarily take the position that the County's interest constitutes an easement and that my clients own the underlying fee simple interest.

B. Deficiencies in Preliminary Plans

As indicated, my clients have reviewed the Preliminary Plans for the Trail. In this regard, it is worth noting that Mr. Gottschalk has over 35 years of complex construction experience. He is currently the President of Lydig Construction, Inc., a regional commercial construction company whose project portfolios include federal, state, and local government buildings (*e.g.*, secondary and higher education buildings, courthouses, administration buildings, correction centers, civic halls, etc.) and private commercial buildings (*e.g.*, offices, hospitals, hotels, casinos, etc.). In short, Mr. Gottschalk is well-versed and highly qualified in reviewing construction drawings. Accordingly, my clients offer the following comments regarding the Preliminary Plans:

1. Unnecessary Waterward Realignment of Trail Centerline

Per the Preliminary Plans, it appears that the County is unnecessarily realigning the centerline of the Trail waterward (*i.e.*, closer to my clients' residences).[2] Notably, the County has previously published the criteria that it employs to determine if the existing centerline of the Trail should be realigned, which include the following: (1) "[m]inimizing costs where possible without impacting trail standards," and (2) "[m]inimizing impacts to adjacent homeowners."[3] As explained in greater detail below, it does not appear that the County's proposed realignment complies with either of these criteria.

---

[1] *See* East Lake Sammamish Trail Railroad Right of Way Historical Acquisitions, King County Department of Natural Resources and Parks, Parks Division (July 29, 2014), at pg. 15.

[2] *Compare* Preliminary Plans, Existing Conditions Plan, at pg. EX6 (attached hereto as Exhibit 2) *with* Plan and Profile, at pg. AL10 (attached hereto as Exhibit 1).

[3] East Lake Sammamish Trail Project, King County Parks (Spring 2014), at pg. 5.

Specifically, the proposed realignment occurs between stations 327+31.99 and 326+71.62.[4] The realignment results in the following significant, adverse impacts, among others:

- **Reduced Utility of Shared and Separate Driveways** – The realignment shortens the approach to the shared portion of my clients' driveway and severely limits vehicle maneuverability and ingress and egress from the easternmost portions of their separate driveways. In particular, the turning radius of their driveways are significantly compromised and may require the owners to trespass onto each other's property for future, rudimentary driveway navigation.
- **Reduced Safety/Visibility** – The proposed Trail realignment creates an increased safety hazard for both vehicles and Trail users at this crossing. Specifically, the rather abrupt realignment near the north property line of the Greve Property appears to reduce sight distance for vehicles exiting the shared portion of my clients' driveway, which decreases safety for both my clients and Trail users.
- **Proximity, Loss of Privacy and Safety –** The proposed Trail realignment will undoubtedly negatively affect the values of my clients' residences, both of which are multi-million dollar residences. The proposed Trail realignment and accompanying widening will require the loss of most, if not all, of the existing privacy screening for these residences, including mature arborvitae hedges. In short, Trail users will not only be much closer to these residences, but will be staring through windows into their homes. Additionally, the increased proximity of the Trail to my clients' residences may encourage Trail users to engage in unauthorized use of the highly visible boat launch located on the Greve Property.

2. Inadequate Drainage Infrastructure

The existing elevated Trail corridor currently acts as a berm that collects surface water behind it during extreme weather conditions. This problem is exacerbated by excess hydraulic water pressure from Jurisdictional Ditch #11B and runoff from nearby impervious surfaces, including the existing semi-permeable gravel Trail.[5] Although the Preliminary Plans depict the existence of four, 6-inch culverts located near the north end of Jurisdictional Ditch #11B,[6] these culverts do not currently provide an outlet for the ponding water. Instead, because the ponding water currently has no outlet, it builds hydraulic pressure that adversely affects the foundations and sewer systems of both the Gottschalk and Greve residences. This hydraulic pressure has led to water infiltration through the foundations and into their respective residences.

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[4] *See* Preliminary Plans, Plan and Profile, at pg. AL10 (attached hereto as Exhibit 1).

[5] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX6 (attached hereto as Exhibit 2) with Plan and Profile, pg. AL10 (attached hereto as Exhibit 3).

[6] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX6 (attached hereto as Exhibit 2).

The following photos depicts the water that ponds behind the Trail corridor in front of my clients' residences and the damage to these residences as a result of this ponding and associated hydraulic pressure:

*Note – The above photo was taken at approximately 3:00 p.m. on January 18, 2017. The ditch collects and retains water during extreme weather conditions. The ditch was water free 18 hours prior to the time that this photo was taken. As explained in greater detail herein, adopting my clients' recommended drainage improvements, will resolve the existing drainage issues and better protect any Trail improvements from unnecessary erosion and damage.

*Note – The above photo depicts the source of water forced up through the foundation of the residence as a result of hydraulic pressure.

*Note – The above photo depicts the pathway by which water, forced up through the foundation from hydraulic pressure, runs along the interior walls of the residence.

The proposed drainage improvements in the Preliminary Plans do not appear to adequately address these drainage concerns. In particular, changing the Trail from a semi-permeable gravel surface to an impervious paved surface, while simultaneously widening the Trail, will increase surface water runoff. Moreover, the Preliminary Plans do not depict any underdrain in the vicinity of my clients' properties that will allow for surface water collecting on the east side of the Trail to drain to the west side and ultimately be discharged into the Lake. In other words, it is likely that the existing ponding conditions will continue unless and until the Preliminary Plans are revised with respect to drainage.

3. Design

My clients, including Mr. Gottschalk with his extensive design and construction experience, believe that the Proposed Plans depict a Trail with poor design and a general lack of consideration to architectural exterior design. Specifically, the Preliminary Plans include a masonry retaining wall with a coated chain link for only a portion of affected property, and leaving the remainder with no protection at all. This total lack of architectural perspective by the County fails to follow any reasonable architectural standards for the proposed improvements. The County should have designed something more consistent with the existing improvements that takes into consideration that the two residents share one common entrance and the architectural barrier should be consistent along the affected property.

B. Proposed Resolutions for Deficiencies in Preliminary Plans

My clients believe that there are simple and cost-effective design solutions that would largely alleviate the above concerns that are both (1) consistent with the County's design objectives for the Trail, and (2) avoid negative impacts to adjacent property owners. These solutions are as follows:

1. Shift Proposed Realignment of Trail Centerline to the South

My clients propose that the abrupt transition for the Trail centerline realignment currently depicted as occurring between stations 327+31.99 and 326+71.62 be shifted to the south between stations 324+50 and 324+00.[7] It does not appear that shifting the transition to that location would impact any adjacent properties, as that location does not involve constraints that are similar to those in the immediate vicinity of my clients' property. For example, unlike the County's proposed location, my clients' proposed location is not in the vicinity of a Trail crossing, such as a driveway. Moreover, my client's proposed location for the transition would alleviate concerns regarding impaired sight lines at my clients' Trail crossing, as the Trail alignment could be straightened in the absence of the proposed transition. My clients' proposal would also accommodate the following:

- **Retaining Wall #10 –** My clients' preferred alignment would allow for Retaining Wall #10 to be moved east, closer to the alignment of the Trail, which could then be reengineered to be either a smaller retaining wall, or be eliminated altogether as a result of existing elevations. This common sense change would result in considerable savings to taxpayers.[8]
- **Clearing and Grubbing Limits** – My clients also propose that the clearing and grubbing lines be modified to correspond to my clients' preferred Trail realignment. My clients' proposed modifications are depicted on the attached Exhibit 3. Further, the clearing limits should be adjusted to follow the course of the Trail in order to prevent and/or limit, any adverse impacts to my clients' existing stamped concrete driveway, irrigation, drainage, and landscape lighting.
- **Drainage Revisions** – My clients also request that certain changes be made to the Preliminary Design with respect to drainage, as depicted in the attached Exhibit 4. These proposed changes are summarized as follows:

---

[7] *See* Preliminary Plans, Existing Conditions Plan, pg. EX6 (attached hereto as Exhibit 2).

[8] *See* Preliminary Plans, Existing Conditions Plan, Plan and Profile, pg. AL10 (attached hereto as Exhibit 3).

(1) Continue the underdrain depicted for installation south of station 326+00 on the east side of the Trail through to station 327+31.99. Tie the underdrain to Catch Basin #9 located at station 327+34.

(2) To address the additional ponding that will be expected from increasing the impervious surface from the Trail due to widening, my clients request the installation of a CMP slotted trench drain in the existing driveway, such as the product available from Contech Engineering Solutions depicted in Exhibit 6.

- **Fencing –** My clients also request that they be allowed to maintain the existing level of safety and security that exists for their properties, which will be significantly compromised by the removal of their vegetative privacy screening, existing fence, and electric gate. Maintaining the same level of security will also eliminate the potential for unauthorized use of the highly visible boat launch located on the Greve Property. My clients recommend realigning the chain link fence depicted in the Proposed Plans consistent with their preferred Trail realignment and extending said fence across both properties as depicted in Exhibit 5. Further, they request permission to install an electric rolling security gate similar to existing one serving the properties. Doing so will also maintain a reasonable resemblance of the exterior architecture of these multi-million dollar homes.

CONCLUSION

The Trail constitutes a regional asset that is beneficial to the greater public. As such, my clients do not oppose improvements to the Trail and sincerely desire that the project will be successful and completed in a timely manner. However, my clients justifiably believe that the proposed Trail improvements should consider the adverse impacts to adjoining properties (as expressly set forth in the County's own criteria), including the Gottschalk Property and Greve Property. My clients respectively request that the County give their proposed improvements serious and thoughtful consideration, as the adoption of those proposals would remedy their concerns.

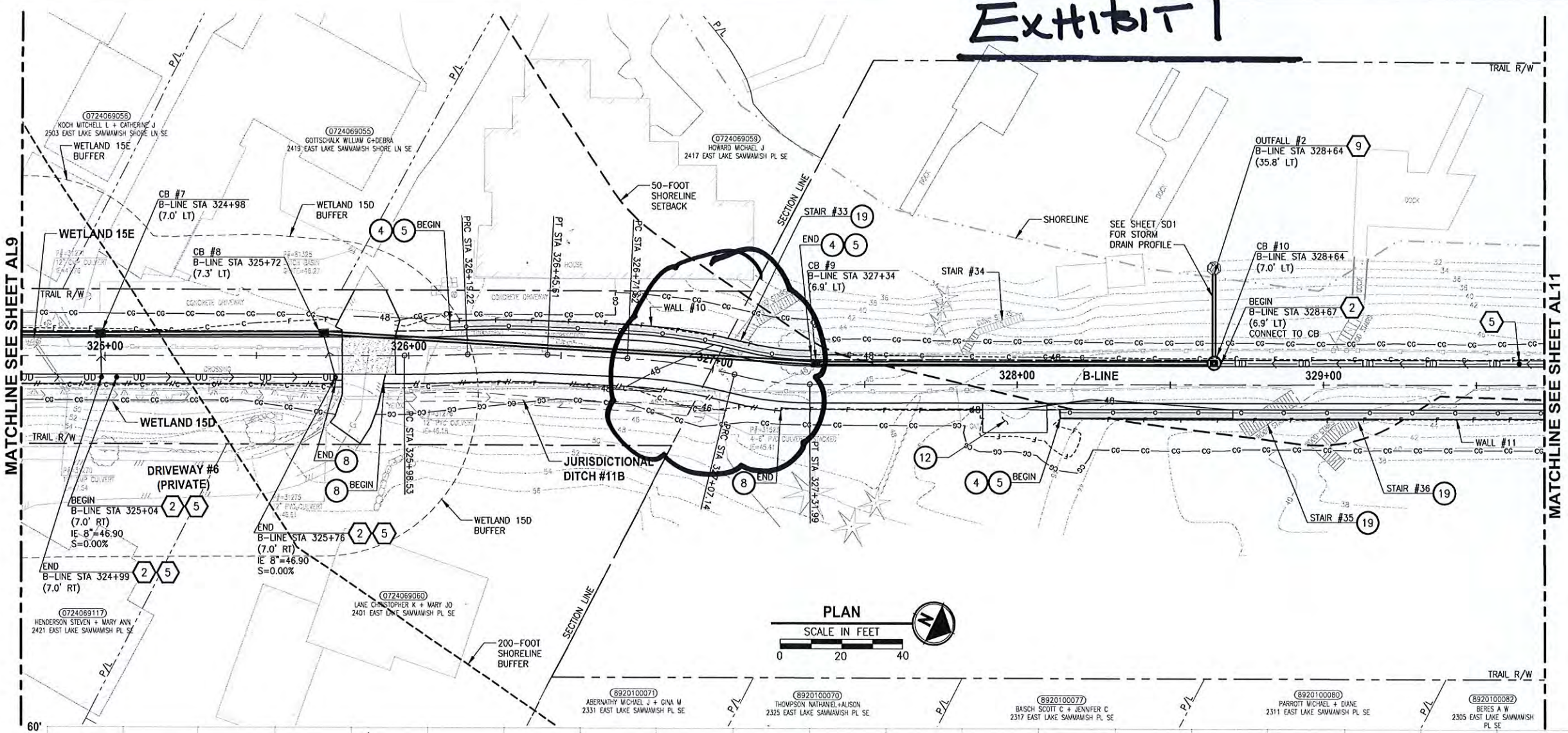
Sincerely,

LAW OFFICE OF SAMUEL A. RODABOUGH PLLC

Samuel A. Rodabough
sam@rodaboughlaw.com

cc: Barbara Flemming, Senior Deputy Prosecuting Attorney

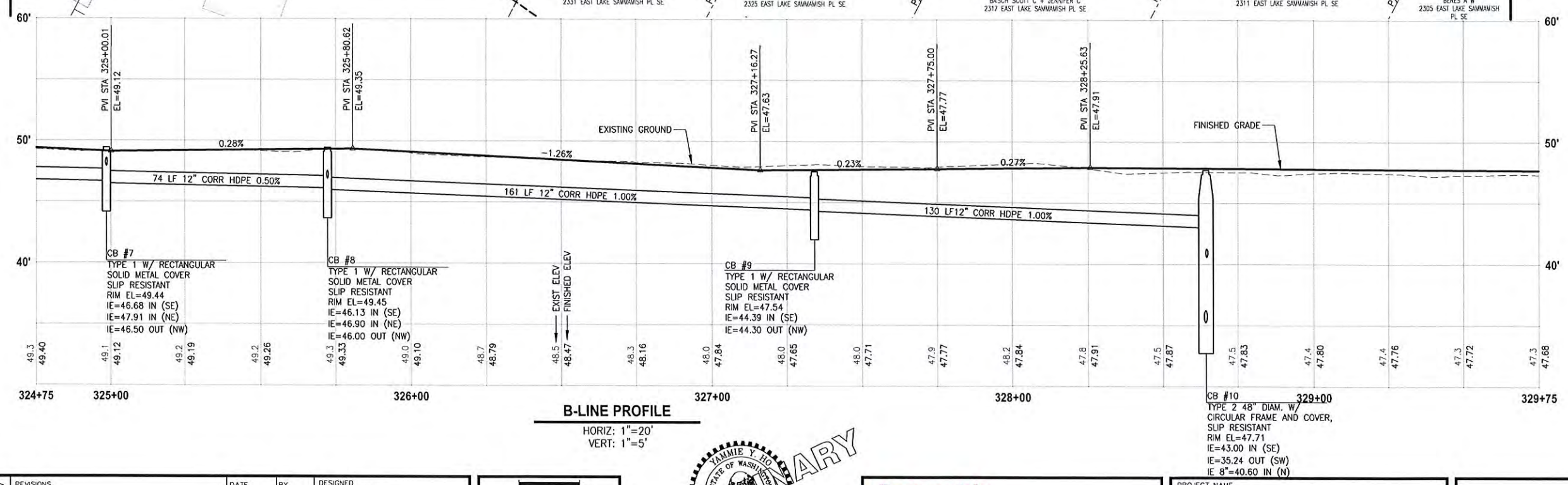
EXHIBIT 1



PLAN

SCALE IN FEET

0 20 40



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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

FILE NAME BL1521075P19T03AL-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
YAMMIE Y. HO
STATE OF WASHINGTON
40829
REGISTERED PROFESSIONAL ENGINEER

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

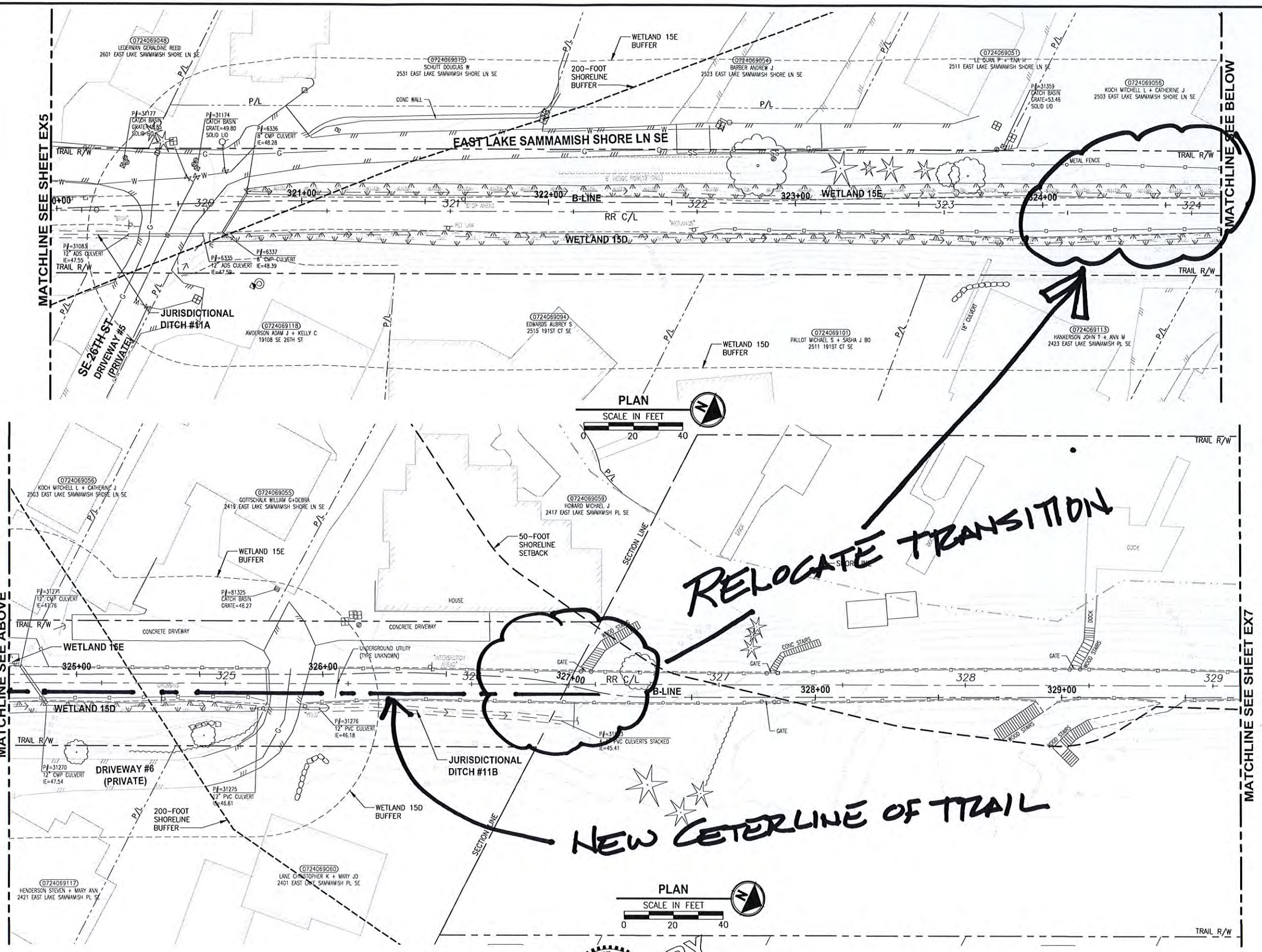
PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

PLAN AND PROFILE

SHEET NO. 42 OF 135

AL10

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Secs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgobut DATE: Wednesday, October 12, 2016 8:54:10 PM
LAYOUT: AL10



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

EXHIBIT 2

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03EX-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY — YAMMIE Y. HO, STATE OF WASHINGTON, 40820, REGISTERED PROFESSIONAL ENGINEER

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

EXISTING CONDITIONS PLAN

SHEET NO. 14 OF 135
EX6

PATH: U:\PSO\Projects\Clients\521-KingCo\554-1521-075-ELST\995vcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 8:31:29 PM
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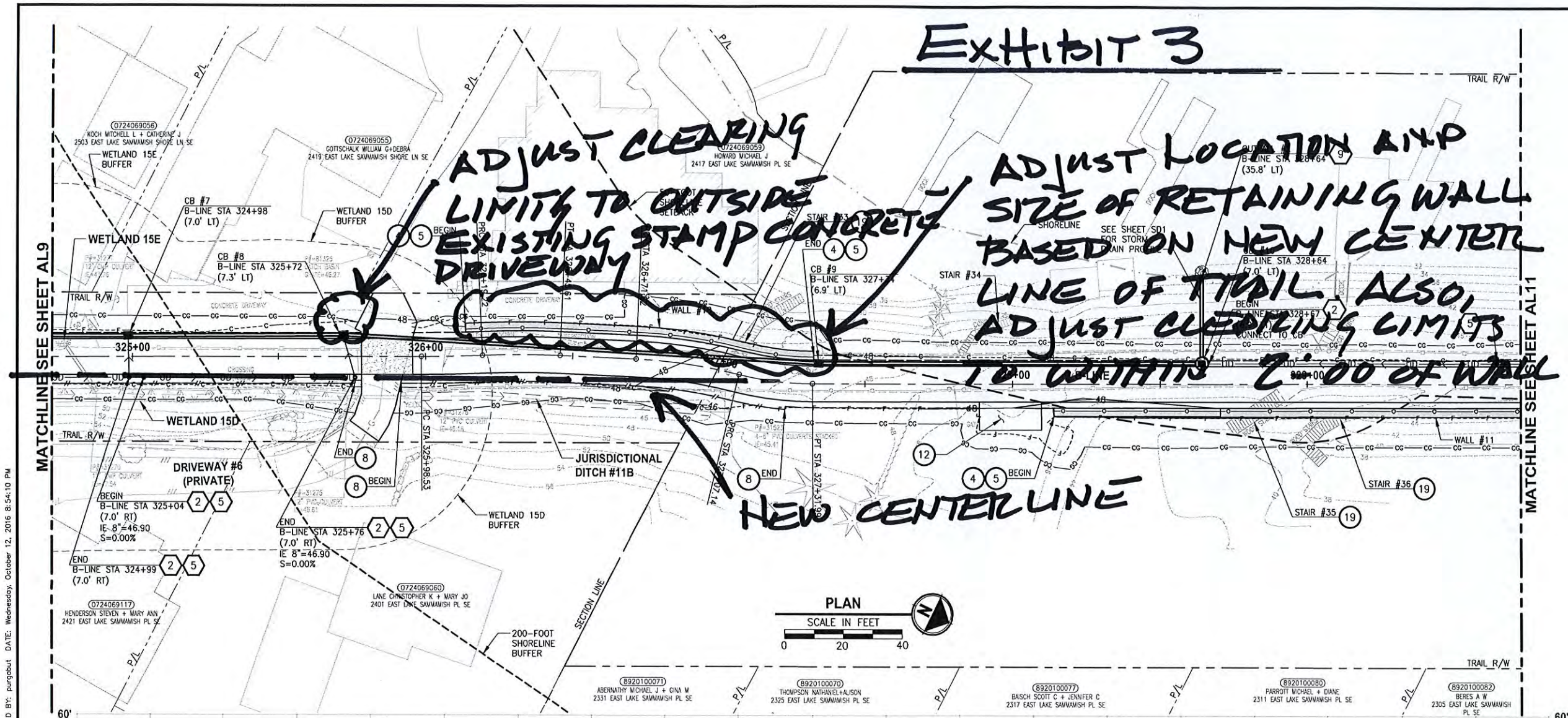
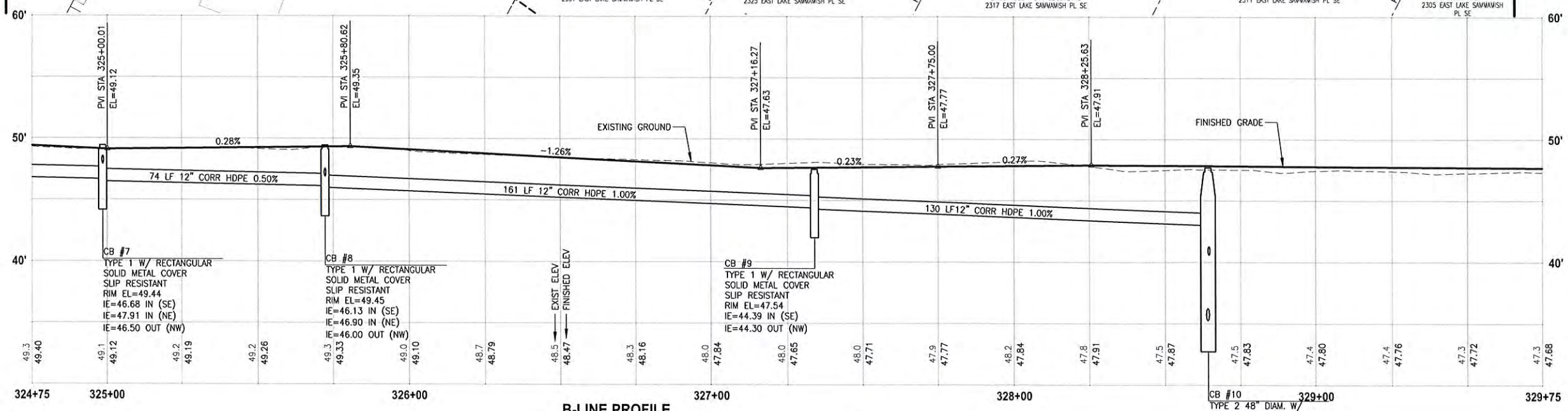




B-LINE PROFILE

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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03AL-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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

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

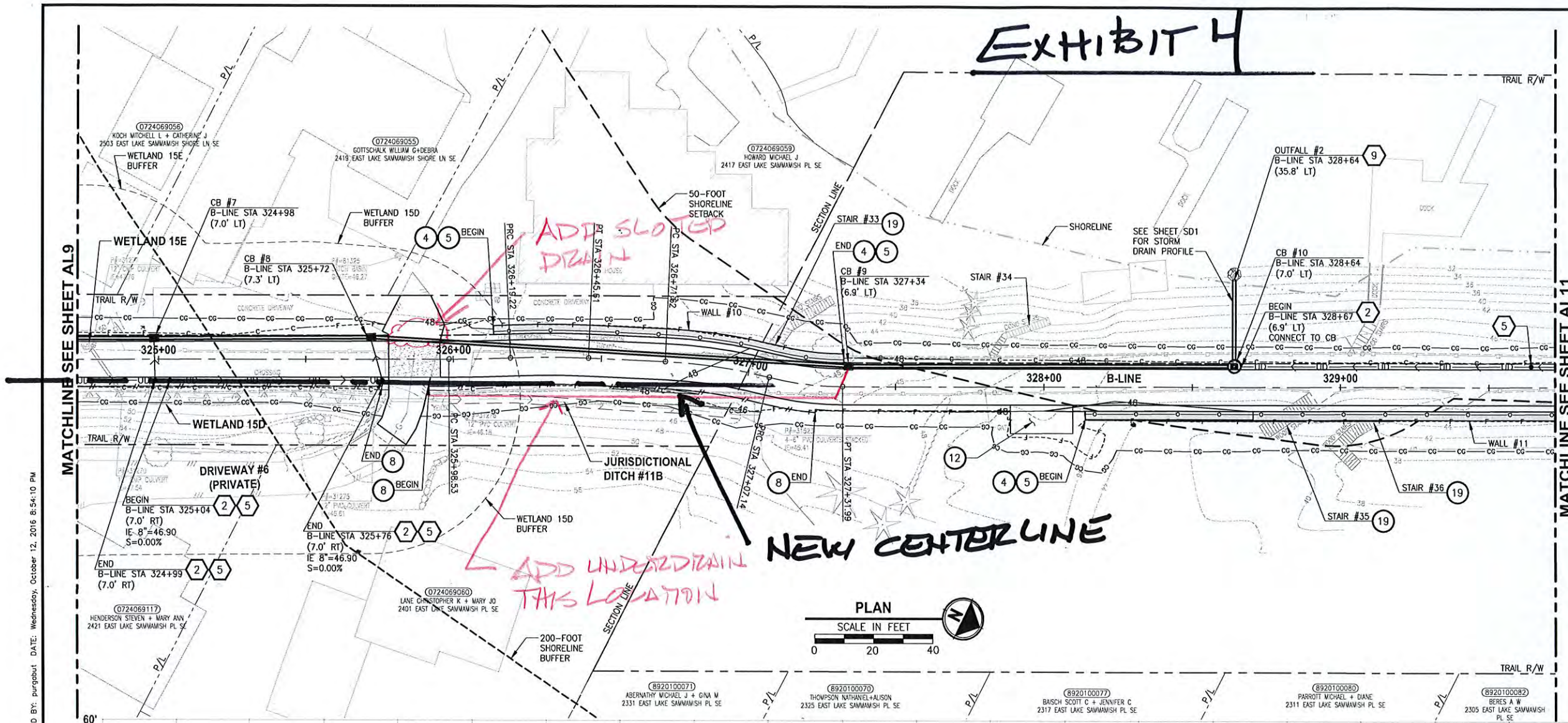
PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

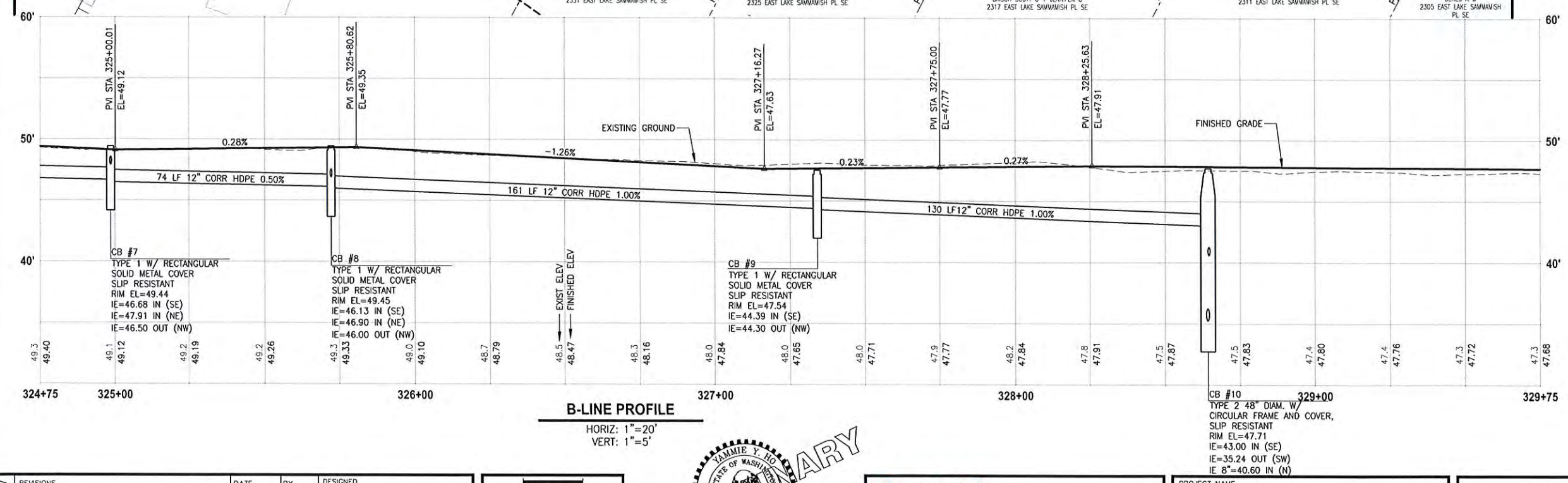
PLAN AND PROFILE

SHEET NO. 42 OF 135
AL10

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Secs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 8:54:10 PM
LAYOUT: AL10

EXHIBIT 4





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.
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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.
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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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03AL-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

YAMMIE Y. HO STATE OF WASHINGTON 40829 REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

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719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104
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WWW.PARAMETRIX.COM

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

PLAN AND PROFILE

SHEET NO. 42 OF 135
AL10

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 8:54:10 PM
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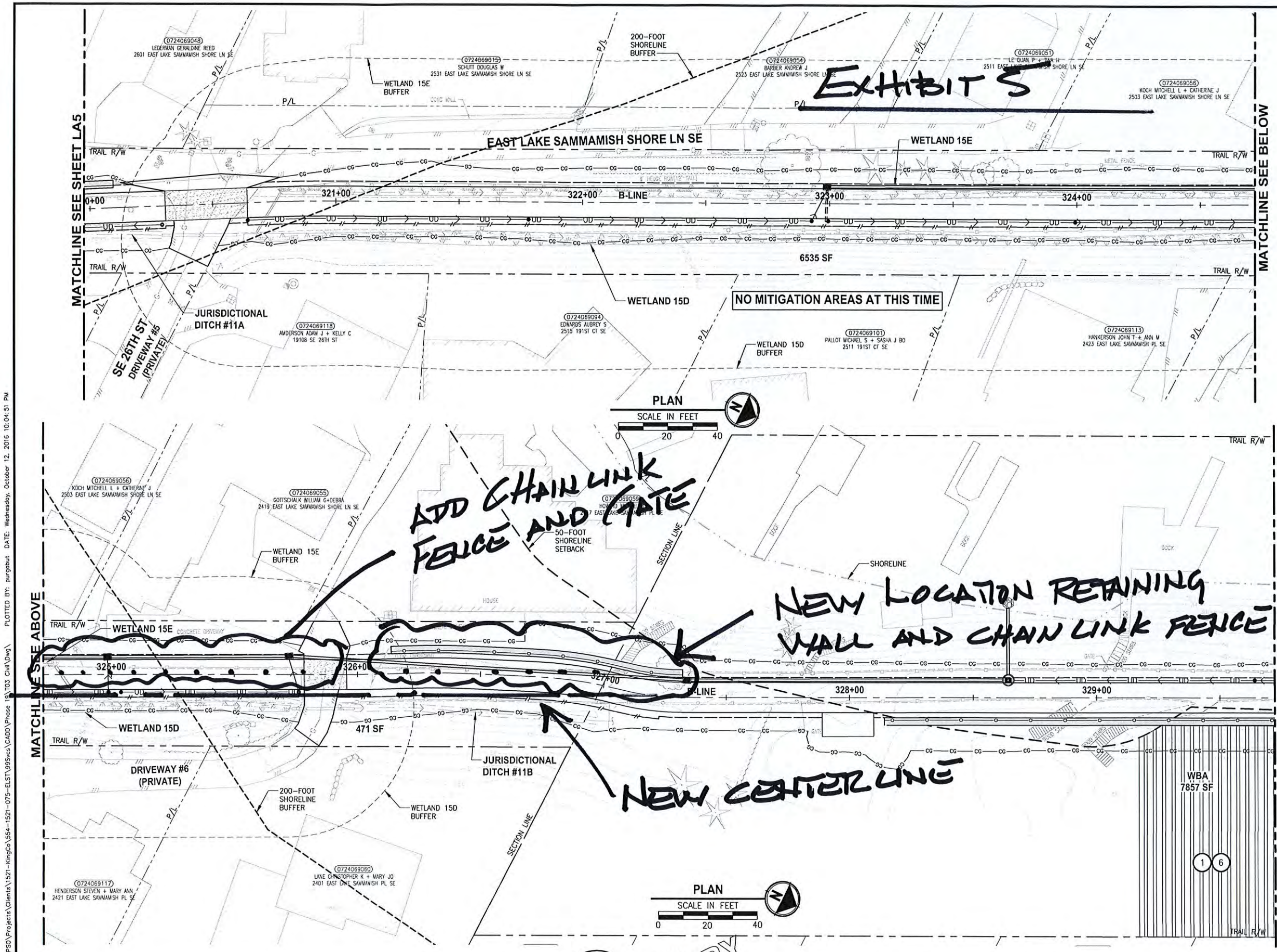

CONSTRUCTION NOTES:

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03LA-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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

Parametrix
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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

LANDSCAPE PLAN

SHEET NO. 118 OF 135
LA6

PATH: U:\PSO\Projects\Clients\521-KingCo\554-1521-075-ELST\995vcs\CADD\Phase 19\T03 Civil\Dwg\
PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 10:04:51 PM
LAYOUT: LA6

Exhibit 6

CONTECH®
ENGINEERED SOLUTIONS

PRODUCTS | MARKETS | START A PROJECT | KNOWLEDGE CENTER | COMPANY

Products > Pipe > Corrugated Metal (CMP) > Slotted Drain

Slotted Drain™

Slotted Drain pipe removes sheet flow from streets, highways, and parking lots without multiple grades or water channeling devices. The result is an aesthetically pleasing inlet that is safer and easier to install and maintain.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:50 PM
To: 'dgb18@comcast.net'
Subject: RE: ELST South Segment B Comments - Birrell

Dear Doug and Lori,

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: dgb18@comcast.net [mailto:dgb18@comcast.net]
Sent: Friday, January 27, 2017 1:38 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: ELST South Segment B Comments - Birrell

Lindsey,

Hi,

We submitted comments back on January 9th and since then had additional conversations with the King County representative at the Sammamish City Hall and met with the Army Corp of Engineers. Therefore, we have updated our comments and they are attached to this email. Please disregard our earlier email. You may delete it from, what we are sure is a very full email box. Thank you for your efforts and wish you the best.

Doug & Lori Birrell
1317 E. Lake Sammamish Shore Lane SE
Sammamish, Wa 98075
425-242-0019

City of Sammamish January 26, 2017
801 228th Ave SE
Sammamish, Wa 98075

Attention: Ms. Lindsey Ozbolt

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

Dear Ms. Ozbolt,

The following are our comments and concerns regarding the recently released 60% plans for the development of the East Lake Sammamish Trail (ELST) segment 2B specifically as it will affect our property (Construction location 367+00) and the community of Mint Grove (Construction location 360 through 375).

We want to first state we are regular users of the ELST and enjoy the trail very much. We use it almost daily to walk, run, and bike.

The current plans for the section of segment 2B next to Mint Grove indicate the centerline of the ELST will be shifted varying amounts from approximately 4 feet to over 6 feet to the west. The reason given within the plans is to protect the "Wet Lands" to the east of the trail. It is important to point out the property to the east of the existing trail was not a "Wet Land" until several actions which were taken by the City of Sammamish and/or King County which caused this area to retain water during the wet months of the year. First, the approval by both King County and the City of Sammamish to allow significant development upon the hill to the east of Lake Sammamish Parkway, thus allowing increased water runoff from the area. In addition, following the Nisqually earthquake in February, 2001 and the subsequent damage to the East Lake Sammamish Parkway adjacent to Mint Grove, the road was rebuilt and a much larger drainage culvert was placed under the parkway, opposite our property at construction location 367, which increased the flow volume of water from the hill into the section of property just east of the trail. It is important to note that prior to the 2001 earthquake the retention of water from the east hill was located on the east of Lake Sammamish Parkway and the replacement of the original 12"-14" culvert with the much larger 48" culvert increased the flow of water under the Parkway and moved the water retention from the east side of the Parkway to the west side. This resulted in overflow of the trail during times of heavy or constant rain, which in turn caused flooding onto some of the Mint Grove properties and some damage to homes. In response to this situation one of the entities, either King County or the City of Sammamish, excavated the property to the east of the trail to allow for greater water retention and subsequently labeled this area as a wet land.

The excavated property had been maintained by the home owners within Mint Grove for the many years prior to the excavation. The land was dry and no "wet lands" existed as the homeowners had gardens within this area. The actions to excavate the area destroyed these gardens and caused standing water to result. During summer months the retention area does dry up and only underground springs

located to the east of Lake Sammamish Parkway cause runoff within the original flow areas of which there are three mostly underground culverts that then continue to drain down to the lake. So to label these areas as wet lands is inappropriate as they are nothing more than water retention areas created by excavation to prevent flooding and allow for controlled release of retained water into Lake Sammamish through these three existing drainage pipes. It is important to note the three drain lines from east of the trail, which run under the trail and eventually to the lake were not replaced at the time the larger culvert was replaced under the parkway so building a large retention area was required to mitigate the trail overflow situation.

What actions is the City of Sammamish and King County taking to assure any run off flowing under the East Lake Sammamish Parkway be mitigated and will prevent any overflow of the trail, thus potentially damaging homes and risks to residents?

It is important to note that this past summer (2016) the county brought in a large track hoe and re-dug the ditches on the east side of the trail over a significant length of the trail common to Mint Grove. By their actions the County must not believe this area is a wet land or they would not be using large earth moving equipment to clear out and disturb this area. Thus why is it the trail cannot maintain the existing foot print by excavating new ditch areas to the east of the existing ditches which would result in the preservation of nearly 300 mature trees?

In reviewing the 60% construction drawing we find that the area to the east of the trail for a majority of the length of Mint Grove will be as noted on the plans, *"grade area to create wetland conditions and amend soil with compost, plant with native wetland plants."* It seems counter to the overall plan of not impacting the environment to shift the trail westerly resulting in the removal in approximately 300 mature trees to protect an area which will be graded, thus destroying the wetlands the shifting of the trail is intended to protect. If the trees are being removed for views of the lake, that too, is not a reasonable action as the homes in this area are built close together, with minimal spacing, and trail users will only have views of the existing homes. Since the area now designated as a wetland will be graded, then at the same time it seems reasonable to shift the ditches, located between the trail and the wetland, to the east, allowing the existing trail footprint to be used and the 300 mature trees are preserved.

Emergency vehicles may encounter a reduction in their ability to turn around and the risk to residents in an emergency situation will be increase accordingly. It is our recommendation the local fire district be included in the evaluation of such a shift in the trail and subsequent impact to ingress and egress within Mint Grove. It is important to note that any new construction or significant remodeling within Mint Grove requires fire sprinkler systems be installed due to the already restrictive access emergency vehicles have to homes within Mint Grove. So, we ask, what is of a greater need? The safety and welfare of Mint Grove residents and their guests or the protection of a government created water runoff retention area subsequently labeled a "wet land" which will be re-graded during construction?

Also, the existing parking area and turn-around space has been used by the homeowners of Mint Grove with the understanding of the railroad and, subsequently King County and the City of Sammamish for approximately 80 years. Houses have been built with the approval of both King County and the City of Sammamish with the understanding this space was used by homeowners for all the reasons noted above. Garages have been approved with minimal set back from the lane which results in very short driveways with no room for parking. Are the City of Sammamish and King County going to comply with their previous actions by assuring residents, delivery vehicles, and emergency vehicles have adequate accessibility to residences, including garages, based on building permits previously granted by both entities?

There is amble space to the east of the trail to make the improvements and width expansion with no or minimal impact to the residence of Mint Grove. This would also dramatically reduce the number of trees impacted by the trail improvement, provide for emergency vehicle access and continued ability to turn around, and maintain the level of privacy currently in place.

Also, the current plans show a design which modifies our neighborhood entrance which changes the grade/slope of the entrance both prior to and after meeting the trail surface. It appears from the plans that the entrance surface to the east of the trail will be re-graded and re-surfaced. At much expense to the residences of Mint Grove this surface area was updated in 2002 with very thick concrete including rebar to support heavy trucks which enter Mint Grove and a heavy brushed surface to improve traction. The current ELST plans do not show the re-grading of area being re-surfaced with same level of materials as will be disturbed by King County. At our meeting with the King County representative for a half hour informational review we were advised the replacement materials will be concrete on the trail surface, but asphalt in all other areas. The use of asphalt on these inclines presents a dangerous situation. The existing slope of the entrance to Mint Grove is at 22.8 degrees and will be increased to 26.18 degrees. The residents of Mint Grove must pull their 96 gallon recycling bins and 96 gallon yard waste bins up to the Lake Sammamish Parkway weekly for these bins to be emptied by Republic. By increasing the slope and laying asphalt this will cause the slope to be slippery and could result in injuries to residents. Likewise, in 1947 the Northern Pacific Railway Company granted the residents of Mint Grove to establish a private road crossing over the right of way at its current location. It should be noted that this grant document replaced the original permit for the rail crossing which was issued August 2, 1926. This grant document also states that the crossing will be constructed and maintained at the expense of the residents of Mint Grove. A copy of this document can be provided upon request. In addition to the safety issue noted above, we feel it is the county's responsibility to repair any damage caused by the trail construction and restore the entrance to its original condition, including materials and workmanship. The entrance to Mint Grove is a private driveway owned by the Mint Grove residents and it is currently labeled on the 60% plans as a construction access. King County has not requested approval from the residents of Mint Grove to use this private lane. The plans should be revised to reflect the entrance to Mint Grove as a private driveway.

The current schedule for the construction of South Segment B is for 2 years. This will result in C&G fencing being in place and disrupting access to residents and placing increase risk to residents in an

emergency situation. We request South Segment B be broken into two phases which will significantly reduce the time frame residents are impacted by the construction.

Throughout the trail development process many complaints have been lodged with the City of Sammamish and King County regarding the removal of trees, impacting property owners, disregard with code compliances, and many others. In response the City of Sammamish and King County have committed to being better "good neighbors". The current plan for the development of the trail next to Mint Grove does not reflect this commitment.

We ask the City of Sammamish and King County to modify the trail plans to use the existing trail bed and/or the area to the east of the trail, which will provide for an improved trail, eliminate any impact to the residents of Mint Grove, and most importantly, preserve the existence of nearly 300 trees. We also expect the entrance once modified results in the same level of materials and workmanship as currently exist.

Should any accidents or damage to property result from a lack of adequate parking, ingress/egress, water mitigation, moving recycle/yard waste bins, and/or failure to restore the entrance during the construction of the trail or post construction, we will hold the City of Sammamish and King County liable as they have been adequately notified of our concerns regarding safety, expectations of adequate access, parking, and the ingress/egress of emergency vehicles.

We request your full consideration of these issues. We encourage City of Sammamish Council Members, City of Sammamish City Manager and King County officials to visit Mint Grove and witness for themselves the impact of moving the trail centerline to the west will have on the environment and Mint Grove residents.

We request the City of Sammamish withdraw and withhold any permit approvals requested by King County until all resident comments and/or concerns have been fully addressed and incorporated into the 90% design review.

Sincerely,

Doug and Lori Birrell
1317 E. Lake Sammamish Shore Lane SE
Sammamish, WA 98075
425-242-0019
dgb18@comcast.net

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:43 PM
To: 'PELL KESSDEN'
Subject: RE: 60% Trail Plan Concerns at 1104 E Lake Sammamish Parkway SE, PELL KESSDEN

Dear Pell,

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: PELL KESSDEN [mailto:pellkessden@gmail.com]
Sent: Friday, January 27, 2017 1:23 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: peremittech@sammamish.us
Subject: 60% Trail Plan Concerns at 1104 E Lake Sammamish Parkway SE, PELL KESSDEN

Dear Lindsey Ozbolt,

I am Pell Kessden, long term owner and resident of 1104 E Lake Sammamish Parkway SE. Since July 23, 1997. King County Parcel number 062406-9001. I would like to bring to your attention some very serious concerns about the plans for the trail development adjacent to the lake in front of my property. Please see attachment.

If you cannot open or read it please call Pell at 425 463-6363

Thank you.

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

I am Pell Kessden, long term owner and resident of 1104 E Lake Sammamish Parkway SE. I have owned and lived in this property for almost 20 years since July 23, 1997. King County Parcel number 062406-9001. I would like to bring to your attention some very serious concerns about the plans for the trail development adjacent to the lake in front of my property.

PLAN AND PROFILE AL19
This plan page indicates that the stairs I use to access my deck and dock are to be removed. But what is the plan for me to access my deck and dock if the stairs are removed?

I spoke to Gina Auld with King County, who suggested that I could use the stairs labeled STAIR #63 which is on the property of my neighbors, the Farrars.

However, this is absolutely not an option for my property access for several reasons. The Farrars have not been cooperative neighbors on numerous occasions in the past. For example, in the past they have denied me access to a pump at the back of their property which I am a 1/3 owner along with their neighbors the Hilds. What would stop them from stopping my access to my deck and dock?

In addition, they have also shown blatant disregard for many of the laws and codes of the City of Sammamish, King County and the Army Corps of Engineers by building and bi-yearly expanding (during winter and weekends) what was once a tool shed into what is now an approx. 180 sq. ft. cabin with new roof, insulation and gutters. Based on a conversation I had with Mr. Farrar this was all done without any permits or informing the tax entities. He said if they ask he will simply back permit the structure. The back permitting habit of the Farrars was reinforced the City of Sammamish by the incident written of below in which a non-permitted structure was back permitted. (Please read the correspondence enclosed here in order to get an understanding.)

I would also like to bring up a related matter: Yesterday (Jan. 26th 2017), I unlocked the gate for two soil testers with the Army Corps of Engineers and one wetlands biologist Jeff Meyer, PWS with Parametrix to give them access to that portion of property. I noticed what amounts to a trick had been done. See Ditch Pictures page 3: The ditch on the East side of the trail looked recently dug out only at my property resulting in a changing of water flow. Rather than running North to the culvert all the water flows from both sides to my property . This forms several problems. This creates stagnate water for mosquitoes to breed in. Most importantly that pooled water is putting increased hydraulic pressure on the bedrock under the trail bed. This could cause a failing and damage to the trail bed and surface. The City of Sammamish has dealt with plenty of soil movement issues under road edges and in landslides that this should cause concern. Above this point and 40ft south, the parkway split open and dropped down about 1.5 feet during the Nisqually earthquake. The soils here are soft; water needs to flow off of them. The ditch needs restored to its natural flow and the water will go into the culvert.

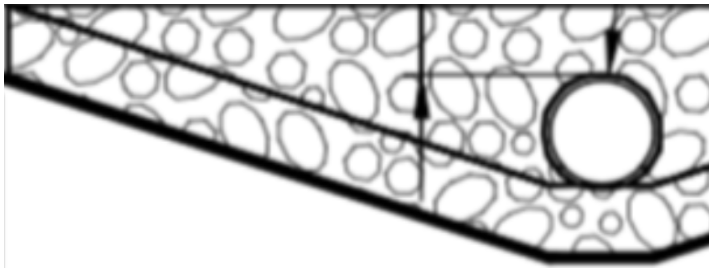
My major concerns are:

1. The proposed plan may lead to the prevention of my ability to exercise the right to full use and enjoyment of my own private property.
2. The plans if carried out as shown could result in the devaluation of my property by 66%.
    a. Who pays for this devaluation?
3. Further, it would also make the selling of my property difficult. It would also make the titling of my property unclear.
4. In speaking to a homeowner along the trail she warned that titles can be made void by having access changes. That it turns into a complicated legal issue. Who pays for that?

I would like to propose an alternate approach that can achieve the goals for the trail, while still allowing me use my property:

The current fairly new fence installed by King County could remain all along the stretch from driveway-crossing South and North of my property. A ditch culvert design was made much like the one shown here with the trail surface + rock edge placed over it.

Stairs to deck -I-Wire Fence -I——————— Trail Surface ——————————I- Stairs to E. Pky.



This would allow the current stairs to remain since they stop before the ditch. I see this type of solution being applied South of the 7-11 along the parkway. For dug out pics of ditch page 3.

When I was building my home, the City of Sammamish insisted I change my title with King County to reflect the lake side portion of my property to have wetlands. Since I wanted a building permit, I did the title change. This turned out to be a bad thing in many ways. First off it did not fit the size requirement for a wetland and it has resulted in a sense of being bullied over its care.

Overall, even though I have been a responsible, law-abiding and civic-minded citizen, I regret that the City of Sammamish has on several occasions not protected my property rights.

I request that this does not happen again, and that the city respects and protects my rights as a property owner to lawfully enjoy my own property.
Please make certain I am notified when the City of Sammamish issues a discussion on the counties permit.

Sincerely,

Pell Kessden
425 463-6363 pellkessden@gmail.com
Thank you to my former spouse of 30 years, P. Anandan who helped write this letter.

Upper stairs to Lake Side Property. Selective weeding of invasive is carried out each summer.

Trail looking North

Trail looking South

Lower Stairs to Deck

Photos were taken Tuesday January 24th 2017

ENCLOSURE: CORRESPONDENCE RELATED TO THE UNPERMITTED CONSTRUCTION BY THE FARRARS. Questions to Gina Auld and photos of my property.

Subject: RE: No permit, Survey, Wetlands or soils info, yet building anyway = a "property improvement"?
Date: Thu, 20 May 2010 07:33:04 -0700
From: jburlingame@ci.sammamish.wa.us

(Former married name was L. Lee Anandan it was changed Dec. of 2012 to Pell Kessden)
Lee:

I appreciate your letting me know of your concerns about the Farrar property. The concerns about unpermitted activity on this property is not new information to me and I wanted to give you an update.

On May 10, 2010 I sent the Farrar's a letter requesting a site visit to talk about buildings that may have been built without the required permits. Mr. Farrar received the letter the next day and promptly called me. Because of my schedule we did not talk until earlier this week. I am scheduled to go to the property later today to meet with both Mr. and Ms. Farrar to talk about the violations. Mr. Farrar has already indicated to me that buildings were built without the required permits.

The process that I need to follow is to ask the Farrar's to create an "as built" site plan and have a critical areas study done by a qualified professional. Normally I would need to give a property owner two months to have both "products" done. I am anticipating that sometime around the first week of August a permit submission will be required. This permit application may be an after-the-fact permit for the buildings or a demolition permit if the buildings are not able to be permitted. Mitigation for unauthorized impacts to critical areas will also be part of the permit application process.

Since you have also gone through the permitting process you are probably aware that it may take 60 days or more for a permit to be issued – longer if any of the shoreline public notices need to happen. Once a permit is issued the property owner has a year to complete the required actions to have the illegally constructed buildings or the illegally impacted critical areas brought up to code.

The city has civil penalties for doing work without the required permits. At minimum the cost of the permits are doubled. There may also be additional civil penalties, especially if the property owner does not move forward in a timely manner. **Some jurisdictions allow retention of buildings built without permits, even if the building would not normally be allowed to be built. The City of Sammamish is not one of those jurisdictions.**

The code violation case number for this violation is CVC2010-00068.

Please feel free to contact me if you want additional updates. As with all other governments in Washington State all of the records for this violation (except for the identity of concerned citizens who file the complaint) are confidential for all active cases. You are welcome to review the files at any time (during normal business hours). The form that we ask you to fill out to review the files can be found at http://www.ci.sammamish.wa.us/pdfs/Public%20Records%20Request.pdf. Often we can get the files for review with just 24 hours notice – although we are allowed (I believe) five days to get back to you. If you refer to CVC2010-00068 staff will be able to access my files which will be cross-referenced to all permit activity.

joan burlingame
Code Enforcement Officer
City of Sammamish
425-295-0547

From: Lee Anandan <mossyknolldesign@msn.com>
Sent: Friday, May 21, 2010 8:26 AM
To: j_harrington@netzero.net
Subject: FW: carport letter and Fence note

Joan,

Thank you for your timely response. A new case number might be needed. I hope not. Please check into this when you are out there today. I have asked the Farrars on several occasions to take care of this fence matter without involving the city. Yet it remains unattended to.

During my building process on several occasions someone(s) used their legal rights to express concerns about my construction process. Concerns found to be baseless. I believe you showed up at my job site for some of them. For example, during the construction of a cement retaining wall, because of concerns expressed by someone, I ended up paying for an engineer's trip, engineer's letter, surveyor re-delineation of our shared property line. All showed to you that the wall was: 1. Properly permitted, 2. It was found to be being built properly using the engineering I had provided (but was restricted to 4', being in a Sensitive Area), 3. The re-survey found the driveway wall to be interior of the property line.

The Farrars are building a 6' fence on top of that 4' (Sensitive Area) wall and crossing that property line, into my property. They say they do not understand why I don't like the fence. Except for the part on top of my cement wall (overall now 10') and this same part crossing the property line, I think the fence looks overall good, but as I have told them, it's looks are not the issue.

I thought they would be getting a survey done because of the carport but an "as built" does not sound like that. Please make certain they bring a surveyor out to confirm the positioning of this fence like I had to for my wall (that re-survey was at the Farrar's request).

My concerns will not be found to be baseless. I am embarrassed that I have to report actions like this of my neighbors, especially since they are contractors.

L. Lee Anandan 425 681-8276
(Former married name was L. Lee Anandan it was changed Dec. of 2012 to Pell Kessden)

King County Parks Flickr
Flickr King County Parks Delicious Feed
ELST Master Plan <ELST@kingcounty.gov>
5/22/14

Hello Pell,
Thank you for following up with me about the East Lake Sammamish Trail Project. We appreciate your comments and concerns regarding design, property access, and project communication. I added you to our email and mailing list. We send updates and meeting invitations periodically through design and construction. King County is designing and constructing the trail in phases- here is an overview of the project schedule.
Redmond Segment (1.2 miles) from NE 70th St. to 187th Ave. NE was completed in November 2011
Issaquah Segment (2.2 miles) from SE 43rd Way to Gilman Blvd. (2.2 miles) opened in June 2013
North Sammamish Segment (2.6 miles) from 187th Ave NE to NE Inglewood Hill Road - Construction in progress. Anticipated re- opening Spring 2015.
South Sammamish Segment (4.8 miles) from NE Inglewood Hill Road to SE 43rd Way. -- In design.
Your property is located in South Sammamish Segment B. As we discussed on the phone, preliminary design plans will not be available until later this year. We cannot speak specifically to your waterfront parcel stairs at this time. Our policy includes replacing any access to adjacent property that conflicts or is impacted by trail construction with in kind material. King County will replace but not maintain access to adjacent property once trail construction is complete. We are happy to meet with you to discuss this in more detail once the preliminary plans are available.
King County offers several other ways to keep up to date about the ELST project, including the project website:www.kingcounty.gov/eastlakesammamishtrail
You can find us on Facebook too! "Like" King County Parks at www.facebook.com/iheartkcparks
You may provide comments at www.parksfeedback.com
Or, you may follow our blog (kingcountyparks.wordpress.com) for frequent updates about the East Lake Sammamish Trail and other King County Parks projects.
If you have any other questions or if you need additional information, please contact the project hotline at 1.888.668.4886 or the project email at ELST@kingcounty.gov
Regards,

Gina Auld
Capital Project Manager
King County Facilities Management Division | Parks CIP
201 South Jackson Street, Suite 700
Seattle, WA 98104-3854
Project Hotline: 1-888-668-4886
———-

From: PELL KESSDEN [mailto:pellkessden@gmail.com]
Sent: Friday, May 16, 2014 2:58 PM
To: Auld, Gina; PELL KESSDEN
Subject: Fwd: South Sammamish Trail Stairs
To Capital Project Manager Gina Auld
King County Parks
gkauld@kingcounty.gov 206-477-4552

Owner King County Parcel number 062406-9001
Hello Gina,
I spoke with you by phone on Tuesday March 25th 2014 about my concern that the King County Sammamish Trail plan that I was shown did not include either sets of the stairs that I use to access the waterfront portion of my property. I have a unique property 062406-9001 in that my home is east of East Lake Sammamish Parkway SE, with a connected waterfront access parcel west of the Parkway and west of the Trail.
The waterfront parcel is accessed by two sets of stairs due to the sloping topography one set of stairs goes from the Parkway down to the Trail and the second set from the Trail down to the waterfront.
I am concerned. What exactly is the King County going to do with my
stairs: will there be major or minor changes, possibly to deal with Trail widening, will the stairs be rebuilt better than existing, will they be as easy to navigate? Will the stairs be maintained after the new Trail improvements are installed?
You said not to worry that King County has not even begun surveying this portion of the Trail yet, that they won't for a while, and that they do not remove access of the property owners to their property around the Trail. It was a relief that you asked me to send this email advising you of my concerns.
I ask to be provided with written and email notice for all future information related to the Trail improvements around my property 062406-9001. Please include my name, address and email to be on notice list for all notices of meetings, applications, hearings, or other notices related to the South Sammamish portion of the Trail.
Thank you,
Pell Kessden

Visual notes about the property.
Pell Kessden is tickled when Architects drop in wanting to know who designed this house and she says, I did. It is at the cutting edge of frontier design and very efficient.

Roof Garden

Urban Farm instead of a front lawn (the latest since Farmers Markets, no transporting of the produce) Vegetable, ornamentals, herbs, grapes and 300 Rhubarb plants garden. All organic soil in black cloth bags with drip irrigation. All extra is donated.

Pell is a Micro/Molecular Biologist BS and is currently working on an MFA in documentary film making.

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:42 PM
To: 'Tom Hornish'
Subject: RE: Comments re SSDP application for Segment 2B of ELST

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: Tom Hornish [mailto:thornish67@gmail.com]
Sent: Friday, January 27, 2017 1:13 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Comments re SSDP application for Segment 2B of ELST

Please see attached comments.

Thx

Tom Hornish

January 27, 2017

Ms. Lindsey Ozbolt
Assoc. Planner
Sammamish City Hall
801 228th Ave SE
Sammamish, WA 98075

Re: Comments re the Proposed Development of the East Lake Sammamish Trail (ELST)

Dear Ms. Ozbolt,

My wife Suzanne and I reside at 1237 E. Lake Sammamish Shore Lane SE. The ELST is located to the East of our house. For some reason, the 60% plans submitted by King County (KC) erroneously shows Josh Heiling as the listed owner of our property. We have lived here for over 3 years, and the owners prior to us, Bill and Arlene Hunt, had lived here since 1995 before that, so to show Josh Heiling as the owner presumably goes way back in history. Actually, I'm not even aware that he ever owned my property at all, so it makes me question all the information in the submitted design.

Following are my comments and concerns regarding the 60% design plans submitted by KC in its application for a Shoreline Substantial Development Permit (SSDP) relating to this development that I believe the City should consider and address (and I would like to review again at the 90% stage of design) before issuing the SSDP to KC:

1. <u>The legal rights held by KC to build the proposed trail on the Right-of-Way (ROW) are still uncertain.</u> Although Judge Pechman has ruled that KC owns the ROW in fee simple next to my property, Judge Horn of the Federal Court of Claims ruled that the same original deed (the Hilchkanum deed) conveyed only an easement to the railroad, and thus KC holds only an easement to operate a trail in the ROW. Judge Pechman also seems to have ruled that because of RCW 7.28.070 (recording a colorable title and paying taxes for 7 years), that KC now owns the ROW in fee simple. The conflict in these rulings and other court orders make the rights held by KC very uncertain.
    a. <u>Pechman ruling that Hilchkanum deed was a fee simple grant is under appeal.</u> As I mention above, you can see that one Federal Court has ruled KC owns the ROW resulting from the Hilchkanum deed (which is the relevant original deed for my area) in fee simple (Pechman—in Western District of WA) and another has ruled that KC owns only an easement in the ROW (Horn in the Federal Court of Claims). Although in either case, KC has a legal right to operate a trail in the ROW, the extent of those rights are still in question, and until they are decided definitively, and there is no right to appeal (as to whether or not the Hilchkanum deed for the ROW adjacent to my parcel is owned by KC in fee simple or by easement), the City should not allow the development of the trail because the extent of KC's rights in the ROW next to my parcel (and thus the proposed development) is dependent upon defining the full extent of the legal rights held by KC.

b. Pechman ruling that KC owns the ROW in fee simple pursuant to RCW 7.28.070 is under appeal. Judge Pechman did not consider any facts and made her ruling entirely on a question of law. There were no facts considered as to who had actually paid taxes on the ROW since KC was deeded the ROW in 1998. In fact, KC even stated in its affidavit that it has not ever paid any such taxes because as a Government agency, it's exempt from doing so. Moreover, if Judge Horn's reasoning (which did take into account all the facts that Judge Pechman did not) regarding the Hilchkanum deed is ultimately followed by the courts after reconsideration on appeal, then RCW 7.28.070 is inapplicable, and KC cannot adversely possess the ROW pursuant to RCW 7.28.070 because they had permission from the fee simple owner of the property to use the ROW for a trail pursuant to an easement. Again, because of the uncertainty surrounding the legal rights held by KC in the ROW, the City should not allow the processing of this proposed permit because the risk of harm and potential damages caused by KC's development of the trail far outweigh the costs of delaying KC's development of the trail until the legal rights are fully and definitively defined.
c. The proposed development conflicts with other legal rights I have in the ROW. I and the prior owners of my parcel have openly used a portion of the ROW for well over 10 years with no objections by the railroad(s) or KC, and I therefore have a legal claim of adverse possession or prescriptive easement on such property which has not, and will not, interfere with KC's ability to operate a trail in the ROW. Until such rights are fully defined, and they may not be until after a decision is made on the current appeal that is pending, the City should not allow development on that property for which the legal rights held by the applicant are still uncertain.
d. KC's 60% design removes and reconstructs a crossing of the ROW in which I, and my neighbors in Mint Grove, have legal rights, and KC has not obtained our consent to do so. A King County Superior Court judgement (circa 1960 as I recall) awarded to those parcel owners in Mint Grove the legal right to cross the ROW and use 10 feet of the Western portion of the ROW for access to those properties. Since then, the parcel owners in Mint Grove have constructed (and paid for) a crossing and a paved road in this court-ordered area. KC's proposed design to rip up the crossing and then reconstruct it without any input or consent from the Mint Grove parcel owners does not properly address our legal rights in the crossing.

In summary of these ownership issues, even though Judge Pechman's decision regarding my property is considered "final", the fact remains that it is under appeal and it could likely be reversed, and considering the conflicting decisions in the federal courts and other considerations regarding the legal rights I (and others) hold in the ROW, including the court-ordered crossing, the City should balance the risk of allowing the processing of the permit vs the harm caused delaying the permit until the legal rights are definitive. Allowing the permit to be issued before these rights are fully and finally defined, and allowing the development to begin, creates a very real legal liability exposure to both the City and KC that should not be taken, especially after one fully understands the details and intricacies of my potential legal rights in the ROW and crossing, and the status and position of my ongoing legal suit that is under appeal.

As stated above, I believe the City should not allow the requested permit to be issued, and it should place the processing of this SSDP on hold until all legal rights are fully defined. However, should the City decide otherwise and continue processing the SSDP application and willing to accept such risks, then I am concerned that the proposed 60% design does not adequately balance the competing interests of KC's desire to develop a trail with the City's goals and requirements in its own Code (including its Shoreline Master Plan), which, as I'll explain below, includes conflicting requirements itself that must be appropriately balanced.

As a threshold issue, the permit application seems to indicate that a wetland exists to the East of the trail in the ROW to the East of my house. Upon closer examination, one can easily see that this is a drainage ditch—which KC regularly excavates to ensure proper drainage. RCW 36.70a.030(21) states "**Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches….**" By not properly analyzing this area and taking into account this statute, classifying this area as a wetland is just incorrect, and basically just ignores this statute stating that a ditch is not a wetland (which is also generally followed under Federal law under *Rapanos* decided by the US Supreme Court in 2006). The City should require KC and/or a third party to re-evaluate this area as to its wetland classification before allowing the continued processing of this SSDP application. If upon re-evaluation this ditch is found to not be a wetland, this could allow KC to move the proposed trail to the East and minimize any changes or damages to, i.e. removal of, the trees to the West. If, however, the City decides to not have KC re-evaluate this wetland classification, and accepts KC's current designation, then the City needs to ensure that all of its Code is followed, including particularly those Code provisions relating to Environmentally Critical Areas and/or its Shoreline Master Plan.

In this regard, and assuming the ditch is still considered to be a wetland, the proposed SSDP application is subject to at least the following provisions of the SMC:

SMC 25.06.020—requires any development in a shoreline area such as this application to (a) first **avoid** the environmental impact or damage, if unable, then to (b) **minimize** such damage, and if still unable, then, in order of requirements, to (c) **rectify** such damage, (d) **reduce or eliminate** such damage over time by operations, (e) **compensate** by replacing, enhancing, or substituting, or (f) **monitor and correct**.

SMC 21B.30.170(2)--suggests that "trails *should* generally be located to minimize the need to remove additional vegetation and create other associated impacts."

SMC 21B.30.170(6)--requires "trails that are proposed in proximity to wetlands or streams or associated buffers *may only* be located in the outer 25 percent of the wetland or stream buffer."

SMC 21B.30.170(4)--suggests "The width of the cleared area, trail corridor, surface and shoulder *should* be designed consistent with AASHTO standards for public multi-use paved trails."

2. <u>The proposed width of the paved trail is wider than allowed under the SMC in order to minimize the environmental impact to the shoreline.</u>

Assuming that the area to the East of the trail in the ROW to the East of my house is a wetland, then there is a 50 foot buffer (at least) that applies. There is also a 200 foot buffer from the edge of the lake, and these buffers overlap each other, so it's clear that the current trail lies within a wetland buffer. In addition, the current gravel trail abuts the wetland to the East of the trail, and this violates the requirement that a trail must be placed within the outer 25% of a buffer, which would require the trail to be located 37.5 feet from the edge of the wetland. This requirement, along with the Code provision that requires a trail to be placed only where they already exist or where the area is already cleared, arguably have a general underlying policy to avoid damage to critical areas when developing a trail. Taking this underlying policy into account, it probably makes sense to allow KC to develop the trail *generally* in its current location to avoid (the first requirement in SMC 25.06.020) any further damage to the critical area.

However, KC wishes to develop a safe trail given the projected traffic after improvement (which is dubious at 3000-4000 users per day on average as I understand KC's estimates—the City should require a third party verification of this estimate to ensure its validity, but I will assume that level of traffic to address my concerns). KC cites AASHTO standards as requiring a width of 12 feet of pavement plus 2 feet of gravel on each side plus a 1 foot buffer on each side, for a total of 18 feet width of the new developed trail (16 feet of impervious material) to meet these safety requirements. The current compressed gravel trail (which is considered impervious) next to my house is approximately 10 feet. Adding 2 feet of asphalt plus 4 feet of new gravel (2 feet on each side) increases the footprint of the amount of impervious surface by 60% (16 feet of impervious new trail vs 10 of old impervious trail)—all within the first 25% of the wetland buffer, NOT the outer 25%. This new impervious surface should be considered a new trail subject to the Code requirement of allowing a trail only in the outer 25% of a wetland buffer.

This requirement does not by itself preclude the widening of the trail, but the City should require that any damage to the buffer be evaluated under SMC 25.06.020 so that such damage in this extremely sensitive area is ***first*** avoided, if possible, and if not, ***then*** minimized to the maximum extent possible before even getting to the other options, such as rectifying or compensating; the City should not allow KC, as the applicant, to immediately jump to other types of mitigation of the damage by adding new wetland buffers elsewhere.

Here is where the City needs to properly balance the competing interests in its Code as well as those of KC and the environmental impact in this critical area. I certainly understand and agree that a wide trail is safer for the users of the developed trail, but that must be balanced against the environmental impact resulting from constructing an unnecessarily wide trail that creates additional environmental damage.

As a reminder, the SMC suggests and recommends that AASHTO standards be used for trail, and if that were the only consideration, then a 12-feet wide paved trail (18 feet total) makes sense. However, the City needs to remember that the Code does not make the AASHTO recommended standards for trails mandatory; it only uses the word "should".

A close review of the AASHTO standards indicate that modification from the recommended AASHTO standards is acceptable in certain circumstances, and the City should require KC, as the SSDP applicant, to minimize the width of the pavement in the wetland buffer to the absolute minimum as recommended by AASHTO (which is likely 10 feet of pavement plus 2 feet of gravel on each side or possibly even just 10 feet of pavement with no gravel on the sides). By requiring this, I believe the City would be reasonably balancing the safety of the users on the trail with the environmental concerns in an environmentally critically sensitive area. Note that by requiring the width of the pavement to be minimized, the City has required KC to meet the SMC requirement to first avoid (which it may not be able to do entirely because of safety), and if unable, then to minimize the environmental impact—which may still requires some mitigation, but to a lesser extent than in the submitted 60% plans. If the City allows an applicant to just develop in any environmentally critical area with corresponding compensation, then the requirement to first avoid and minimize the impact is meaningless. A developer cannot, and the City should now allow, compensation or replacement to displace and make meaningless the requirement to first avoid and minimize the environmental impact.

Note that even with minimizing the environmental impact under the above analysis, this would probably still require compensation, i.e. replanting elsewhere. However, there remains a question as to KC's legal rights to mitigate within the ROW, for which their legal rights may only be to operate a trail—not plant additional vegetation, so any mitigation may be required to be offsite. This then brings me full circle to again emphasize that the extent of the legal rights held by KC in the ROW must first be established before this SSDP application should be processed.

3. <u>The City should preclude KC from constructing any fence or other impediments that may preclude the ability of emergency vehicles to access and/or exit my house during or after construction.</u> We have learned that KC plans to erect a fence along the Eastern edge of our 10 foot access road during the construction of the proposed trail. This is unsafe because it does not allow the ability for emergency vehicles to access my property during construction because this access road is a dead-end, and to limit this road to a width of 10 feet makes it so no vehicle can turn around or pass an oncoming vehicle. Requiring an EMS squad to back out after being called, and causing an undue and unnecessary delay, could be a difference between life and death. Similarly, such restricted access should not be allowed after construction either.

I sincerely believe that before the City can issue the SSDP for this project, all of these issues must be adequately addressed.

Please contact me if you have any questions regarding these comments and concerns.

Sincerely,

/s/ Thomas E. Hornish

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:40 PM
To: 'marywictor@comcast.net'
Subject: RE: Public Comment (5): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ EASEMENT for Tamarack Sect32 T25N R6E (stormwater)

Dear Mary,

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: marywictor@comcast.net [mailto:marywictor@comcast.net]
Sent: Friday, January 27, 2017 1:06 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Public Comment (5): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ EASEMENT for Tamarack Sect32 T25N R6E (stormwater)

To: Lindsey Ozbolt / Associate Planner, City of Sammamish
re: Easements for Tamarack (and Public) Louis-T intersection to north of Gerge Davis Creek (and stormwater)

I have been a resident of Tamarack neighborhood since just after its Redmond location officially became Sammamish through City incorporation 1999.

Attached are several documents and helpful drawings to help see and review Easements that Tamarack has since 1959 (+before that historically).
+Assessor's Plat of Tamarack which includes Divisions 1, 2, and 3 recorded 1964, and was spelled, "Tamarak" before that as an Unrecorded Plat.
+On the Face of the Plat, there is no dedication, but a Description which legally states the location and shape of Tamarack
==>Please note that there are about 210 lots in Tamarack and that about 175 of those have been built upon (about 80% developed to date).
+Tamarack Declaration of Easement for roads within Division 3 plus NE 4th St corridor running East to West downhill.
+Protective Covenants Div 3 just for completeness

The screen captures are my own drawings to help interpret the legal descriptions for myself and others interested.

Please note that in the Declaration of Easement, the third paragraph states "non-exclusive perpetual 'on and to' said property" which includes the North half of the NW 1/4 section ... including the City Parkway, K.C. Trail and in fact all the way down and into Lake Sammamish!

As King County Trail proceeds with the ELST project, and the City of Sammamish reviews any/all permits and work, there is either Public Access or some ADD/subdivisions (like Tamarack neighborhood) that have existing documented Easements that should provide us residents/owners access to the roads, Trail, and even to the shores of the Lake and State Waters along the Western shore of our City!

Our Easement rights should be respected and supported just like private property rights are being evaluated for homes/parcels along the Lake.

Sincerely, Mary Wictor Tamarack resident since 6/2000
408 208th Ave NE
Sammamish, WA 98074
425-283-7253 mobile

P.S. Also attached is some screen-shot clipped excerpts/portion of historical maps of Kroll maps showing ownership back to the 1880s (George Davis himself--Native American!)

[There are also 1/23 ownership mentions in many Lakeshore lots west of the RR and Trail which I noticed but have not (yet) investigated thoroughly. I believe there were less than 23 lots (about 20) when C.R. Berry's did that Unrecorded Plat as a subdivision. Thus, there are other owners or folks who should have access and I think Tamarack access might be related to that too.]

5033063

PROTECTIVE COVENANTS

COVERING

5033063 TAMARAK ADDITION 3, unrecorded, described as the northeast quarter of the northeast quarter of section 32, township 25 north, range 6 east, W.M., AND the north half of the northwest quarter of section 33, township 25 north, range 6 east, W.M., LESS roads.

These covenants shall run with the land and shall be binding on all parties and persons claiming under them until January 1, 1969, at which time said covenants shall be automatically extended for successive periods of ten years unless by vote of a majority of the then owners of the lots it is agreed to change said covenants in whole or in part.

If the parties hereto or any of them or their heirs and assigns, shall violate or attempt to violate any of the covenants herein; it shall be lawful for any other person or persons owning any real property situated in said development or subdivision to prosecute any proceeding at law or in equity against the person or persons violating or attempting to violate or to recover damages or other dues for such violations.

Invalidation of any of these covenants by judgement or court order shall in no wise affect any of the other provisions which shall remain in full force and effect.

All lots in the trac. shall be described as residential lots. No structures shall be erected, altered, placed or permitted to remain on any residential building plot other than one detached single family dwelling, for single family occupancy only, not to exceed two stories in height, and a private garage or carport for not more than three cars.

No building shall be erected, placed or altered on any building plot in this subdivision until the building plans, specifications and plot plan showing the location of such building have been approved in writing as to all conditions of design and construction, and particularly as to conformity and harmony of external design with existing structures in the subdivision and as to location of the building with respect to topography and finished ground elevations by H. R. Watchie or by a representative designated by him or his assigns. In the event said party, or his designated representative fails to approve or disapprove such design and location within thirty days after said plans and specifications have been submitted to them, or in any event if no suit to enjoin the erection of such building or the making of such alterations has been commenced prior to the completion thereof, such approval will not be required and this covenant will be deemed to have been fully complied with. The powers and duties of H. R. Watchie and of his designated representative shall cease on and after January 1, 1969, unless extended as heretofore provided.

No building shall be located nearer to the front lot line or nearer to the side street line than the building setback lines shown on the official plat when recorded. No building, except a detached garage or other outbuilding located 70 feet or more from the front lot line shall be located nearer than six feet to any side lot line.

No noxious or offensive trade or activity shall be carried on upon any lot nor shall anything be done thereon which may be or become an annoyance or nuisance to the neighborhood.

No trailer, basement, tent, shack, garage, barn or other outbuilding erected in the tract shall at any time be used as a residence temporarily or permanently, nor shall any structure of a temporary character be used as a residence, nor shall any structure be moved upon any lot without written approval of H. R. Watchie. The floor living area of the main structure of any dwelling, excluding one story open porches and garages, shall not be less than 900 square feet.

No fences shall be permitted on any lot, and no wall, hedge or mass planting other than foundation planting shall be permitted to extend nearer to any street than the minimum setback line, except that nothing shall prevent the erection of a necessary retaining wall, the top of which does not extend more than two feet above the finished grade at the back of said retaining wall.

No chicken coops or rabbit hutches or runs shall be permitted, and no animals, livestock, or poultry of any kind shall be raised, bred or kept on any lot, except that dogs, cats and other household pets may be kept provided that they are not kept, bred, or maintained for any commercial purposes.

No lot shall be used or maintained as a dumping ground for rubbish. Trash, garbage or other waste shall not be kept except in sanitary containers. All incinerators or other equipment for storage or disposal of such material shall be kept in a clean and sanitary condition and concealed from public view.

No fence, wall, or hedges of any part of any lot shall exceed the height of six feet without the approval of H. R. Watchie. If H. R. Watchie shall determine that a tree, a shrub, or hedge on a lot unnecessarily and unreasonably interferes with another lot's light or view, or interferes with visibility for traffic at intersections and corners, he shall have the power, in his discretion, to require the removal, alteration, or modification of the offending object.

Redmond, Washington, this 22nd day of January, 1959.

OWNER IN FEE

William W. Hansen

William W. Hansen

STATE OF WASHINGTON
County of King

On this 22nd day of January, 1959, before me personally appeared William W. Hansen, to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this 22nd day of January, 1959.

Elizabeth Clark

Notary Public in and for the State of Washington residing at Seattle.

Filed for Record May 19 1959 8 30 A.M.
Request of Seattle Title Company
ROBERT A. MORRIS, County Auditor

5053649

VOL 2933 PAGE 228

DECLARATION OF EASEMENT
July 2, 1959

WHEREAS W. W. Hansen and Joan Hansen, his wife are the owners of the following described property in King County, State of Washington, to wit:

TAMARAK No. 3 - The north half of the northwest quarter of section 32; and the northeast quarter of the northeast quarter of section 32; in township 25 north, range 6 east, W.M., in King County, Washington;

AND WHEREAS said parties desire to create a non-exclusive perpetual easement on and to said property for benefit of said property and certain other property and any part thereof, now therefore it is hereby agreed as follows:

(1) There is hereby created a non-exclusive perpetual easement for roadway and for egress and ingress and for utility purposes to and from said described property.

(2) Said easements are described as follows to-wit in King County, St. of Wash.

Easements for ingress and egress over the following described parcels of land in the northeast quarter of the northeast quarter of section 32, said township and range:

(a) The east 40 feet of the south 350 feet;
(b) The west 60 feet of the east 358.72 feet of the south 350 feet;
(c) The west 60 feet of the east 687.44 feet of the south 350 feet;
(d) The west 60 feet of the east 1016.12 feet of the south 350 feet;
(e) The south 30 feet, EXCEPT the west 140 feet thereof.
(f) That portion thereof lying within a step of land 60 feet in width, being 30 feet on each side of the following described center line; Beginning at a point on the south line of said northeast quarter of the northeast quarter, distant north 89°08'16" west 1166.24 feet from the southeast corner thereof; thence north 3°17'45" east 48.98 feet; thence north 44°29'27" west to the west line of said subdivision.

(3) Said easements are for the benefit of the above described land and any part thereof.

(4) This agreement is binding on the parties hereto, their heirs and assigns, and any parties who shall have any interest in the above described lands or any part thereof and shall run with the above described lands and any part thereof.

W. W. Hansen and Joan Hansen, his wife, By H. R. Watchie
Attorney in Fact

STATE OF WASHINGTON
County of King

On this 2nd day of July, A.D., 1959, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared H. R. Watchie to me known to be the individual who executed the foregoing instrument as attorney in fact of W. W. Hansen and Joan Hansen, his wife, therein described, and acknowledged to me that he signed and sealed the said instrument as such attorney in fact for said principal, freely and voluntarily, for the uses and purposes therein mentioned, and on oath stated that the power of attorney authorizing the execution of this instrument has not been revoked and that the said W. W. Hansen and Joan Hansen, his wife, are now living.

WITNESS my hand and official seal hereto affixed the day and year in this certificate first above written.

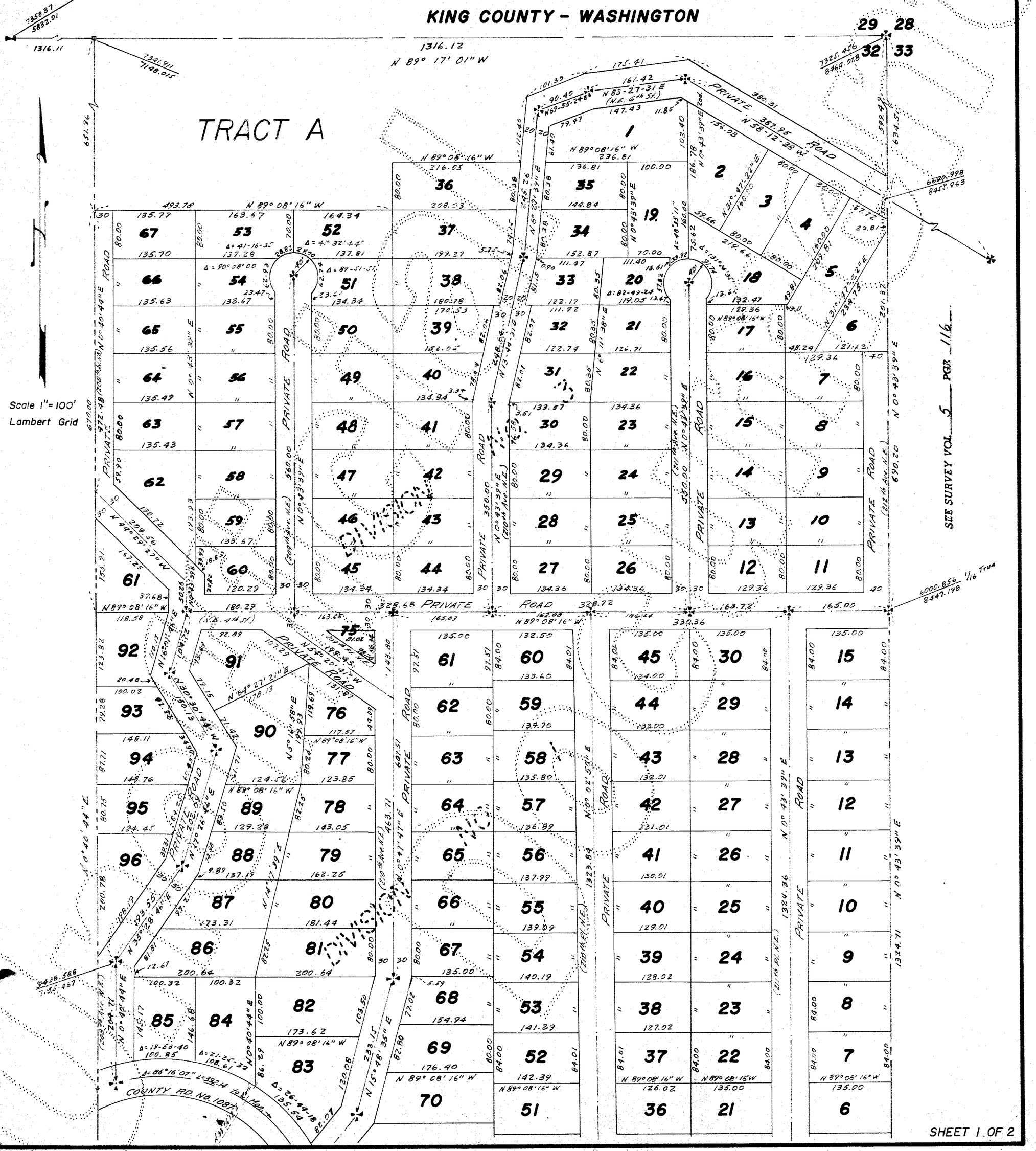
Notary Public in and for the State of Washington, residing at Seattle.

Filed for Record July 8 1959 3:21 P.M.
Request of Seattle Title Company
ROBERT A. MORRIS, County Auditor

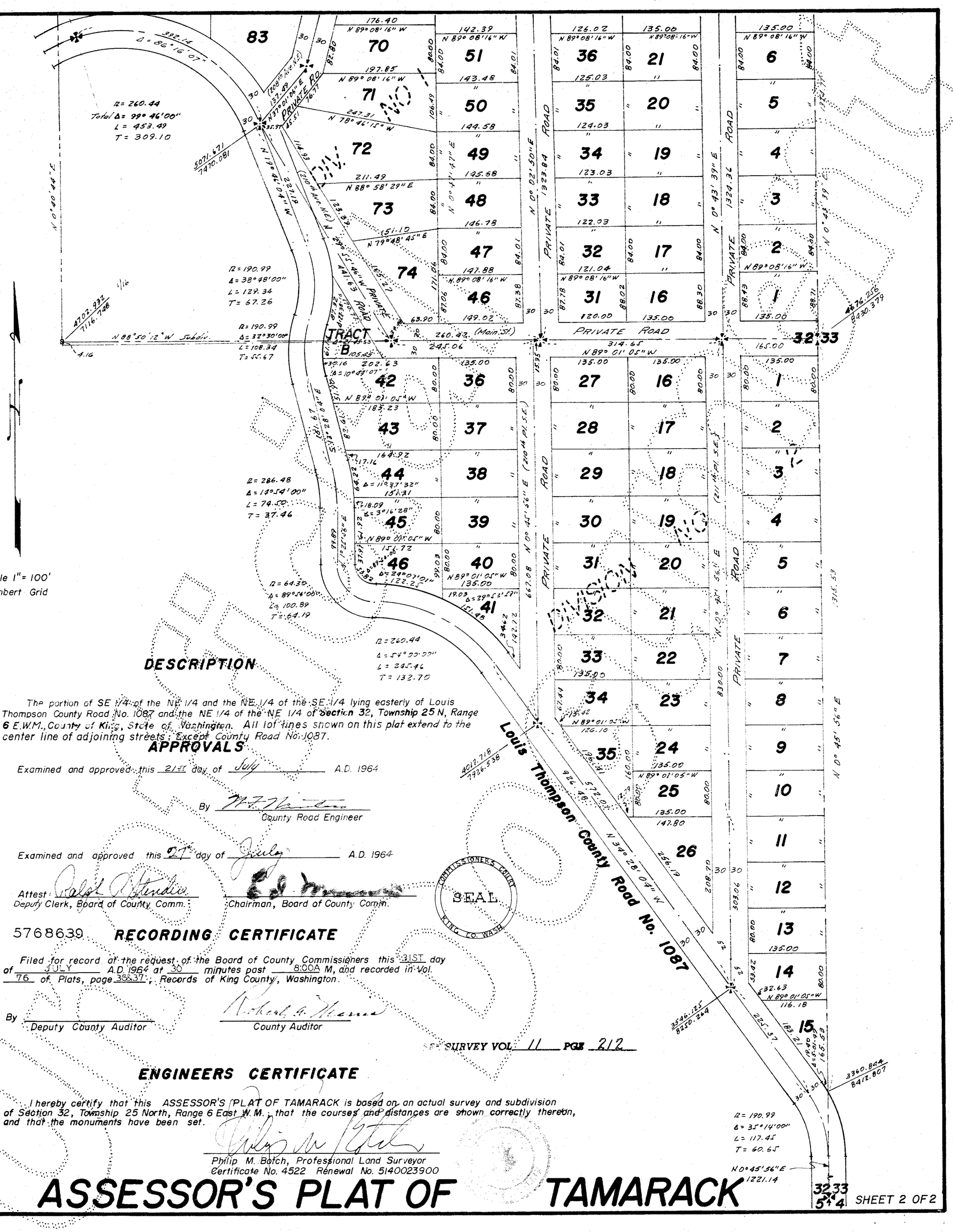
ASSESSOR'S PLAT OF TAMARACK

SECTION 32- T. 25N. - R.6E - W.M.

KING COUNTY - WASHINGTON



64.75 Sam



DESCRIPTION

The portion of SE 1/4 of the NE 1/4 and the NE 1/4 of the SE 1/4 lying easterly of Louis Thompson County Road No. 1087 and the NE 1/4 of the NE 1/4 of **Section 32, Township 25 N, Range 6 E.W.M., County of King, State of Washington.** All lot lines shown on this plat extend to the center line of adjoining streets; Except County Road No. 1087.

APPROVALS

Examined and approved this 21st day of July A.D. 1964

By _____
County Road Engineer

Examined and approved this 27th day of July A.D. 1964

Attest: _____
Deputy Clerk, Board of County Comm.

_____
Chairman, Board of County Comm.

5768639 **RECORDING CERTIFICATE**

Filed for record at the request of the Board of County Commissioners this 31ST day of JULY A.D. 1964 at 30 minutes past 8:00A M, and recorded in Vol. 76 of Plats, page 36&37; Records of King County, Washington.

By _____
Deputy County Auditor

_____
County Auditor

SURVEY VOL. 11 PGE 212

ENGINEERS CERTIFICATE

I hereby certify that this ASSESSOR'S PLAT OF TAMARACK is based on an actual survey and subdivision of Section 32, Township 25 North, Range 6 East W.M.; that the courses and distances are shown correctly thereon, and that the monuments have been set.

Philip M. Botch, Professional Land Surveyor
Certificate No. 4522 Renewal No. 5140023900

ASSESSOR'S PLAT OF TAMARACK

SHEET 2 OF 2

King County iMap: Interac ✕ iMap ✕

gismaps.kingcounty.gov/iMap/?center=-13587273%2C6042061&scale=18055.954822&

King County iMap

iMap home

NW 1/4

North half of the northwest quarter Tamarak No. 3 #5053649

NE 1/4

Tamarack1-2-3

NE 1/4 of the NE 1/4

SECTION 32

SW 1/4

SE 1/4

T.25N R.06E

T.24N R.06E

0.3km 0.2mi

13,590,436.39611 6,040,592.30239 Meters

NE 8th St
NE Inglewood Hill Rd
NE 6th Pl
NE 6th St
NE 5th Pl
NE 4th St
NE 2nd St
E Main St
SE 2nd Pl
SE 2nd St
SE 3rd Pl
SE 4th St
SE 5th St
SE 6th Pl
SE 7th St
SE 8th St
SE 8th Pl
Louis Thompson Rd NE
Louis Thompson Rd SE
East Lake Sammamish Pkwy NE
Lake Sammamish Pkwy SE
210th Ave NE
211th Ave NE
210th Pl NE
211th Pl NE
211th Pl SE
214th Ave NE
216th Ave NE
214th Ave SE
218th Ave SE
private

King County iMap: Interac | iMap

gismaps.kingcounty.gov/iMap/?center=-13587273%2C6042061&scale=18055.9548228

King County iMap

... the NE 1/4 of the NE 1/4 of Section 32, Township 25 N, Range 6 E, Willamette Meridian (W.M.), State of Washington (DIVISION 3 ~ 67 Lots). Plus, TRACT A. +1 PORtion

Tamarack1-2-3 = 96 + 46+1 + 67 = 212 Lots

Portion of the SE 1/4 of the NE 1/4 lying easterly of Louis Thompson-No. 1087 (DIVISION 1 or Blk1 ~ 96 Lots) and...

Portion of the NE 1/4 of the SE 1/4 lying easterly of Louis Thompson Road (DIVISION 2 or Blk2 ~ 46 Lots + TRACT B) and...

Legal wording/references from DESCRIPTION on face of Plat plus *lot lines extend to center line of adjoining streets, except for County Road #1087.*

+1 Tract A

NE 1/4

D3 NE 1/4 of NE 1/4

D1

SE 1/4 of NE 1/4

D2

NW 1/4 of SE 1/4

NE 1/4 of SE 1/4

SW 1/4 of SE 1/4

SE 1/4 of SE 1/4

SE 1/4

NE 8th St

NE Inglewood Hill Rd

NE 6th Pl

NE 6th St

NE 5th St

NE 4th St

Louis Thompson Rd NE

East Lake Sammamish Pkwy NE

216th Ave NE

210th Pl NE

211th Pl NE

214th Ave NE

NE 2nd St

E Main St

T.24N R.06E

SE 2nd Pl

SE 2nd St

SE 3rd Pl

SE 4th St

SE 5th St

SE 6th Pl

SE 8th Pl

SE 8th St

211th Ave SE

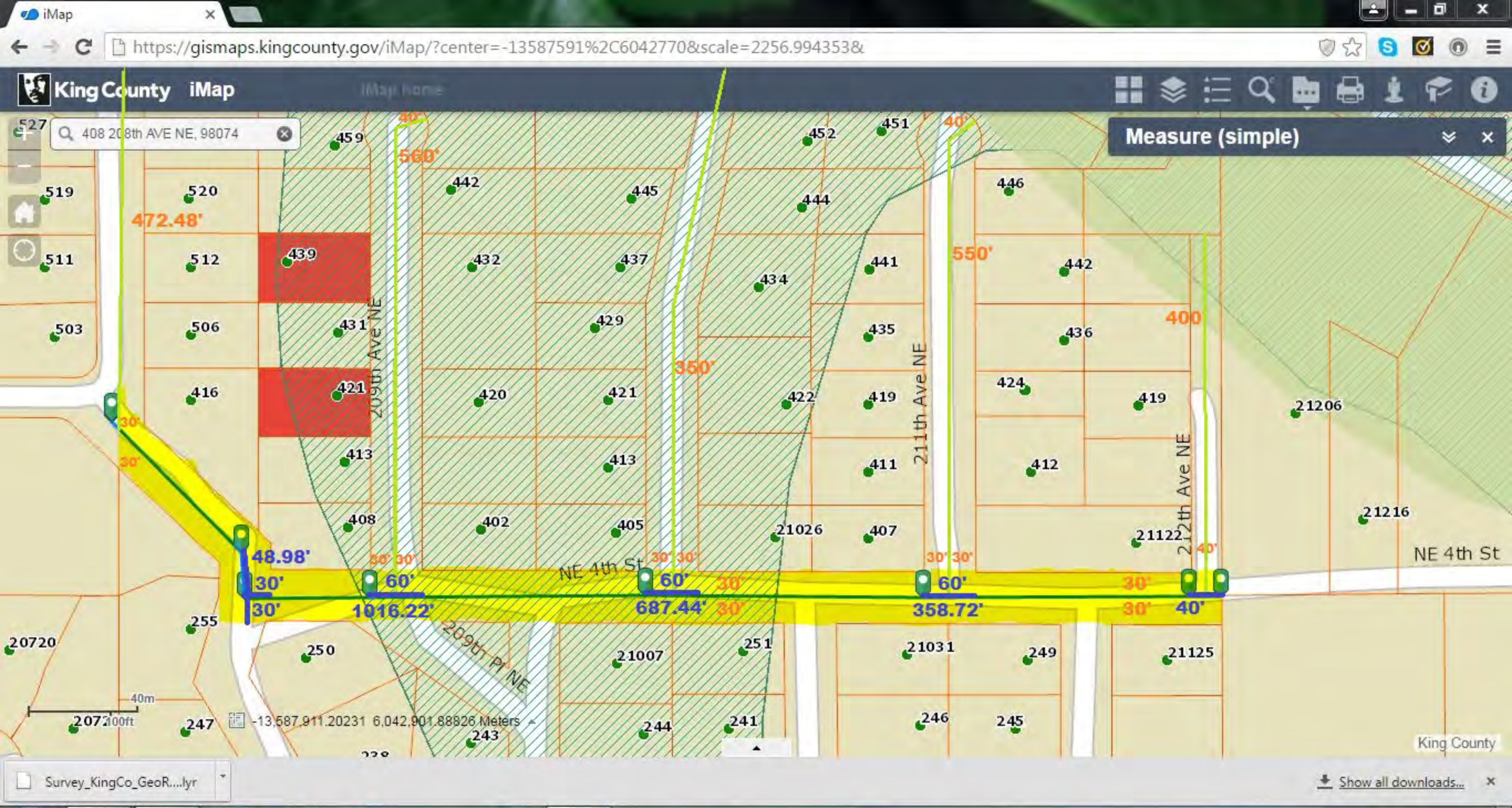
218th Ave SE

Lake Sammamish Pkwy SE

0.3km

0.2mi

Pt 13,590,436.39611 6,040,592.30239 Meters


iMap
https://gismaps.kingcounty.gov/iMap/?center=-13587591%2C6042770&scale=2256.994353&
King County iMap
408 208th AVE NE, 98074
Measure (simple)
472.48'
560'
550'
400'
350'
48.98'
1016.22'
687.44'
358.72'
30'
60'
40'
209th Ave NE
211th Ave NE
212th Ave NE
NE 4th St
209th Pl NE
-13,587,911.20231 6,042,901.88826 Meters
King County
Survey_KingCo_GeoR....lyr
Show all downloads...

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT General Land Office Records

Note: An *Italic* entry denotes data that has not been indexed against the land patent document, and has no image.

Image	Accession	Names	Date	Doc #	State	Meridian	Twp - Rng	Aliquots	Sec. #	County
---	*WASAA 065050*	P *DAVIS, GEORGE*	*2/7/1893*	*4429*	*WA*	*Willamette*	*025N - 006E*	*N½NE¼*	*32*	*King*
							025N - 006E	*SE¼NE¼*	*32*	*King*
							025N - 006E	*Lot/Trct 1*	*32*	*King*
---	*WASAA 065079*	P *HASTINGS, WINTER*	*7/17/1895*	*5054*	*WA*	*Willamette*	*025N - 006E*	*SE¼*	*32*	*King*
---	*WAOAA 064967*	P *SBEDZUE, BILL*	*2/3/1883*	*1479*	*WA*	*Willamette*	*025N - 006E*	*NE¼SW¼*	*32*	*King*
							025N - 006E	*Lot/Trct 3*	*32*	*King*
---	*WAOAA 065063*	P *TAHALTHKUT, LOUIS*	*6/8/1888*	*2029*	*WA*	*Willamette*	*025N - 006E*	*SE¼SW¼*	*32*	*King*
							025N - 006E	*Lot/Trct 4*	*32*	*King*
---	*WAOAA 065063 01*	P *TAHALTHKUT, LOUIS*	*5/2/1907*	*2029*	*WA*	*Willamette*	*025N - 006E*	*SE¼SW¼*	*32*	*King*
							025N - 006E	*Lot/Trct 4*	*32*	*King*
---	*WAOAA 064970*	P *YONDERFRUMP, JIM*	*12/4/1884*	*1789*	*WA*	*Willamette*	*025N - 006E*	*SW¼NE¼*	*32*	*King*
							025N - 006E	*Lot/Trct 2*	*32*	*King*

Historic Plats: Inglewood 1889 **& Tamarack** 1964 < **1970**

Before King County made any provisions for Drainage!

Snoqualmie Tribe Ancestor of McKenna Dorman:

1893

George Davis owner N½NE¼ & SE¼NE¼ & Lot/Trct1

King County: Section 32, Township 25North, Range 6East

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:38 PM
To: 'Jackie Malsam'
Subject: RE: ELST South Sammamish Segment B - Comments

Dear Jackie,

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

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

Regards,

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

-----Original Message-----
From: Jackie Malsam [mailto:malsamjackie@gmail.com]
Sent: Friday, January 27, 2017 1:00 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Amy Byron <amysbyron@gmail.com>; Tom & Caryn Dieker <tmdieker@gmail.com>; Mike Pirello <mpirello@syncronex.com>; Lynn Martindell <l.martindell@comcast.net>; Keith & Julie Wymetalek <juliewymarketing@hotmail.com>; Paul Meade (Paul.Meade@resmed.com) <Paul.Meade@resmed.com>; Joel & Meg Hatlen <hatlen@dataio.com>; Brian Slettvet <briansl@outlook.com>; Ken and Nicole Sexsmith <kenandnicole@outlook.com>; Cory & Cindy Brandt <cory@corybrandt.com>; Tami & Mike Shinn <mikeandtami@gmail.com>
Subject: ELST South Sammamish Segment B - Comments

Lindsey-

Please see the attached file for the comments on behalf of Waverly Hills Club Inc.
Thank you
Jackie Malsam

City of Sammamish

Attn: Lindsey Ozbolt

January 27, 2017

RE: ELST Property Owner Comments

These comments pertain to Trail Stations 283-291 (adjacent to the existing Waverly Hills beach property Tract # 082406TRCT). The Waverly Hills Club has the following comments with regard to this portion of the trail.

1. Clearing and Grubbing Area- During the discussion with Kelly Donahue of King County, she assured us that any construction will occur only within the clearly designated Clearing and Grubbing (CG) area.
    a. We would like to clarify that this is in fact the case.

2. Walls- The plan calls for a "Structural Earth Wall" (Wall #1) will be placed between stations 289-291.50, (on the water side of trail) which will be approximately 2 ½ feet tall with 4-foot chain link fence on top.
    a. We would like to ensure that the existing chain link fence along the existing Waverly Hills beach property will be unaffected and remain; as it is well outside of the CG area.

3. Landscape- The plan calls for the area within the CG zone to be re-landscaped. The area between 287.50-289 and 289.25-290 currently contains blackberry bushes that are approximately the height of the existing chain link fence, which provides significant privacy screening for the existing Waverly Hills Beach property.
    a. We would like clarification of the replanting to be used in this area, specifically to understand how it will restore our existing screening and privacy.

4. Stairs – (Footpath entry)
    a. We would like to notify the ELST planning team of the existence of a stairway between 288.50 and 289 on the parkway side of the trail that are currently not depicted on the plan.
    b. Our community footpath access to the existing Waverly Hills Beach property occurs through stairs and walkway identified in 4.a above, across the trail, and down and through the stairs located at station 289 on the water side of the trail (as noted on the plan) through a keyed man-gate in our chain link fence surrounding the property.
        i. We would like to confirm that both stairways and man-gate are outside of the CG area and that access for ingress and egress will be maintained during construction
        ii. We would like to ensure that both stairways will remain post construction and will continue to allow for ingress and egress.

5. Infiltration Chamber – Between stations 288-289 the plan shows a significantly sized infiltration chamber. The Under Drain Detail (DD2) shows

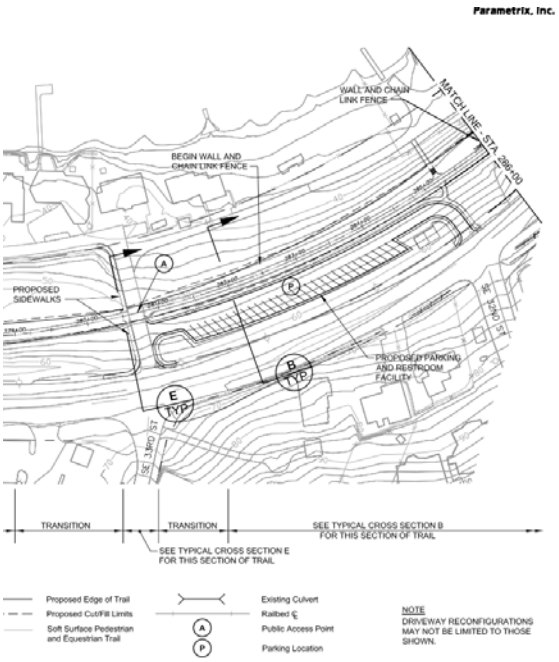
how the water runoff from trail will run to chamber/perforated pipe then infiltrate to surrounding ground area.

   a. We would like to clarify landscape plan on and around the Infiltration chamber
   b. We would like more detail on how it functions and capacity
      i. Our concerns are regarding design, impact on erosion and potential flooding in the surrounding area.

6. Rest Stop -The plan shows a Rest Stop (#18) is noted on the plan at station 289.50
   a. We would like more detail on what this will look like and entail. This appears to be the only undefined Rest Stop type on the plan.

7. Access Road- The plan shows a gravel drive/paved area that extends from Station 283.0 to 289.50 outside of the Clearing and Grubbing line along the shoreline.
   a. We would like to confirm that this will be unaffected and remain accessible during and post construction

8. Parking Lot/Restroom at SE 33rd. We understand on Volume II of the EIS, that a parking lot and bathroom is planned to exist at SE 33rd. However, this plan is missing and details regarding these structures.
   a. We would like clarification regarding its location with regard to SE 33rd; as the location of these facilities will impact our interpretation and concerns regarding the ELST South Sammamish Segment B plans



9. Approval of the SSDP – We would request that the city place the approval of the SSDP approval on hold until the 90% plans are released and the county has responded to our concerns.

10. 90% plans – We request the opportunity for review and comment at the 90% plan stage.

Respectfully submitted-

Waverly Hills Club Inc.

PO Box 427

Issaquah, WA 98027

Jackie Malsam – Secretary

Amy Byron – Treasurer

Mike Byron - Owner

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, February 3, 2017 3:32 PM
To: 'marywictor@comcast.net'
Subject: RE: Public Comment (4): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ EASEMENTS & Surveys (stormwater)

Dear Mary,

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: marywictor@comcast.net [mailto:marywictor@comcast.net]
Sent: Friday, January 27, 2017 12:09 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Public Comment (4): K.C. ELSTrail Segment 2B--SSDP2016-00415 ~ EASEMENTS & Surveys (stormwater)

To: Lindsey Ozbolt / Associate Planner, City of Sammamish
re: Easements & Surveys existing near Louis-T traffic signal intersection (and stormwater)

I see there is a WALKWAY Station 432:00-ish to be built below the intersection of Louis Thompson Road NE & E. Lk. Samm Parkway which is great!

However, there are stormwater considerations both North (new proposed drainage easement) Station 436+30 and South Station 431+90 for Stormwater which flows on, over, under, through, in ditches, culverts, pipes, etc.

This input and multiple important attachments are to help ensure that easements either exist or can/will be obtained by the City of Sammamish for Stormwater as King County does the Trail. Storm/surface runoff flows from the ECAs above to-through the Parkway and to-through the Trail and into Lake Sammamish.

In the attached Official Public Records (OPR recorded documents) there is text referring to "public riparian owners" and "land formerly covered by water" and "possible encroachments ... fence, landscaping" etc. These are important to look at, review, and know the information plus history.

Text also is written and shown on surveys for "Sandy Beach Reserve" which is just north of a 10foot "Gap Parcel" as I have termed it. Sandy Beach is/was part of Unrecorded Plat C.R. Berry's ADD/subdivision and it now appears to be a Wetland 26D Station 432:00 D-line?!
{In related property documents North of this, I also find 1/23rd share references for this area (not detailed herein).} Aside: So is it/should it really be a ""sandy beach" or wetland?

The 10ft Gap Parcel, as I call it, appears in several pages of the 60% design KC ESLT plans.

Suggest review and research:
See page G8 Survey Control Plan for the area between Louis Thompson Rd NE & The Parkway and a bit north. STATIONs 430-445.
NOTE: See 10' Gap to lake... this is the "bent straw"-looking thing in the upper left corner where matchline see SHEET G7 text appears.
[I believe originally the 10' Gap was "straight" and just ran East to West from the RR/Trail ROW to Lake Sammamish. However, I think in about 1962 the Army Corps lowered the lake by draining it to try to allow areas like Marymoor to be farmed sooner in the Spring. Thus, the Lake level dropping exposed more of the shoreline, and likely added the "bent"-extension to the originally just straight Gap Parcel which is 10 feet wide by legal description. This history/information is confirmed by the SIMONE survey showing 1948 shoreline.]

See also EX18 Existing Conditions... upper left 1/3 the P/L and P/L lines show the 10' Gap parcel where easements run just south of Wetland 26D.

See also AL31 Plan and Profile for ALignment of the trail and the WALKWAY! Directly below/West of Louis-T traffic signal at E Lk Samm Prkwy.

Finally, there does appear to be a easement for the 10' Gap parcel which is associated with Lot 2 via Owner James G. Hammersberg 8-July-1950. I cannot find any reason that easement would not remain valid. This is important for government and municipal utilities to be able to go and inspect that area for function, plans, design, maintenance and repair/replacement/upgrading. If Easement 4035119 transferred to Wally in 2011 with the Warranty Deed for the land, then by SMC code and policy, any easements for drainage should go to the City at no cost... especially since the City and K.C. are doing fish passage culverts related to that area for public and environmental good.

This took a lot of time to research and is hard to descibe in text with words. I hope the attachments themselves and screen-captures will make it easier for you to understand and review plus follow up on. Please contract me directly too if you wish to discuss or get more info I might have.

Best regards, Mary Wictor 425-283-7253
watershed resident here in Sammamish since 6/2000

VOL 2959 PAGE 73

4035119

THE GRANTOR, ANDREW BRECKBERG, a widower,

in consideration of THIRTEEN THOUSAND ($13,000.) - - - - - - - - - - - - DOLLARS

in hand paid, conveys and warrants to JAMES G. HAMMERSBERG

the following described Real Estate: Situated in the county of King State of Washington

That portion of Lot 2, Section 32, Township 25 North, Range 6 East of W. M., lying East of County Road.
TOGETHER with a roadway 10 feet along the North line of said government Lot 2 between right of way of Northern Pacific Railway Company and Lake Sammamish.

Dated this 8th day of July, 1950.

andrew Breckberg [SEAL]

[SEAL]

STATE OF WASHINGTON, } ss.
COUNTY OF KING.

THIS CERTIFIES that on this 8th day of July, 1950, personally appeared before me ANDREW BRECKBERG, a widower,

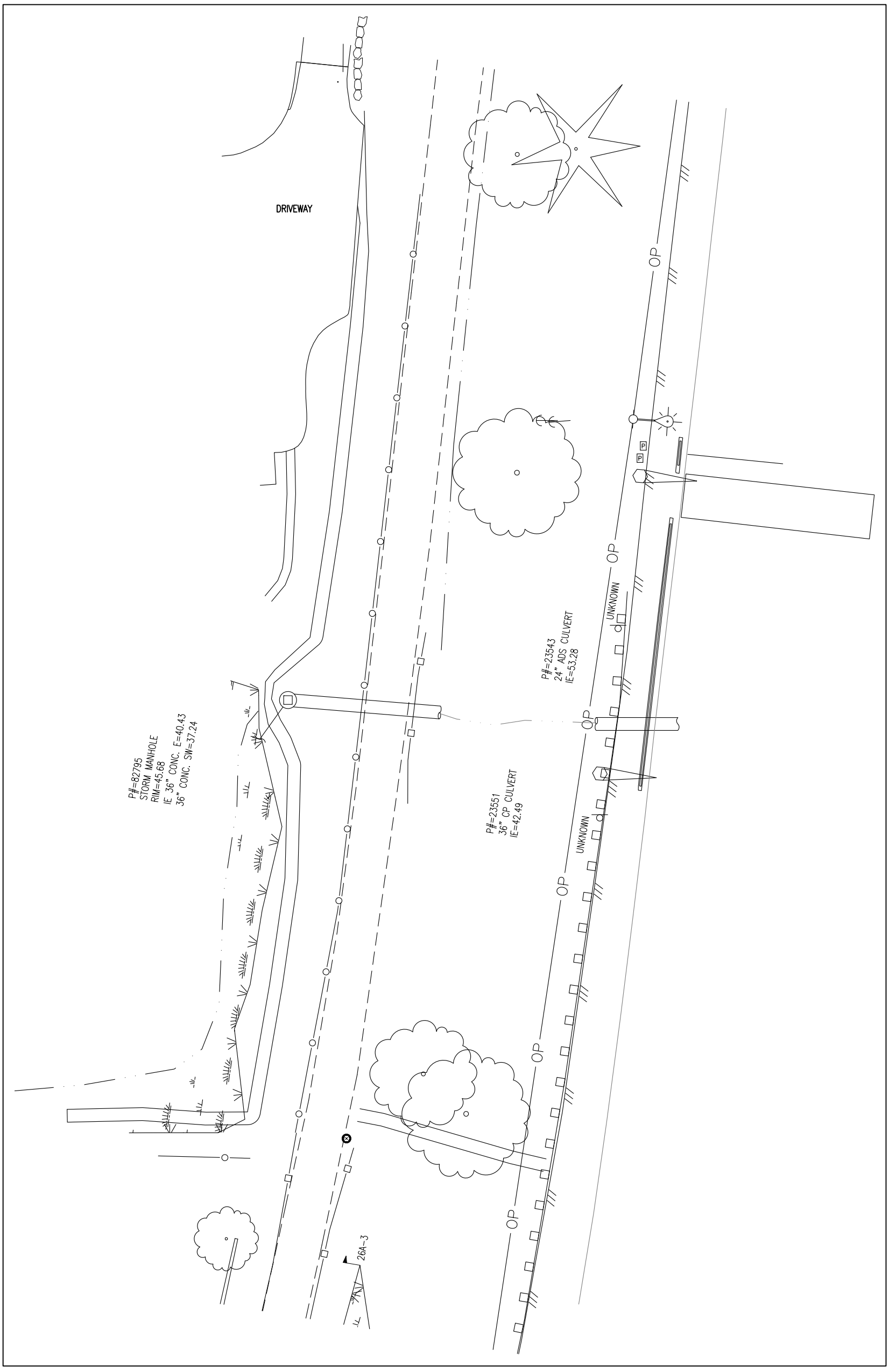
to me known to be the individual who executed the foregoing instrument, and acknowledged same as his free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in this certificate first above written.

J. M. Peters

Notary Public in and for the State of Washington, residing at Seattle.

Filed for Record July 13 1950 at 3 P. M.
Request of Northwest Title Insurance Co.
ROBERT A. NIXON, County Auditor



Parametrix DATE: April 22, 2016 FILE: BA STA 431-434

N

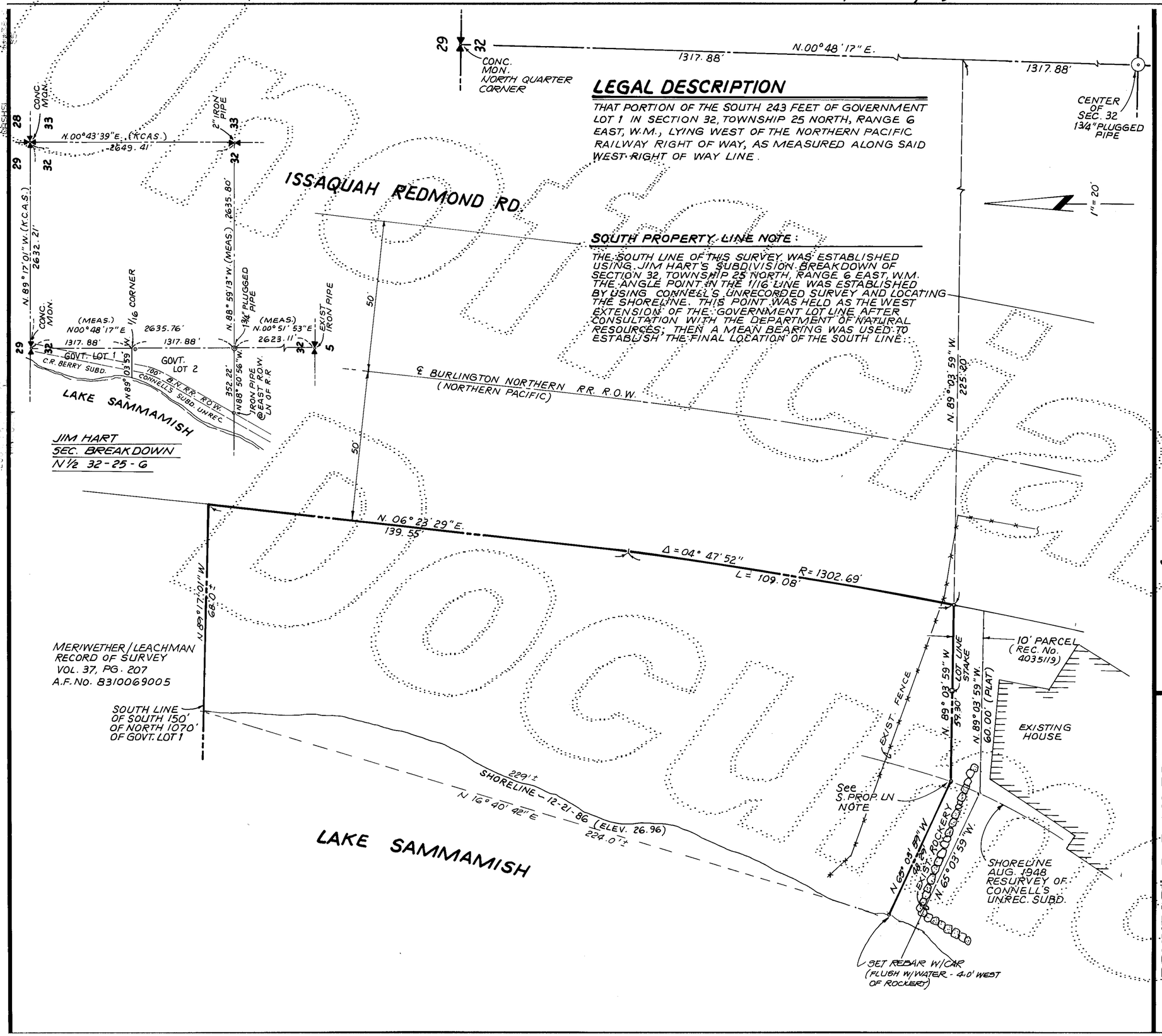
0 20'

1" = 20'

PARCEL NO. 8920100097
EXHIBIT

9002229003

71-72



LEGAL DESCRIPTION

THAT PORTION OF THE SOUTH 243 FEET OF GOVERNMENT LOT 1 IN SECTION 32, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M., LYING WEST OF THE NORTHERN PACIFIC RAILWAY RIGHT OF WAY, AS MEASURED ALONG SAID WEST RIGHT OF WAY LINE.

SOUTH PROPERTY LINE NOTE:

THE SOUTH LINE OF THIS SURVEY WAS ESTABLISHED USING JIM HART'S SUBDIVISION BREAKDOWN OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M. THE ANGLE POINT IN THE 1/16 LINE WAS ESTABLISHED BY USING CONNELL'S UNRECORDED SURVEY AND LOCATING THE SHORELINE. THIS POINT WAS HELD AS THE WEST EXTENSION OF THE GOVERNMENT LOT LINE AFTER CONSULTATION WITH THE DEPARTMENT OF NATURAL RESOURCES; THEN A MEAN BEARING WAS USED TO ESTABLISH THE FINAL LOCATION OF THE SOUTH LINE.

RECORDING CERTIFICATE
NO. 9002229003
FILED FOR RECORD BY ROBERT E. MERIWETHER THIS 22 DAY OF FEB., 19 90 A.D., AT 27 MINUTES PAST 1 O'CLOCK P.M; AND RECORDED IN VOLUME 71 OF SURVEYS ON PAGE 72 RECORDS OF KING COUNTY, WASHINGTON
VAUGHN HAGAE MANAGER — CAROLYN ARGEMAN SUPT./RECORDS

SURVEYORS CERTIFICATE
THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT. AT THE REQUEST OF Robert E. Meriwether
REGISTERED LAND SURVEYOR L.S. NO. 8271

NE¼, NW¼, SECTION 32, TWP. 25 NORTH, RGE. 6 EAST, W.M.

BOUNDARY SURVEY FOR RUDY SIMONE

Meriwether Leachman associates, inc.
•PLANNING •ENGINEERING •SURVEYING
11800 NE 160TH ST, BOTHELL WA., 98011

approved	W.D.L.	revised	date 8-6-86 tb
drawing no. 4004 rd 329		drawn by B. DUNN	scale 1" = 20'

WHEN RECORDED RETURN TO
CHRISTOPHER M. MCKINSEY
273 EAST LAKE SAMMAMISH PARKWAY N.E.
SAMMAMISH, WASHINGTON 98074

20100618001358
CHICAGO TITLE WD 66.00
PAGE-001 OF 005
06/18/2010 15:43
KING COUNTY, WA

E2446691
06/18/2010 15:36
KING COUNTY, WA
TAX $32,276.40
SALE $1,813,000.00

PAGE-001 OF 001

CHICAGO TITLE INSURANCE COMPANY

STATUTORY WARRANTY DEED

CT 1270919
5 -1

THE GRANTOR(S)
ROBERT E. GERLACH AND LINDA M. GERLACH, HUSBAND AND WIFE

for and in consideration of
TEN DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION

in hand paid, conveys and warrants to
CHRISTOPHER M. MCKINSEY AND CHRISTINE M. MCKINSEY, HUSBAND AND WIFE

the following described real estate situated in the County of KING State of Washington:

PARCEL A:

COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF GOVERNMENT LOT 2 IN SECTION 32 OF TOWNSHIP 25 NORTH IN RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, WITH THE WESTERLY LINE OF THE NORTHERN PACIFIC RAILWAY RIGHT-OF-WAY;
THENCE NORTHERLY, ALONG SAID RIGHT OF WAY LINE, 1,438.29 FEET
TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTHERLY, ALONG SAID RIGHT OF WAY LINE, 131.71 FEET, MORE OR LESS, TO A POINT 10 FEET SOUTH OF THE NORTH LINE OF SAID GOVERNMENT LOT 2;
THENCE WEST, PARALLEL WITH THE NORTH LINE OF SAID GOVERNMENT LOT 2, A DISTANCE OF 60 FEET, MORE OR LESS, TO THE WESTERLY LINE OF SAID LOT;

SEE ATTACHED DESCRIPTION

Tax Account Number(s): 173870-0155-05

Dated: JUNE 15, 2010

Robert E. Gerlach
ROBERT E. GERLACH

Linda M. Gerlach
LINDA M. GERLACH

LPB10/KLC/052006

THENCE SOUTHWESTERLY, ALONG SAID LOT LINE, 93 FEET, MORE OR LESS, TO A POINT NORTH 52°00'00" WEST OF THE TRUE POINT OF BEGINNING;
THENCE SOUTH 52°00'00" EAST 105 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING;

(ALSO KNOWN AS TRACTS 30 AND 31 OF CONNELL'S SUBDIVISION, ACCORDING TO THE UNRECORDED PLAT THEREOF)

TOGETHER WITH SECOND CLASS SHORELANDS ADJOINING.

PARCEL B:

THAT PORTION OF THE NORTH 10 FEET OF GOVERNMENT LOT 2 IN SECTION 32 OF TOWNSHIP 25 NORTH IN RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON,
LYING WESTERLY OF THE WESTERLY MARGIN OF THE BURLINGTON NORTHERN RAILROAD CO. RIGHT OF WAY AS CONVEYED BY DEED RECORDED UNDER RECORDING NUMBER 13453;

TOGETHER WITH SECOND CLASS SHORELANDS ADJOINING.

SUBJECT TO: EXCEPTIONS SET FORTH ON ATTACHED EXHIBIT "A" AND BY THIS REFERENCE MADE A PART HEREOF AS IF FULLY INCORPORATED HEREIN.

Copy

STATE OF WASHINGTON SS
COUNTY OF KING

ON THIS 17 DAY OF JUNE, 2010 BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED ROBERT E. GERLACH AND LINDA M. GERLACH KNOWN TO ME TO BE THE INDIVIDUAL(S) DESCRIBED IN AND WHO EXECUTED THE WITHIN INSTRUMENT AND ACKNOWLEDGED THAT THEY SIGNED AND SEALED THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED, FOR THE USES AND PURPOSES HEREIN MENTIONED.

NOTARY SIGNATURE

PRINTED NAME: Linda H. Harada
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT Bellevue
MY COMMISSION EXPIRES ON 5-19-14.

LINDA H. HARADA
NOTARY PUBLIC
COMMISSION EXPIRES 5-19-14
STATE OF WASHINGTON

Official Copy

NOTARY/RDA/092100

EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:	PUGET SOUND POWER AND LIGHT COMPANY
PURPOSE:	ELECTRIC TRANSMISSION AND/OR DISTRIBUTION SYSTEM
AREA AFFECTED:	PORTION OF PARCEL A
RECORDED:	OCTOBER 17, 1930
RECORDING NUMBER:	2636842

AFFECTS: PARCEL A

EXCEPTIONS AND RESERVATIONS CONTAINED IN DEED FROM THE STATE OF WASHINGTON, WHEREBY THE GRANTOR EXCEPTS AND RESERVES ALL OIL, GASES, COAL, ORES, MINERALS, FOSSILS, ETC., AND THE RIGHT OF ENTRY FOR OPENING, DEVELOPING AND WORKING THE SAME AND PROVIDING THAT SUCH RIGHTS SHALL NOT BE EXERCISED UNTIL PROVISION HAS BEEN MADE FOR FULL PAYMENT OF ALL DAMAGES SUSTAINED BY REASON OF SUCH ENTRY; RECORDED UNDER RECORDING NUMBER 1439890.

AFFECTS: SECOND CLASS SHORELANDS ADJOINING

AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

BETWEEN:	SAMMAMISH PLATEAU WATER AND SEWER DISTRICT
AND:	WILLIAM C. BORING, JR.
RECORDED:	FEBRUARY 28, 1995
RECORDING NUMBER:	9502280733
REGARDING:	GRINDER PUMP SERVICE

AFFECTS: PARCEL A

QUESTION OF LOCATION OF LATERAL BOUNDARIES OF SAID SECOND CLASS TIDELANDS OR SHORELANDS.

ANY PROHIBITION OR LIMITATION OF USE, OCCUPANCY OR IMPROVEMENT OF THE LAND RESULTING FROM THE RIGHTS OF THE PUBLIC OR RIPARIAN OWNERS TO USE ANY

PORTION WHICH IS NOW OR HAS BEEN FORMERLY COVERED BY WATER.

PARAMOUNT RIGHTS AND EASEMENTS IN FAVOR OF THE UNITED STATES FOR COMMERCE, NAVIGATION, FISHERIES AND THE PRODUCTION OF POWER.

NOTWITHSTANDING THE INSURING CLAUSES OF THE POLICY, THE ACCESS COVERAGE REFERENCED THEREIN IS LIMITED TO THE ACCESS ALLOWED IN ANY CROSSING PERMIT WHICH MAY BE REQUIRED BY THE OWNER OF THE ADJOINING RAILROAD RIGHT OF WAY (OR FORMER RAILROAD RIGHT OF WAY), SUBJECT TO THE TERMS, CONDITIONS AND PROVISIONS THEREIN.

MATTERS DISCLOSED BY SURVEY RECORDED UNDER RECORDING NUMBER 9309089004, BEING A CORRECTION OF SURVEY RECORDED UNDER RECORDING NUMBER 9304309002 , AS FOLLOWS:

ASHPALT ROAD PROVIDING ACCESS TO SAID PREMISES CROSSES OVER PORTIONS OF TRACTS 29 AND 30

MATTERS DISCLOSED BY SURVEY RECORDED UNDER RECORDING NUMBER 9304309002 AND 9309089004 , AS FOLLOWS:

ASHPALT ROAD PROVIDING ACCESS TO SAID PREMISES CROSSES OVER PORTIONS OF LOTS 29 AND 30

MATTERS DISCLOSED BY PHYSICAL INSPECTION OF SAID PREMISES, AS FOLLOWS: POSSIBLE ENCROACHMENTS AS EVIDENCED BY ASPHALT TURNAROUND AND PARKING AREA, LAWN, SHRUBBERY, LANDSCAPING AND A SIX FOOT WOOD FENCE WHICH EXTENDS FROM THE SUBJECT PROPERTY, UP TO 30 FEET INTO THE EAST ADJOINING COUNTY TRAIL CORRIDOR.

TERMS AND CONDITIONS OF NOTICE OF CHARGES BY WATER, SEWER, AND/OR STORM AND SURFACE WATER UTILITIES, RECORDED UNDER RECORDING NUMBER 9901150609, 20041201000040, 20050503000993 AND 20060126001770.

WHEN RECORDED RETURN TO:
WALTER T. PEREYRA
200 E. LAKE SAMMAMISH PKWY NE
SAMMAMISH, WA 98074

20111122000621
CHICAGO TITLE WD 69.00
PAGE-001 OF 008
11/22/2011 11:23
KING COUNTY, WA

E2519551
11/22/2011 11:20
KING COUNTY, WA
TAX $15,580.00
SALE $875,000.00

PAGE-001 OF 001

CHICAGO TITLE INSURANCE COMPANY

DOCUMENT TITLE(s) ② (1)-70

1 STATUTORY WARRANTY DEED C11 **Order Number:** 001282509 -1
2
3
4

REFERENCE NUMBER(s) OF DOCUMENT ASSIGNED OR RELEASED:
☐ Additional reference numbers on page _____ of document

GRANTOR(s):

1 JAMES GERALD HAMMERSBERG
2 ESTATE OF CLARA MAE HAMMERSBURG
3 JAMES GARY HAMMERSBERG
4. ANITA JEAN HAMMERSBERG GILBERT
5. LEWIS ARTHUR HAMMERSBERG
☐ Additional names on page _____ of document

GRANTEE(s):

1 WALTER T. PEREYRA
2
3
☐ Additional names on page _____ of document

ABBREVIATED LEGAL DESCRIPTION:

Lot-Unit: 4 Block: Volume: Page:
Section: Township: Range: Portion:

Plat Name: SP 7904190968; PTN GOV LOT 2 SEC 32-25-6E
☐ Complete legal description is on page _____ of document

ASSESSOR'S PROPERTY TAX PARCEL ACCOUNT NUMBER(s):

322506-9239 322506-9277 322506-9021

Additional Tax Accounts are on page _____ of document

Note: This cover sheet is prepared to conform to the requirements of Chapter 143, Laws of 1996. Nothing on this sheet alters the names, legal description or other information in the attached document. The only purpose of this cover sheet is to assist the auditor in indexing the document in conformance with statute.

The Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

COVER1/RDA/042100

Unofficial Copy

WHEN RECORDED RETURN TO
WALTER T. PEREYRA
200 EAST LAKE SAMMAMISH PARKWAY NE
SAMMAMISH, WASHINGTON 98074

CHICAGO TITLE COMPANY

1282509

STATUTORY WARRANTY DEED

THE GRANTOR(S)

SEE ATTACHED DESCRIPTION

for and in consideration of

TEN DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION

in hand paid, conveys and warrants to

WALTER T. PEREYRA, AN UNMARRIED INDIVIDUAL

the following described real estate situated in the County of KING State of Washington:

PARCEL A:

THAT PORTION OF GOVERNMENT LOT 2 IN THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTER OF SAID SECTION 32;
THENCE WESTERLY ALONG THE EAST-WEST CENTERLINE OF SAID SECTION, NORTH 89°03'45" WEST 852.89 FEET, MORE OR LESS, TO THE EASTERLY MARGIN OF E. LAKE SAMMAMISH ROAD NORTH;
THENCE ALONG THE EASTERLY MARGIN OR SAID ROAD NORTH 38°00'00" EAST 465 FEET; THENCE AT RIGHT ANGLES TO SAID ROAD SOUTH 52°00'00" EAST 242.48 FEET TO AN ANGLE POINT;
THENCE SOUTH 89°03'45" EAST PARALLEL TO THE EAST-WEST CENTERLINE OF SAID SECTION, 373.14 FEET, MORE OR LESS, TO THE NORTH-SOUTH CENTERLINE OF SAID SECTION;

SEE ATTACHED DESCRIPTION

Abbreviated Legal: LOT 4, SP 7904190968; PEN GOV LOT 2 SECTION 32-25-6E

Tax Account Number(s): 322506-9239-01, 322506-9277-04 AND 322506-9021-03

Dated: NOVEMBER 16, 2011

JAMES GERALD HAMMERSBERG, INDIVIDUALLY AND AS PERSONAL

REPRESENTATIVE AND AS TRUSTEE

LPB10/KLC/052006

STATUTORY WARRANTY DEED (continued)

THE GRANTOR (continued)

JAMES GERALD HAMMERSBERG
AS HIS SEPERATE ESTATE,
AS PERSONAL REPRESENTATIVE FOR THE ESTATE OF CLARA MAE HAMMERSBURG,
AND AS TRUSTEE FOR THE FOLLOWING, UNDER THE TERMS OF DEED RECORDED UNDER RECORDING NUMBER 8201280467:

CLARA MARIE HAMMERSBERG, WHO ALSO APPEARS OF RECORD AS CLARA MARIE HAMMERSBURG KING;
JAMES GARY HAMMERSBERG;
ANITA JEAN HAMMERSBERG GILBERT; AND
LEWIS ARTHUR HAMMERSBERG

Copy

CHICAGO TITLE COMPANY

Escrow No.: 1282509 **EXHIBIT A** Title No.: 1282509

THENCE SOUTH 00°36'30" EAST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 225 FEET TO THE POINT OF BEGINNING.

PARCEL B:

LOT 4 OF KING COUNTY SHORT PLAT NUMBER 378036, RECORDED UNDER RECORDING NUMBER 7904190968, SAID SHORT PLAT BEING A SUBDIVISION OF A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.

Copy

CHICAGO TITLE COMPANY

Escrow No.: 1282509 **EXHIBIT A** Title No.: 1282509

PARCEL C:

THAT PORTION OF GOVERNMENT LOT 2, SECTION 32, TOWNSHIP 25 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF THE COUNTY ROAD (EAST LAKE SAMMAMISH PARKWAY N.E.);

EXCEPT THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTER OF SAID SECTION 32;
THENCE WESTERLY ALONG THE EAST-WEST CENTERLINE OF SAID SECTION, NORTH 89°03'45" WEST 852.89 FEET, MORE OR LESS, TO THE EASTERLY MARGIN OF E. LAKE SAMMAMISH ROAD NORTH;
THENCE ALONG THE EASTERLY MARGIN OR SAID ROAD NORTH 38°00'00" EAST 465 FEET;
THENCE AT RIGHT ANGLES TO SAID ROAD SOUTH 52°00'00" EAST 242.48 FEET TO AN ANGLE POINT;
THENCE SOUTH 89°03'45" EAST PARALLEL TO THE EAST-WEST CENTERLINE OF SAID SECTION, 373.14 FEET, MORE OR LESS, TO THE NORTH-SOUTH CENTERLINE OF SAID SECTION;
THENCE SOUTH 00°36'30" EAST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 225 FEET TO THE POINT OF BEGINNING.

SUBJECT TO: EXCEPTIONS SET FORTH ON ATTACHED EXHIBIT "C" AND BY THIS REFERENCE MADE A PART HEREOF AS IF FULLY INCORPORATED HEREIN.

Copy

STATE OF WASHINGTON SS
COUNTY OF KING

ON THIS 18th DAY OF NOV 2011 BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED JAMES GERALD HAMMERSBERG KNOWN TO ME TO BE THE INDIVIDUAL(S) DESCRIBED IN AND WHO EXECUTED THE WITHIN INSTRUMENT AND ACKNOWLEDGED THAT HE SIGNED AND SEALED THE SAME AS HIS FREE AND VOLUNTARY ACT AND DEED, FOR THE USES AND PURPOSES HEREIN MENTIONED.

NOTARY SIGNATURE

PRINTED NAME: LESLIE SEGI
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT MAPLE VALLEY.
MY COMMISSION EXPIRES ON 10-2-15.

LESLIE G. SEGI NOTARY PUBLIC COMMISSION EXPIRES 10-02-15 STATE OF WASHINGTON

STATE OF WASHINGTON SS COUNTY OF KING

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT JAMES GERALD HAMMERSBERG IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS TRUSTEE OF DEED RECORDED UNDER 8201280467 TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: 11-18-11

NOTARY SIGNATURE

PRINTED NAME: LESLIE SEGI
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT MAPLE VALLEY.
MY APPOINTMENT EXPIRES 10-2-15

LESLIE G. SEGI NOTARY PUBLIC COMMISSION EXPIRES 10-02-15 STATE OF WASHINGTON

Specimen

STATE OF WASHINGTON ss COUNTY OF KING

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT JAMES GERALD HAMMERSBERG IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS PERSONAL REPRESENTATIVE OF THE ESTATE OF CLARA MAE HAMMERSBURG TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: 11-18-11

NOTARY SIGNATURE

PRINTED NAME: LESLIE SEGI

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

RESIDING AT MARYSVILLE

MY APPOINTMENT EXPIRES 10-2-15

LESLIE G. SEGI
NOTARY PUBLIC
COMMISSION EXPIRES 10-02-15
STATE OF WASHINGTON

Unofficial Document

EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

RESERVED BY:	WILLIAM A. CONNELL AND AGNES E. CONNELL, HUSBAND AND WIFE
PURPOSE:	WATER PIPELINE
AREA AFFECTED:	UNDISCLOSED PORTION OF PARCELS A AND C
RECORDED:	AUGUST 8, 1923
RECORDING NUMBER:	1767526

EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

RESERVED BY:	AMELIA ZACUSE
PURPOSE:	ACCESS TO CEMETERY
AREA AFFECTED:	UNDISCLOSED PORTION OF PARCEL B AND OTHER PROPERTY
RECORDED:	AUGUST 19, 1947
RECORDING NUMBER:	3715870

EASEMENT AS DELINEATED AND/OR DEDICATED ON THE FACE OF THE SHORT PLAT.

PURPOSE:	ACCESS TO CEMETERY
AREA AFFECTED:	A STRIP OF LAND 15 FEET IN WIDTH ACROSS AN EASTERLY PORTION OF PARCEL B AND OTHER PROPERTY

EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE:	KING COUNTY
PURPOSE:	DRAINAGE FACILITY
AREA AFFECTED:	A STRIP OF LAND 10 FEET IN WIDTH ACROSS A WESTERLY PORTION OF PARCEL C
RECORDED:	DECEMBER 14, 1993
RECORDING NUMBER:	9312142098

COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, NOTES, DEDICATIONS AND SETBACKS, IF ANY, SET FORTH IN OR DELINEATED ON THE SHORT PLAT RECORDED UNDER RECORDING NUMBER 7904190968.

THE EFFECT OF BOUNDARY LINE ADJUSTMENT:

RECORDED:	MAY 17, 1999
RECORDING NUMBER:	9905172517

When recorded return to:
Russell D. Albright and Judith L. Albright
3433 E Lake Sammamish Pkwy NE
Sammamish, WA 98074

20120810002175
FIDELITY NATIO WD 64.00
PAGE-001 OF 003
08/10/2012 16:34
KING COUNTY, WA

Filed for record at the request of:
Fidelity National Title Company
10655 NE 4th St., Suite 200
Bellevue, WA 98004

E2558454
08/10/2012 15:48
KING COUNTY, WA
TAX $22,789.00
SALE $1,280,000.00 PAGE-001 OF 001

Escrow No.: 611031527

FIDELITY NATIONAL TITLE

3/65

STATUTORY WARRANTY DEED

THE GRANTOR(S) Cooperville LLC, a Washington limited liability company

for and in consideration of Ten And No/100 Dollars ($10.00) and other good and valuable consideration

in hand paid, conveys, and warrants to Russell D. Albright and Judith L. Albright, husband and wife

the following described real estate, situated in the County of King, State of Washington:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Abbreviated Legal: (Required if full legal not inserted above.)

PTN Govt. Lot 1, 32-25N-6E

Tax Parcel Number(s): 077710 0110 06

Subject to:

1. RIGHTS, RESERVATIONS, COVENANTS, CONDITIONS, RESTRICTIONS, AGREEMENTS, NOTES, DEDICATIONS, ENCROACHMENTS, AND EASEMENTS PRESENTLY OF RECORD

Dated: August 7, 2012

Cooperville LLC

BY: _____
Roger MacPherson
Member

BY: _____
Nancy MacPherson
Member

STATUTORY WARRANTY DEED
(continued)

State of Washington

County of King

I certify that I know or have satisfactory evidence that Roger MacPherson and Nancy MacPherson are the persons who appeared before me, and said persons acknowledged that they signed this instrument, on oath stated that they were authorized to execute the instrument and acknowledged it as Member and Member of Cooperville LLC to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: August 9 2012

Name: Carolyn J Harris
Notary Public in and for the State of Washington
Residing at: Seattle, WA
My appointment expires: 5-4-14

CAROLYN J. HARRIS
COMMISSION EXPIRES
NOTARY
PUBLIC
5-04-14
STATE OF WASHINGTON

Copy

EXHIBIT "A"
Legal Description

For APN/Parcel ID(s): 077710 0110 06

THAT PORTION OF THE SOUTH 243 FEET OF GOVERNMENT LOT 1 IN SECTION 32 OF TOWNSHIP 25 NORTH IN RANGE 6 EASTW.M., LYING WESTERLY OF THE NORTHERN PACIFIC RAILWAY RIGHT-OF-WAY, AS MEASURED ALONG SAID RAILWAY RIGHT-OF-WAY;

TOGETHER WITH SECOND CLASS SHORELANDS AS CONVEYED BY THE STATE OF WASHINGTON SITUATE IN FRONT OF, ADJACENT TO OR ABUTTING THEREON;

(ALSO KNOWN AS SANDY BEACH RESERVE IN THE UNRECORDED PLAT OF C. R. BERRY'S SUBDIVISION)

AND TOGETHER WITH THAT PORTION DESCRIBED AS FOLLOWS;

BEGINNING AT THE NORTHEAST CORNER OF THAT PORTION OF SAID SOUTH 243 FEET OF GOVERNMENT LOT 1 LYING WEST OF THE NORTHERN PACIFIC RAILWAY RIGHT-OF-WAY, AS MEASURED ALONG SAID WEST RIGHT-OF-WAY LINE (PER SURVEY RECORDED UNDER KING COUNTY RECORDING NO. 9002229003 IN VOLUME 71 OF SURVEYS, PAGE 72, RECORDS OF KING COUNTY);
THENCE SOUTH 89°17'0" EAST A DISTANCE OF 25.12 FEET TO A POINT WHICH LIES 25.00 FEET WESTERLY FROM THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, AS MEASURED AT RIGHT ANGLES;
THENCE SOUTH 06°23'29" WEST, PARALLEL W ITH THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, A DISTANCE OF 134.85 FEET;
THENCE NORTH 83°36"31" WEST A DISTANCE OF 12.00 FEET TO A POINT WHICH LIES 37.00 FEET FROM THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY AS MEASURED AT RIGHT ANGLES;
THENCE SOUTH 06°23"29" WEST, PARALLEL W ITH THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, A DISTANCE OF 7.18 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT;
THENCE CONTINUING SOUTHERLY, PARALLEL W ITH THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, 107.82 FEET ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1,315.69 FEET AND A CENTRAL ANGLE OF 04°41'43" THE CHORD OF WHICH BEARS SOUTH 08°44'21" WEST, A DISTANCE OF 107.79 FEET TO A POINT ON THE SOUTH LINE OF SAID GOVERNMENT LOT 1;
THENCE NORTH 89°03'59" WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 13.21 FEET TO THE SOUTHEAST CORNER OF SAID SOUTH 243 FEET OF GOVERNMENT LOT 1 LYING WEST OF THE NORTHERN PACIFIC RAILWAY;
THENCE NORTHERLY, ALONG THE WESTERLY RIGHT-OF-WAY OF SAID NORTHERN PACIFIC RAILWAY, 109.08 FEET ALONG A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1,302.69 FEET AND A CENTRAL ANGLE OF 04°47'52" THE CHORD OF WHICH BEARS NORTH 08°47'25" EAST, A DISTANCE OF 109.05 FEET;
THENCE NORTH 06°23'29" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY TANGENT TO SAID CURVE. A DISTANCE OF 139.55 FEET TO THE POINT OF BEGINNING;

AND TOGETHER WITH THAT PORTION, AS DESCRIBED ON EXHIBIT D THERETO, TO WHICH TITLE WAS QUIETED BY STIPULATION, ORDER AND JUDGMENT ENTERED IN KING COUNTY SUPERIOR COURT CAUSE NO. 10-2-30471-1 SEA AND RECORDED UNDER RECORDING NO. 20110505000135.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON

ABBREVIATED LEGAL: PTN GOV LOT 1, SEC 32, TWP 25 N., RG 6 E., W.M.

RKM

308/054

SITE ADDRESS:
VACANT LAND
4XX E LK SAMMAMISH PKWY NE
SAMMAMISH, WA 98074

TAX PARCEL NUMBER:
077710-0110

AREA:
TOTAL UPLAND SITE AREA IS 24,291 SQUARE FEET OR 0.5576 ACRES.

METHOD OF SURVEY:
INSTRUMENTATION FOR THIS SURVEY WAS A TRIMBLE ELECTRONIC DISTANCE MEASURING UNIT. PROCEDURES USED IN THIS SURVEY WERE DIRECT AND REVERSE ANGLES, NO CORRECTION NECESSARY. MEETS STATE STANDARDS SET BY WAC 332-130-090.

VERTICAL DATUM:
NGVD29 - BASED ON NAVD88 PER GPS AND A CONVERSION RATE OF -3.585'. CONVERSION RATE IS BASED ON ORTHOMETRIC HEIGHT CALCULATIONS PER VERTCON, AN ONLINE PROGRAM PROVIDED BY NATIONAL GEODETIC SURVEY.

BASIS OF BEARINGS:
ACCEPTED THE BEARING OF N15°00'55"E BETWEEN FOUND MONUMENT AT THE NORTH QUARTER CORNER OF SECTION 32, TOWNSHIP 25 N., RANGE 6 E., W.M. AND PROPERTY CORNER MARKER, PER REFERENCE NO. 1.

LEGAL DESCRIPTION:
THAT PORTION OF THE SOUTH 243 FEET OF GOVERNMENT LOT 1 IN SECTION 32 OF TOWNSHIP 25 NORTH IN RANGE 6 EAST W.M., LYING WESTERLY OF THE NORTHERN PACIFIC RAILWAY RIGHT-OF-WAY, AS MEASURED ALONG SAID RAILWAY RIGHT-OF-WAY;

TOGETHER WITH SECOND CLASS SHORELANDS AS CONVEYED BY THE STATE OF WASHINGTON SITUATE IN FRONT OF, ADJACENT TO OR ABUTTING THEREON;

(ALSO KNOWN AS SANDY BEACH RESERVE IN THE UNRECORDED PLAT OF C.R. BERRY'S SUBDIVISION)

AND TOGETHER WITH THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THAT PORTION OF SAID SOUTH 243 FEET OF GOVERNMENT LOT 1 LYING WEST OF THE NORTHERN PACIFIC RAILWAY RIGHT-OF-WAY, AS MEASURED ALONG SAID WEST RIGHT-OF-WAY LINE (PER SURVEY RECORDED UNDER KING COUNTY RECORDING NO. 9002229003 IN VOLUME 71 OF SURVEYS, PAGE 72, RECORDS OF KING COUNTY);
THENCE SOUTH 89°17'0" EAST A DISTANCE OF 25.12 FEET TO A POINT WHICH LIES 25.00 FEET WESTERLY FROM THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, AS MEASURED AT RIGHT ANGLES;
THENCE SOUTH 06°23'29" WEST, PARALLEL WITH THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, A DISTANCE OF 134.85 FEET;
THENCE NORTH 83°36'31" WEST A DISTANCE OF 12.00 FEET TO A POINT WHICH LIES 37.00 FEET FROM THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY AS MEASURED AT RIGHT ANGLES;
THENCE SOUTH 06°23'29" WEST, PARALLEL WITH THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY, A DISTANCE OF 7.18 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT;
THENCE CONTINUING SOUTHERLY, PARALLEL WITH THE CENTERLINE OF SAID NORTHERN PACIFIC RAILWAY 107.82 FEET ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1,315.69 FEET AND A CENTRAL ANGLE OF 04°41'43" THE CHORD OF WHICH BEARS SOUTH 08°44'21" WEST, A DISTANCE OF 107.79 FEET TO A POINT ON THE SOUTH LINE OF SAID GOVERNMENT LOT 1;
THENCE NORTH 89°03'59" WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 13.21 FEET TO THE SOUTHEAST CORNER OF SAID SOUTH 243 FEET OF GOVERNMENT LOT 1 LYING WEST OF THE NORTHERN PACIFIC RAILWAY;
THENCE NORTHERLY, ALONG THE WESTERLY RIGHT-OF-WAY OF SAID NORTHERN PACIFIC RAILWAY, 109.08 FEET ALONG A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1,302.69 FEET AND A CENTRAL ANGLE OF 04°47'52" THE CHORD OF WHICH BEARS NORTH 08°47'25" EAST, A DISTANCE OF 109.05 FEET;
THENCE NORTH 06°23'29" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY TANGENT TO SAID CURVE A DISTANCE OF 139.55 FEET TO THE POINT OF BEGINNING;

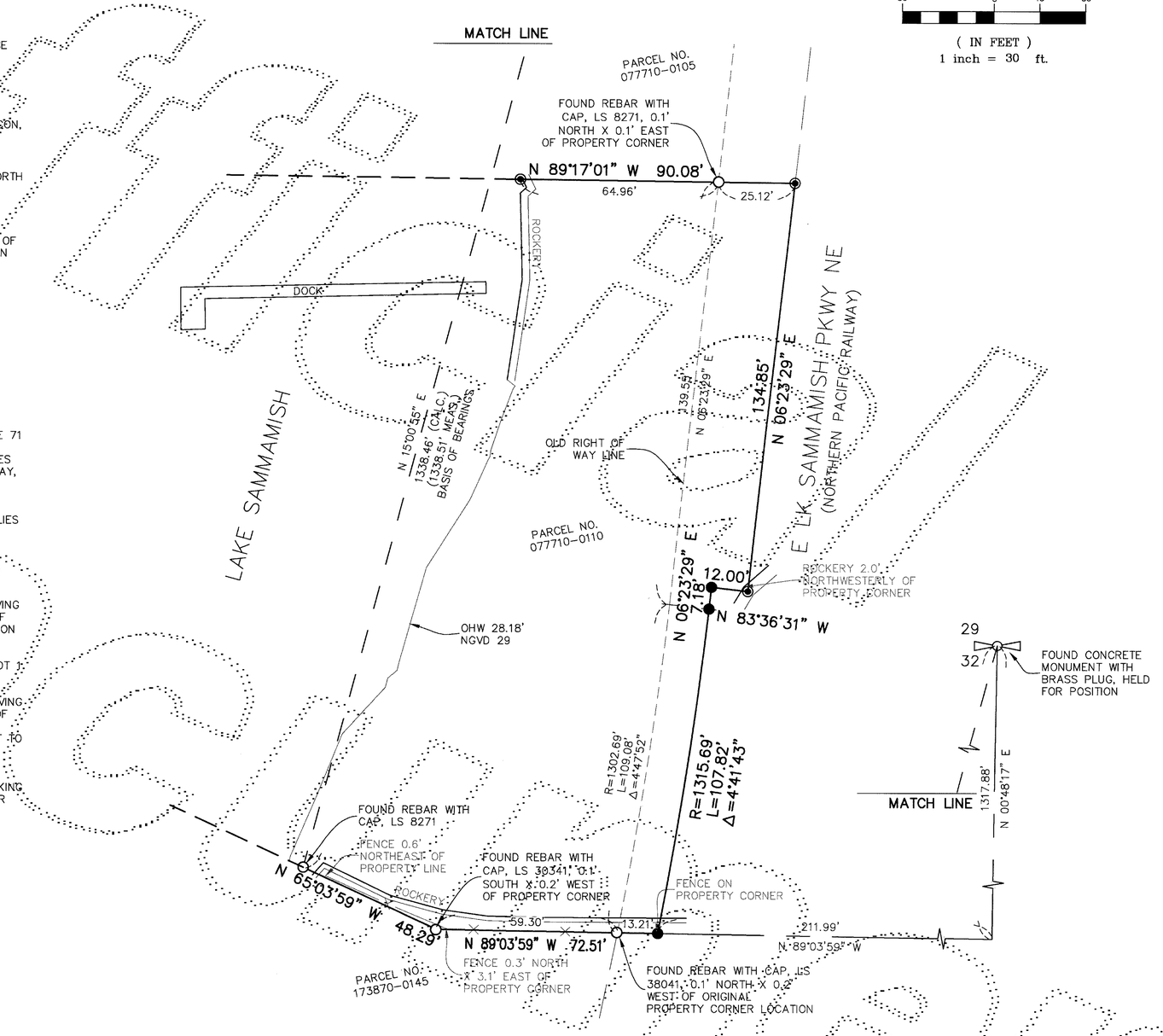
AND TOGETHER WITH THAT PORTION, AS DESCRIBED ON EXHIBIT D THERETO, TO WHICH TITLE WAS QUIETED BY STIPULATION, ORDER AND JUDGMENT ENTERED IN KING COUNTY SUPERIOR COURT CAUSE NO. 10-2-30471-1 SEA AND RECORDED UNDER RECORDING NO. 2011505000135.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TITLE REPORT REFERENCE:
THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.

SURVEY LEGEND

- FOUND REBAR AS DESCRIBED
- SET REBAR WITH CAP
- SET PK NAIL WITH WASHER
- ROCKERY
- CHAINLINK FENCE



GeoDimensions
GeoDimensions, Inc., 10801 Main Street, Suite 102, Bellevue, WA 98004
phone 425.458.4488 support@geodimensions.net
www.geodimensions.net

EDWIN J. GREEN JR. REGISTERED PROFESSIONAL LAND SURVEYOR STATE OF WASHINGTON 15025

RECORD OF SURVEY
NE 1/4, NW 1/4, SEC 32, T 25N, R 6E, W.M
ALBRIGHT
E LK SAMMAMISH PKWY NE
SAMMAMISH WA

20140324900010
GEO DIMENSIONS SURVEY 138.00
PAGE-001 OF 001 VOL 308 PG 054
03/24/2014 15:19
KING COUNTY, WA

MANAGER SUPT. OF RECORDS

Norm Alberg

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF JUDI ALBRIGHT

EDWIN J. GREEN JR. CERTIFICATE NO. 15025 — DATE 3/17/14

REFERENCES

1. RECORD OF SURVEY PREPARED BY MERIWETHER LEACHMAN ASSOCIATES FOR RUDY SIMONE, RECORDED FEBRUARY 22, 1990, IN VOLUME OF 71 OF SURVEYS, PAGE 72, UNDER KING COUNTY RECORDING NO. 9002229003.
2. RECORD OF SURVEY PREPARED BY MERIWETHER LEACHMAN ASSOCIATES FOR LORRAINE TAPLIN, RECORDED NOVEMBER 17, 1989, IN VOLUME OF 69 OF SURVEYS, PAGE 129, UNDER KING COUNTY RECORDING NO. 8911179003.
3. RECORD OF SURVEY PREPARED BY MERIWETHER LEACHMAN ASSOCIATES FOR ARTHER HOLMBOE, RECORDED OCTOBER 19, 1995, IN VOLUME OF 106 OF SURVEYS, PAGE 29, UNDER KING COUNTY RECORDING NO. 9510199009.

JOB NO.	140202
DATE:	03/14/14
DRAFTED BY:	MAB
CHECKED BY:	EFJ
SCALE:	1" = 30'
	1 OF 1

King County iMap: Interac ✕ iMap ✕

gismaps.kingcounty.gov/iMap/?center=-13587273%2C6042061&scale=18055.954822&

King County iMap

iMap home

NW 1/4

North half of the northwest quarter Tamarak No. 3 #5053649

NE 1/4

Tamarack1-2-3

NE 1/4 of the NE 1/4

SECTION 32

SW 1/4

SE 1/4

T.25N R.06E

T.24N R.06E

0.3km 0.2mi

13,590,436.39611 6,040,592.30239 Meters

NE 8th St
NE Inglewood Hill Rd
NE 6th Pl
NE 6th St
NE 5th Pl
NE 4th St
NE 2nd St
E Main St
SE 2nd Pl
SE 2nd St
SE 3rd Pl
SE 4th St
SE 5th St
SE 6th Pl
SE 7th St
SE 8th St
SE 8th Pl
Louis Thompson Rd NE
Louis Thompson Rd SE
East Lake Sammamish Pkwy NE
Lake Sammamish Pkwy SE
210th Ave NE
211th Ave NE
210th Pl NE
211th Pl NE
211th Pl SE
214th Ave NE
216th Ave NE
214th Ave SE
218th Ave SE
private

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gismaps.kingcounty.gov/parcelviewer2/

Parcel Viewer 2.0

KCGIS Center

You're in: KCGIS Center » Property Research » Parcel Viewer 2.0

1738700155 by: Parcel number Search Find Intersection Zoom to Advanced tools Basemaps Print ?

Search results

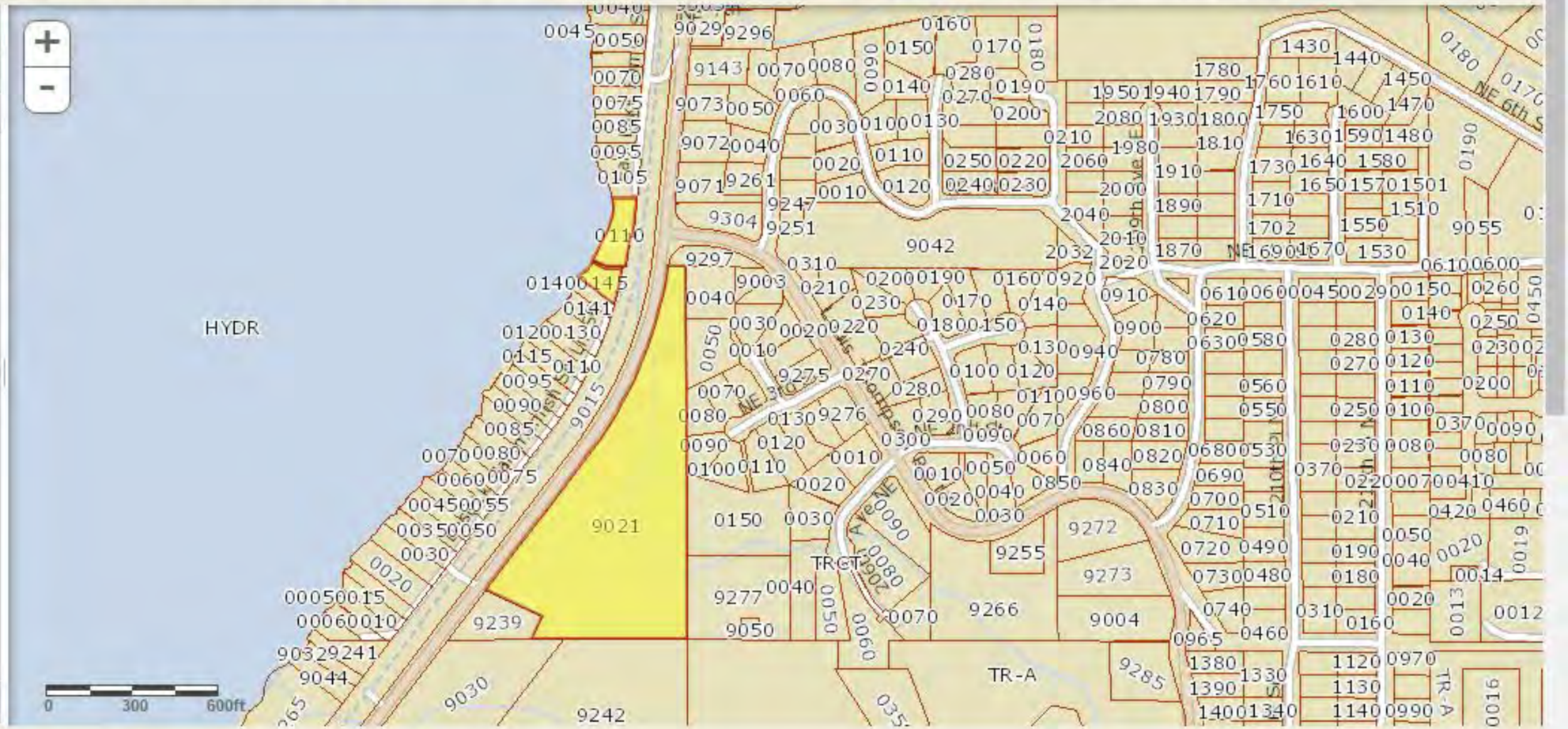
Selected parcel(s)

New selection Export Clear

Add to selection

Selected parcels: 3

	Parcel number	Address
✕	3225069021	202 EAST LAKE SAMMAMISH PKWY NE 98074
✕	0777100110	205 EAST LAKE SAMMAMISH SHORE LN NE
✕	1738700145	N/A



Map layers

Updated: Dec 5, 2013

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1738700155 by: Parcel number Search Find Intersection Zoom to Advanced tools Basemaps Print ?

Search results

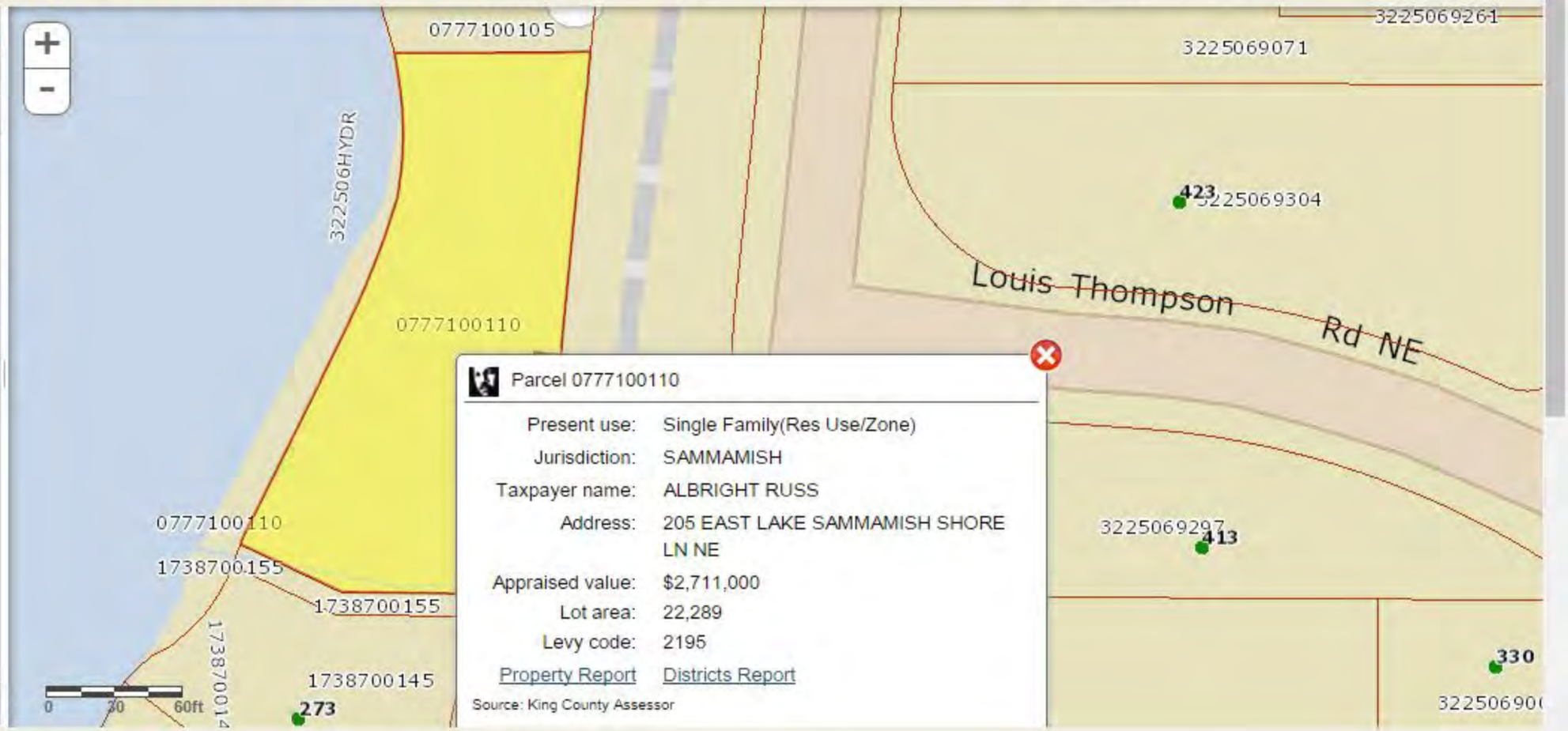
Selected parcel(s)

New selection Export Clear

Add to selection

Selected parcels: 1

	Parcel number	Address
✕	0777100110	205 EAST LAKE SAMMAMISH SHORE LN NE



Parcel 0777100110

Present use:	Single Family(Res Use/Zone)
Jurisdiction:	SAMMAMISH
Taxpayer name:	ALBRIGHT RUSS
Address:	205 EAST LAKE SAMMAMISH SHORE LN NE
Appraised value:	$2,711,000
Lot area:	22,289
Levy code:	2195

Property Report Districts Report

Source: King County Assessor

Map layers

Updated: Dec 5, 2013

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gismaps.kingcounty.gov/parcelviewer2/

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1738700155 by: Parcel number Search Find Intersection Zoom to Advanced tools Basemaps Print ?

Search results

Selected parcel(s)

New selection Export Clear

Add to selection

Selected parcels: 1

	Parcel number	Address
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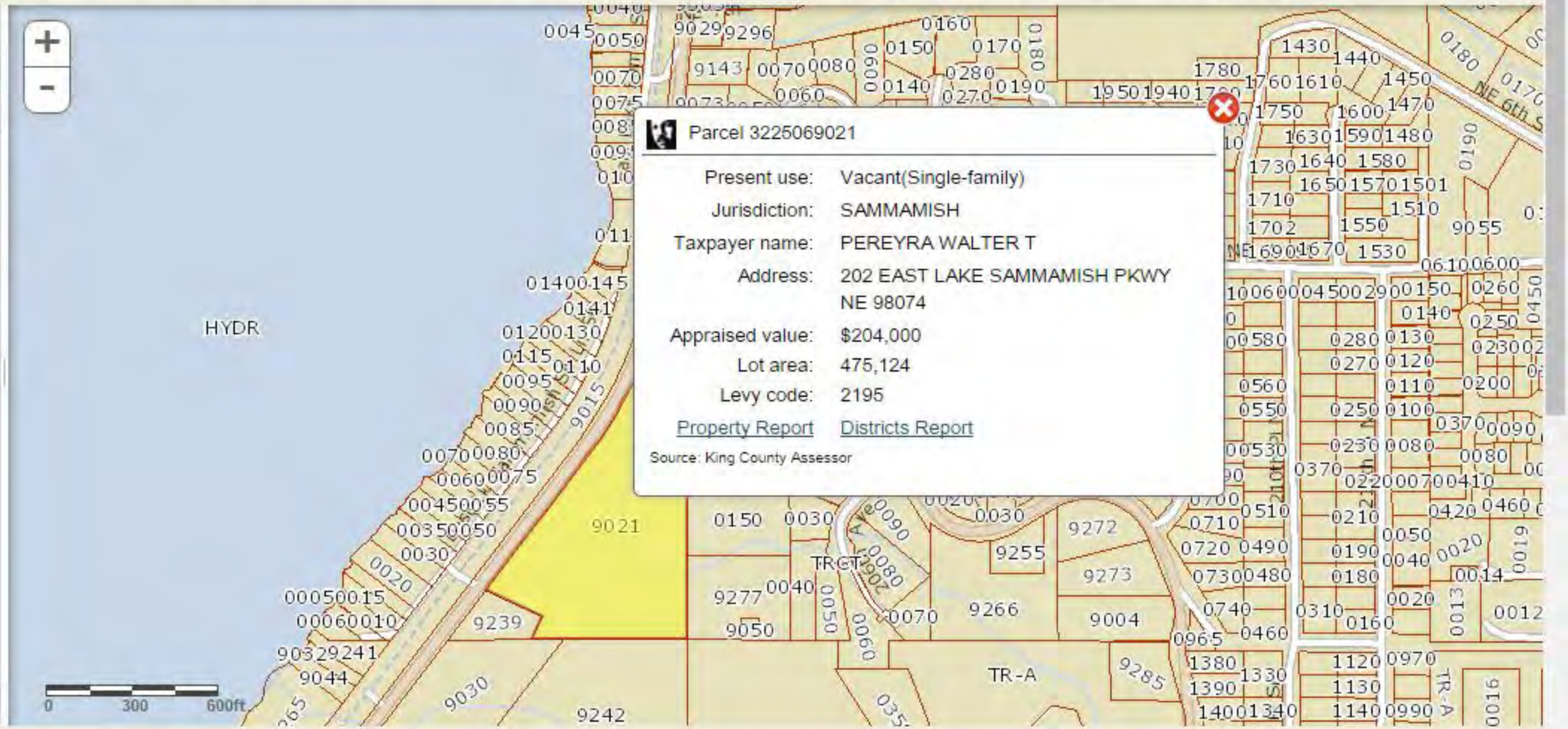
Map layers



Parcel 3225069021

Present use:	Vacant(Single-family)
Jurisdiction:	SAMMAMISH
Taxpayer name:	PEREYRA WALTER T
Address:	202 EAST LAKE SAMMAMISH PKWY NE 98074
Appraised value:	$204,000
Lot area:	475,124
Levy code:	2195

Property Report Districts Report

Source: King County Assessor

Updated: Dec 5, 2013

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1738700155 by: Parcel number Search Find Intersection Zoom to Advanced tools Basemaps Print ?

Search results

Selected parcel(s)

New selection Export Clear

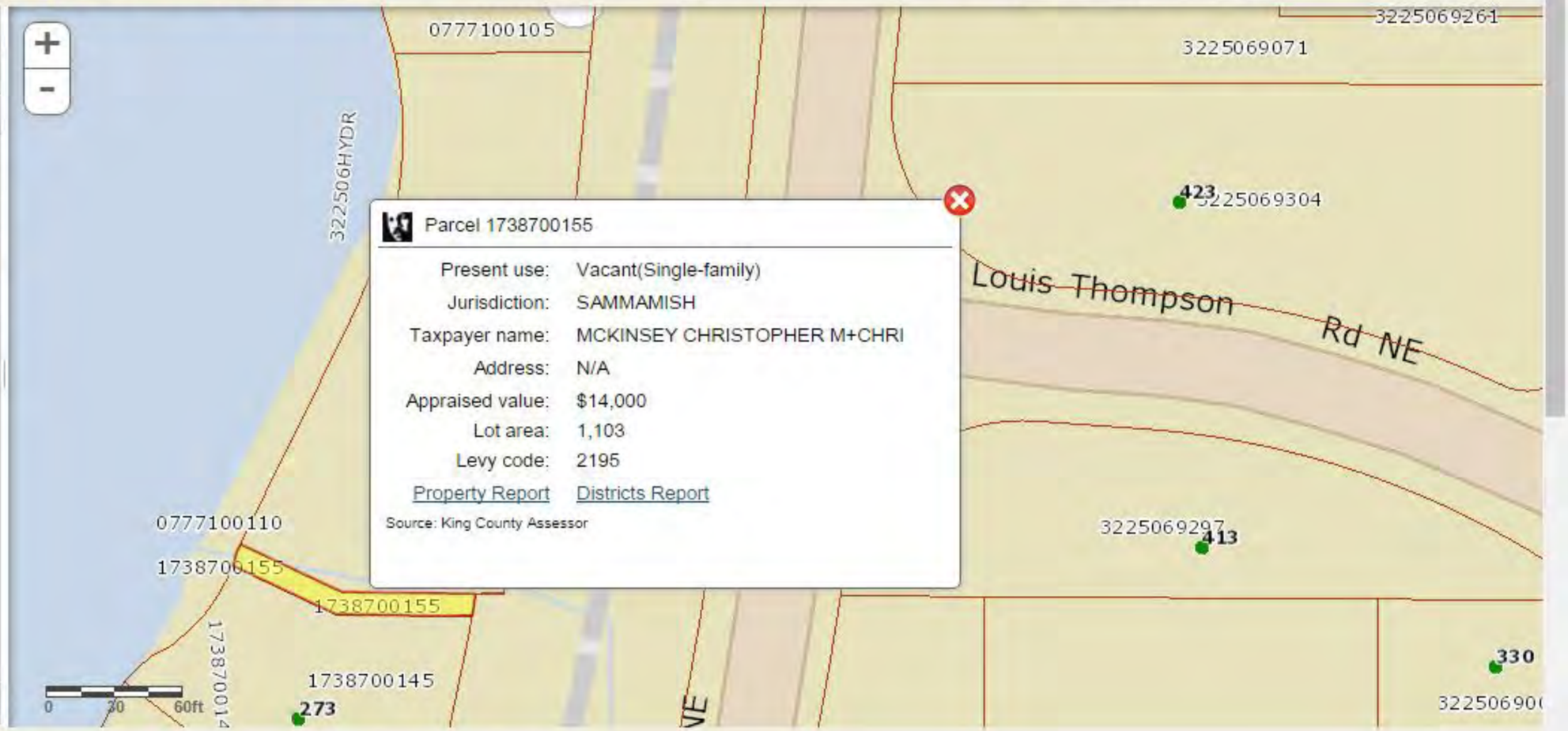
Add to selection

Selected parcels: 1

	Parcel number	Address
✕	1738700155	N/A

Map layers

Updated: Dec 5, 2013



Parcel 1738700155

Present use:	Vacant(Single-family)
Jurisdiction:	SAMMAMISH
Taxpayer name:	MCKINSEY CHRISTOPHER M+CHRI
Address:	N/A
Appraised value:	$14,000
Lot area:	1,103
Levy code:	2195

Property Report Districts Report

Source: King County Assessor

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Treasury Services

Property Tax Payment

Automated Property Tax Information
206-263-2890

Foreclosure
206-263-2649

Account/Parcel Summary	
Tax Account Number	173870015505
Parcel Number	1738700155
Account Status	This account is active.
Tax Payer Name	MCKINSEY CHRISTOPHER M+CHRI099999
Mailing Address	273 EAST LAKE SAMMAMISH SHORE LN NE SAMMAMISH WA 98074
Payment Status	**2017 TAX AMOUNTS WILL BE AVAILABLE FEB 15, 2017. IF APPLICABLE, PRIOR YEAR(S) TAXES ARE DELINQUENT.**
Annual Statement Requested By	CHASE HOME FINANCE LLC
Statement Request	Request Statement to be Mailed
Select Payment Amount	
Actions	Disabled View Cart Search Again

TO PAY MULTIPLE ACCOUNTS WITH ONE PAYMENT: After clicking on the appropriate select box(es) and the "Add to Cart" button, click "Search Again" to continue locating and adding parcels/accounts.

If you would like to pay by mail, make your check payable to King County Treasury. Write your tax account number on your check and send it to:

King County Treasury
500 Fourth Avenue, Room 600
Seattle, WA 98104

Tax Year Details | Receipts | 2017 Tax/Fee Distribution

2016 Tax Information

Tax:	$ 142.56	Land value: $ 14,000
Other Charges		Improvement value: $ 0
Noxious Weed	$ 3.17	Levy code:2195
Conservation	$ 7.70	Status: Taxable
Total billed:	**$ 153.43**	Omit year: 0000

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gismaps.kingcounty.gov/parcelviewer2/

Parcel Viewer 2.0

KCGIS Center

You're in: KCGIS Center » Property Research » Parcel Viewer 2.0

1738700155 by: Parcel number Search Find Intersection Zoom to Advanced tools Basemaps Print ?

Search results

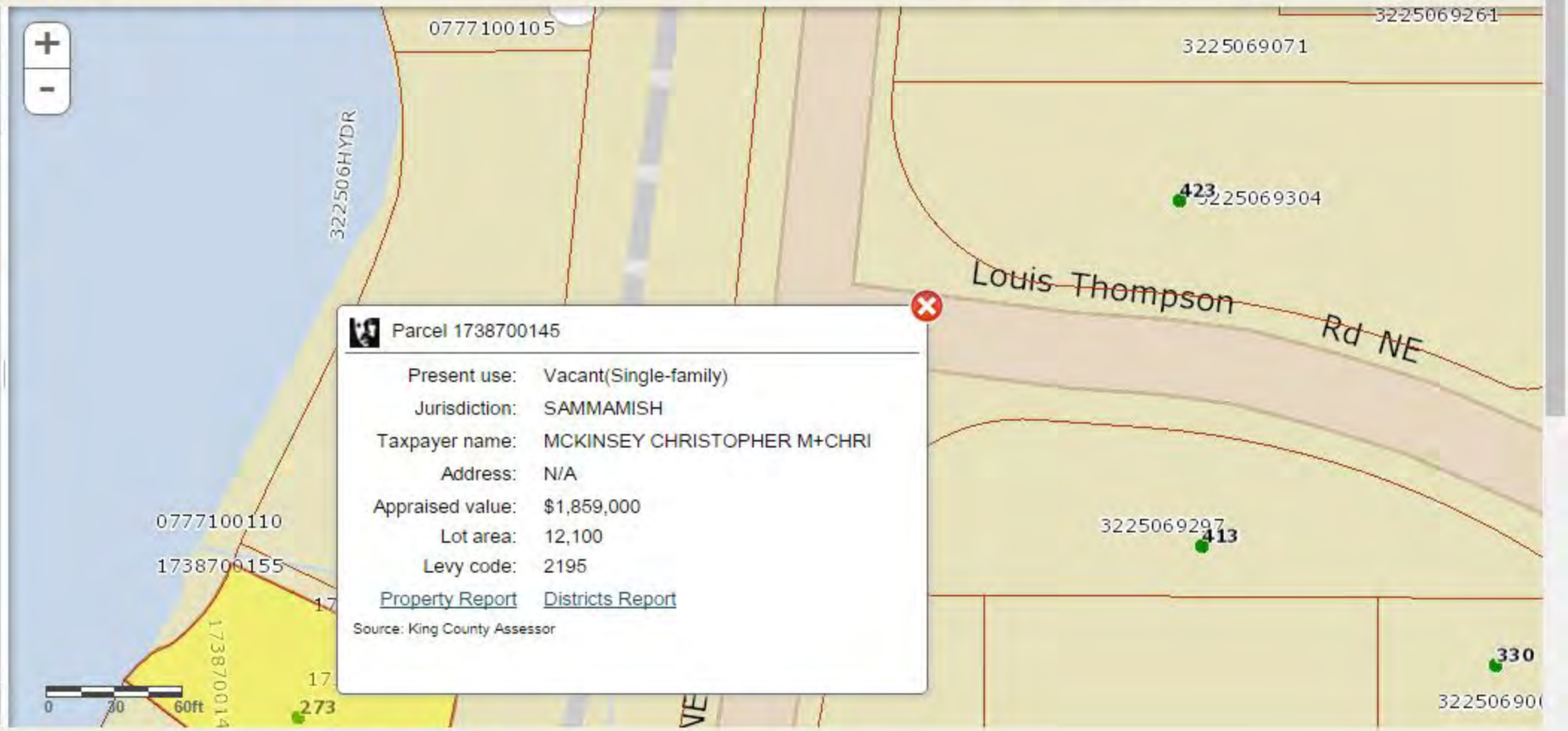
Selected parcel(s)

New selection Export Clear

Add to selection

Selected parcels: 1

	Parcel number	Address
✕	1738700145	N/A



Parcel 1738700145

Present use:	Vacant(Single-family)
Jurisdiction:	SAMMAMISH
Taxpayer name:	MCKINSEY CHRISTOPHER M+CHRI
Address:	N/A
Appraised value:	$1,859,000
Lot area:	12,100
Levy code:	2195

Property Report Districts Report

Source: King County Assessor

Map layers

Updated: Dec 5, 2013

Share Tweet Email Print

2016.03.29 Easement ILLUSTRATED 5053649 '59 n Plat Face Desc 1964.pdf - Adobe Acrobat Reader DC

File Edit View Window Help

Home Tools 2016.03.29 Easeme... ×

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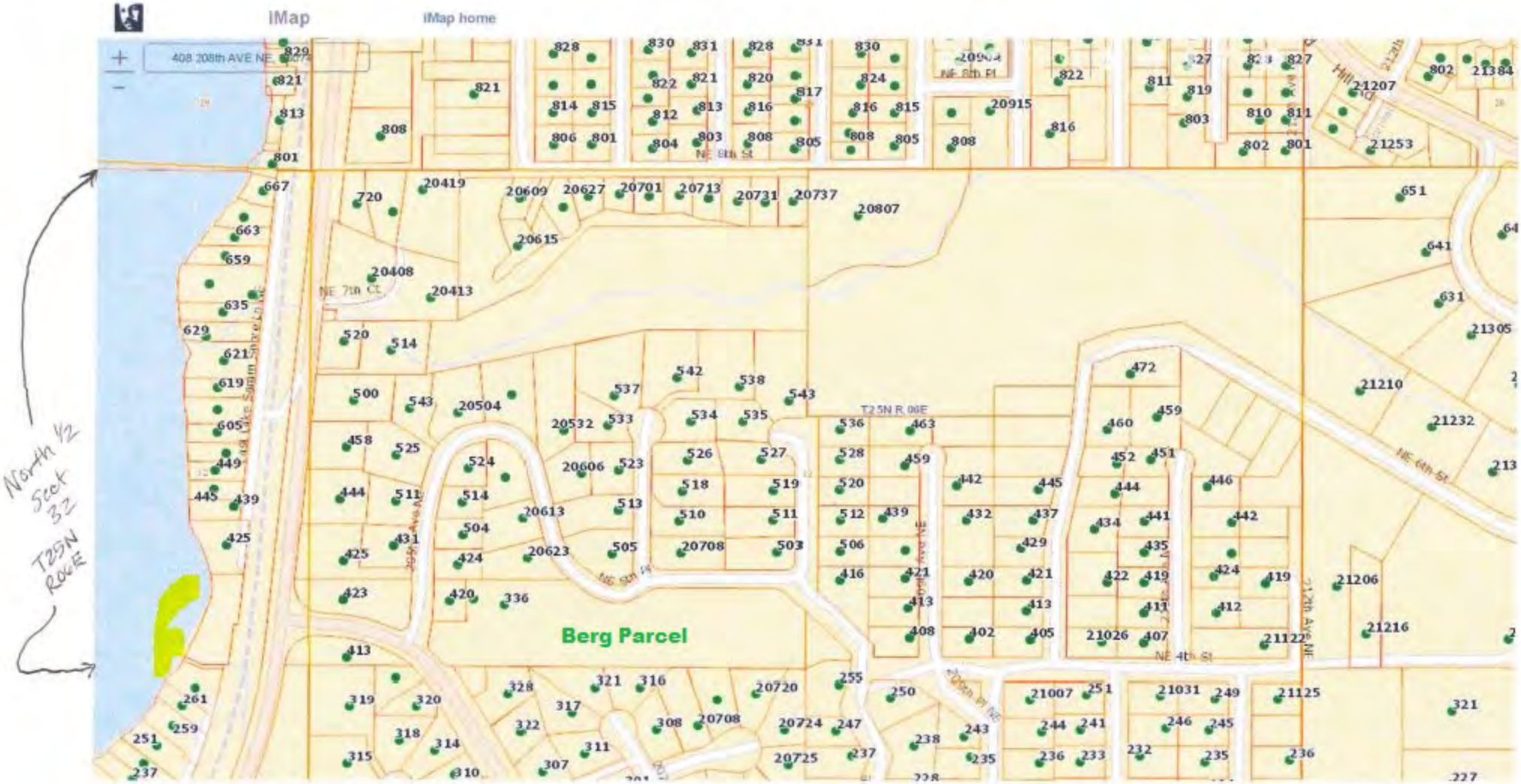


Lindsey Ozbolt

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

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: 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

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.

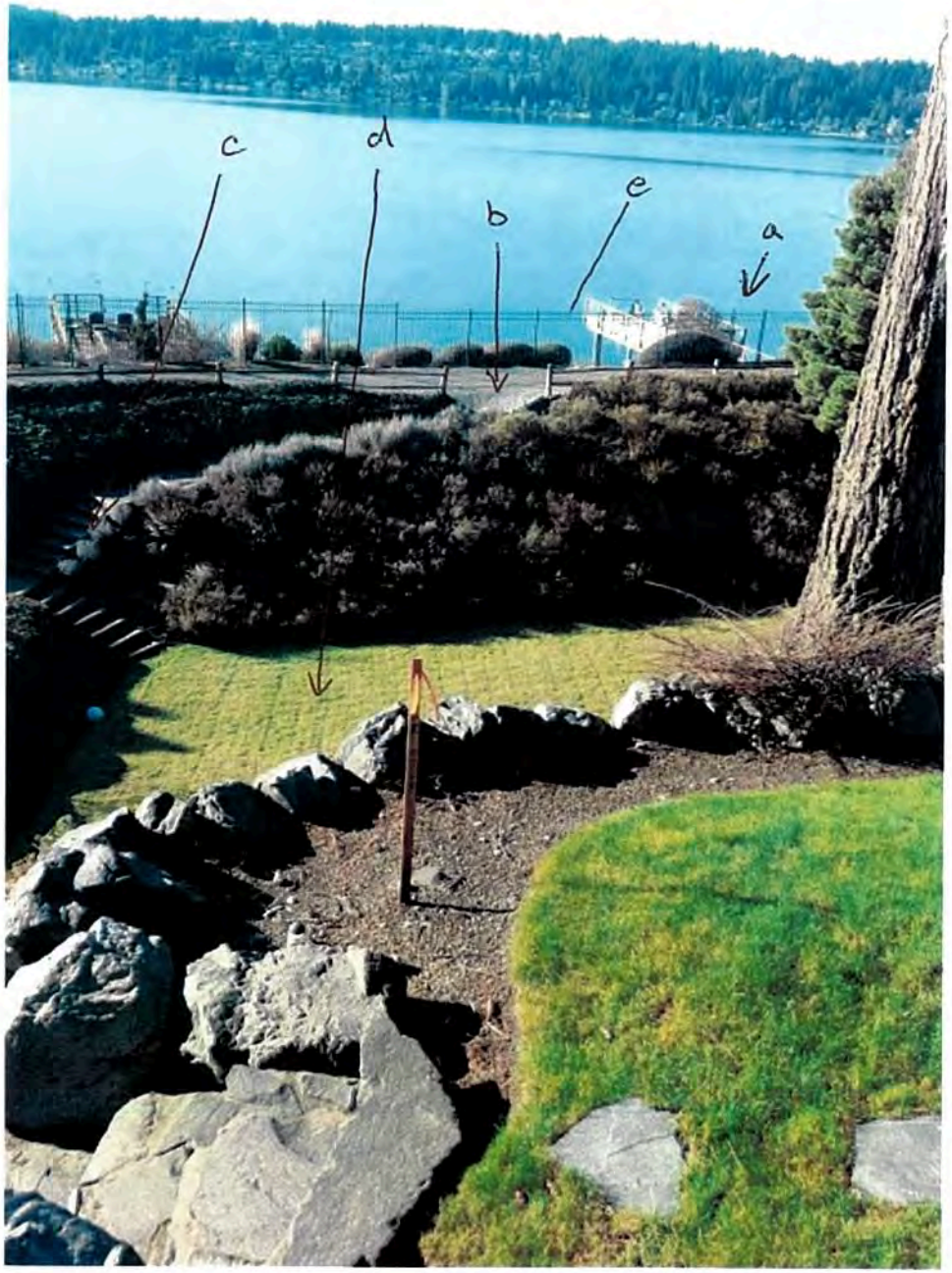
Picture #1

way stake marking the center line of the expanded East Lake Sammamisl
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



View from the far stake in Picture #1

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

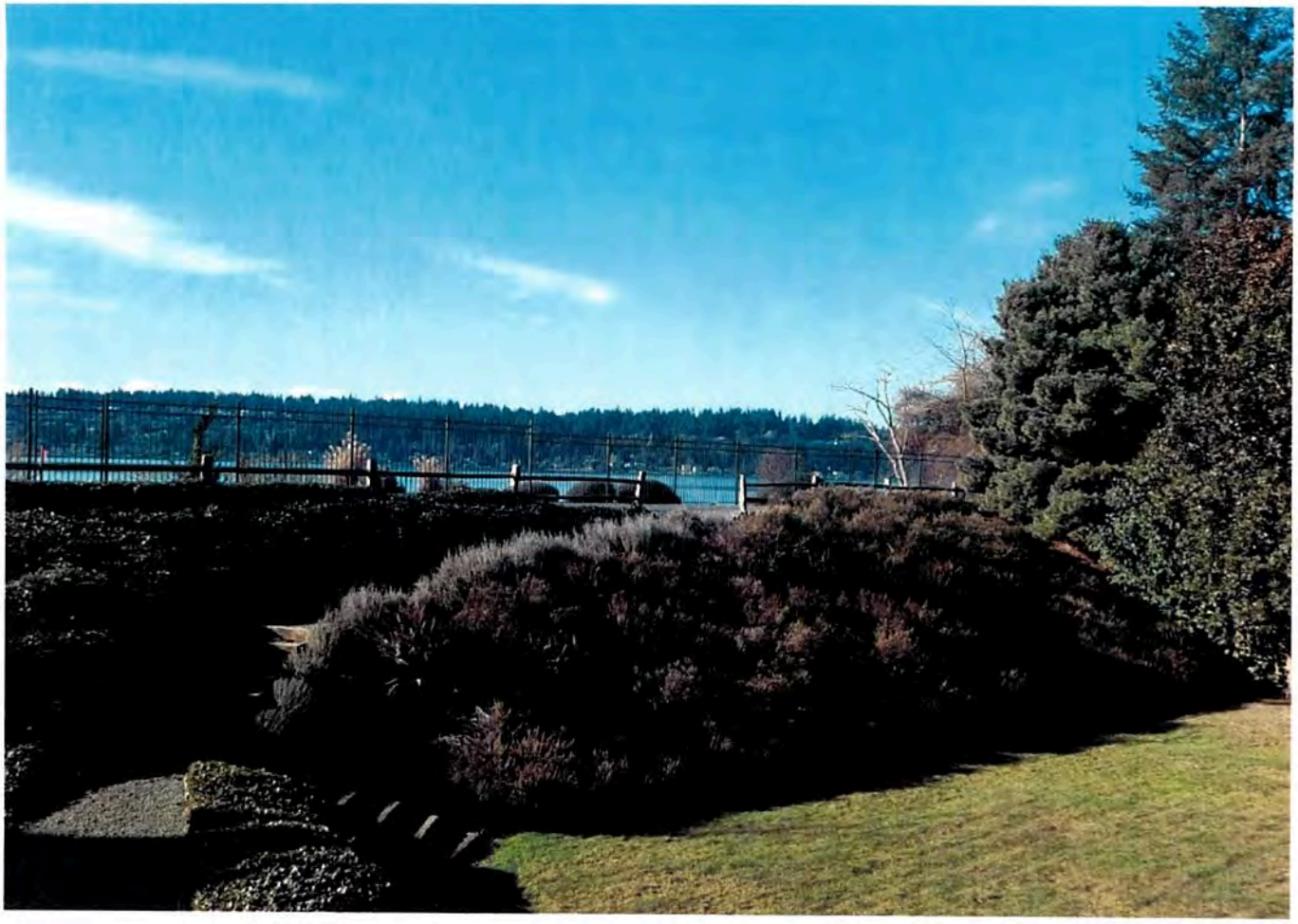
b. gate allowing access to current trail and to gate a to dock. Plan does not replace, thereby cutting off access as new fence on eastside has no gate/access.

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 2B where lawn is replaced.

Picture #6

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

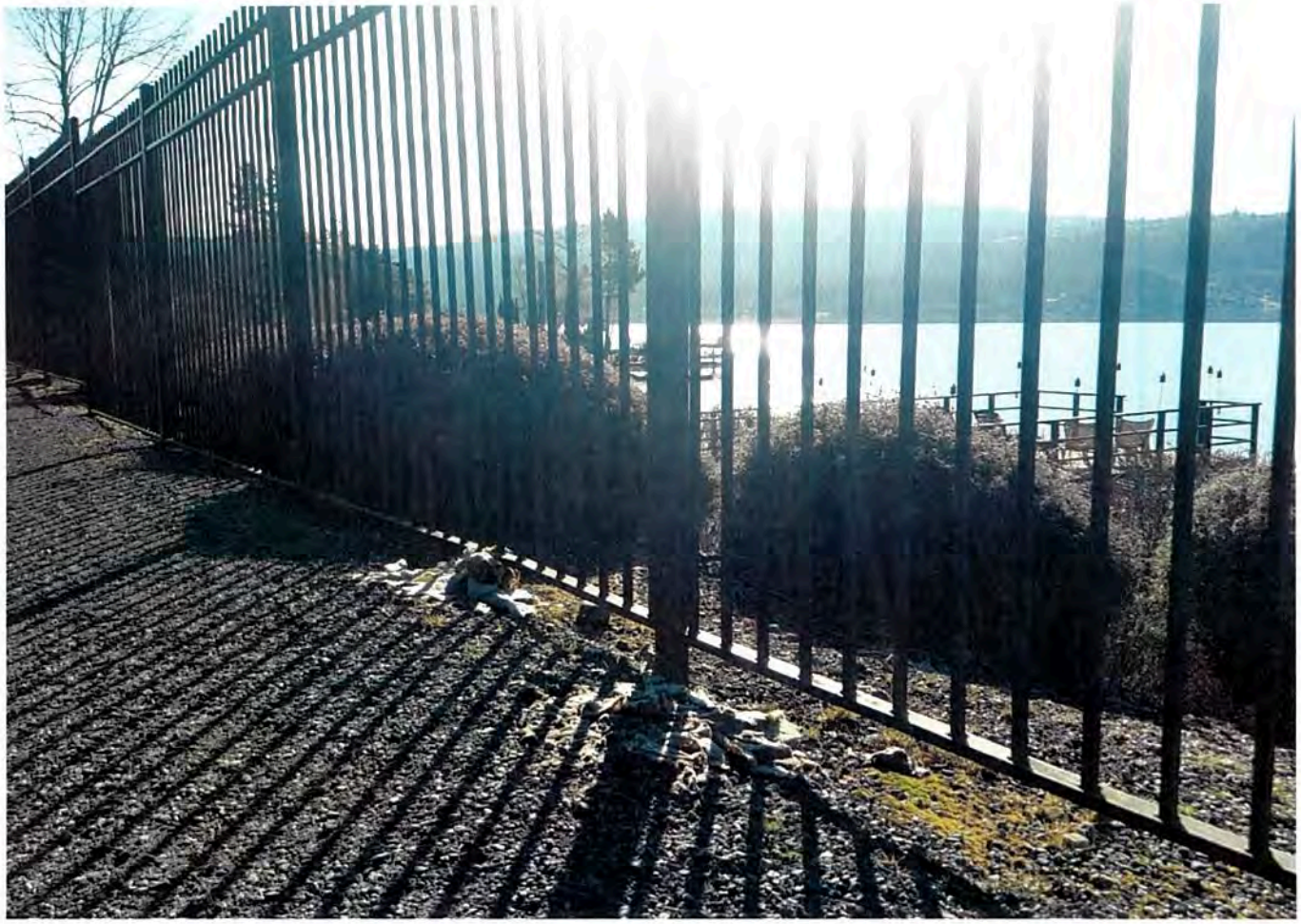
View from Dock of Steep dropoff on West side of the trail. 60% plan eliminates fence with no replacement.

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

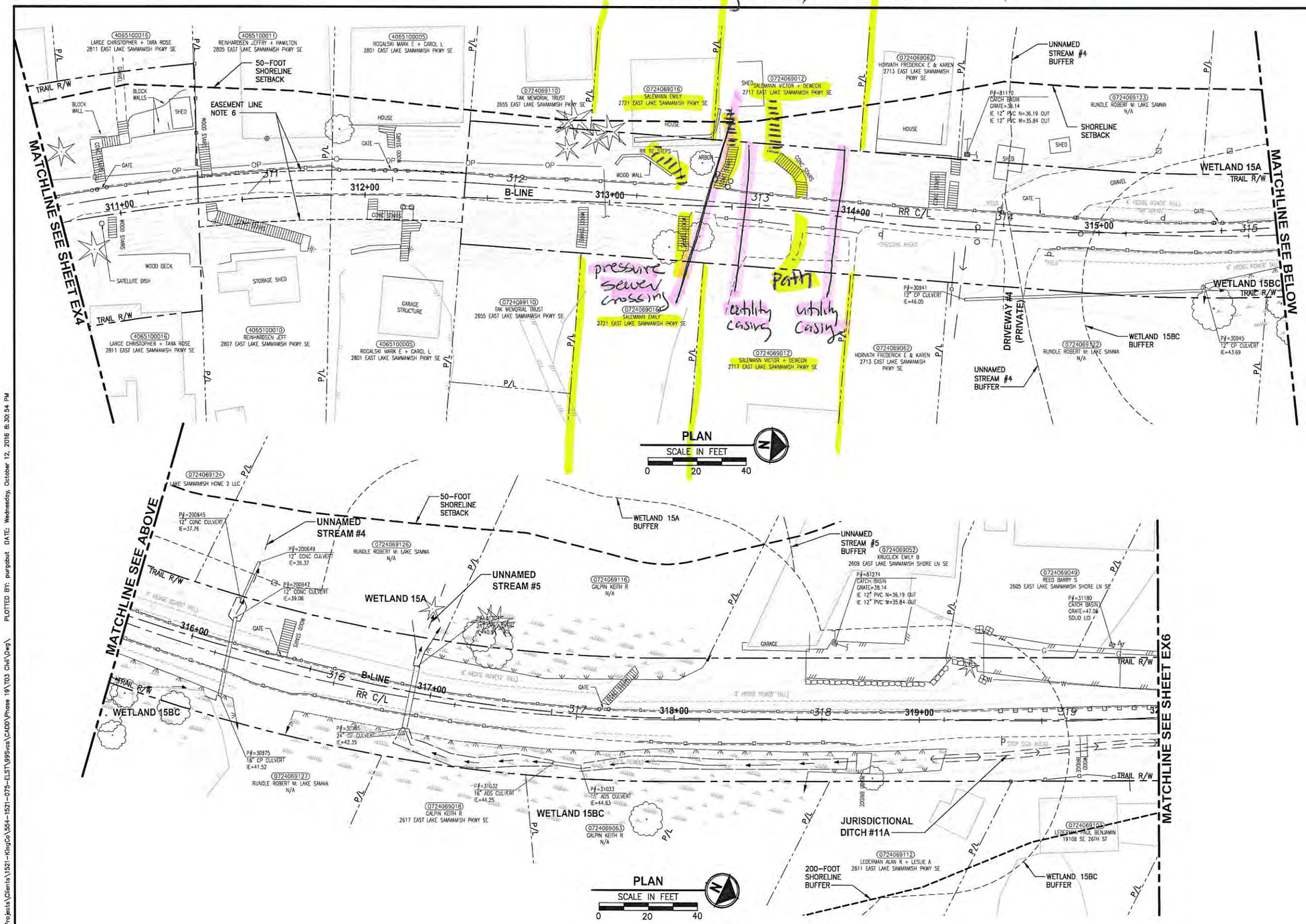
I am concerned that the gravity block fill wall may being opposed part way up the existing RR fill will not be stable. There is groundwater seepage out form the existing fill slope.

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

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL15210T5P19T03EX-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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

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

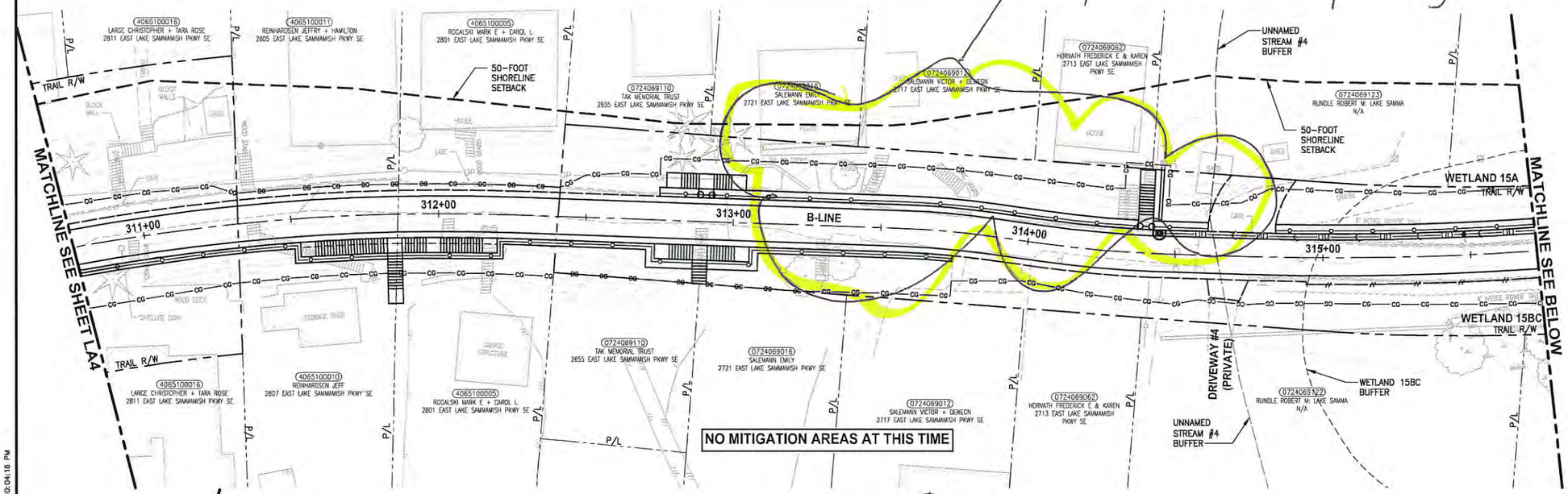
PROJECT NAME
EAST LAKE SAMMAMISH MASTER PLAN TRAIL SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

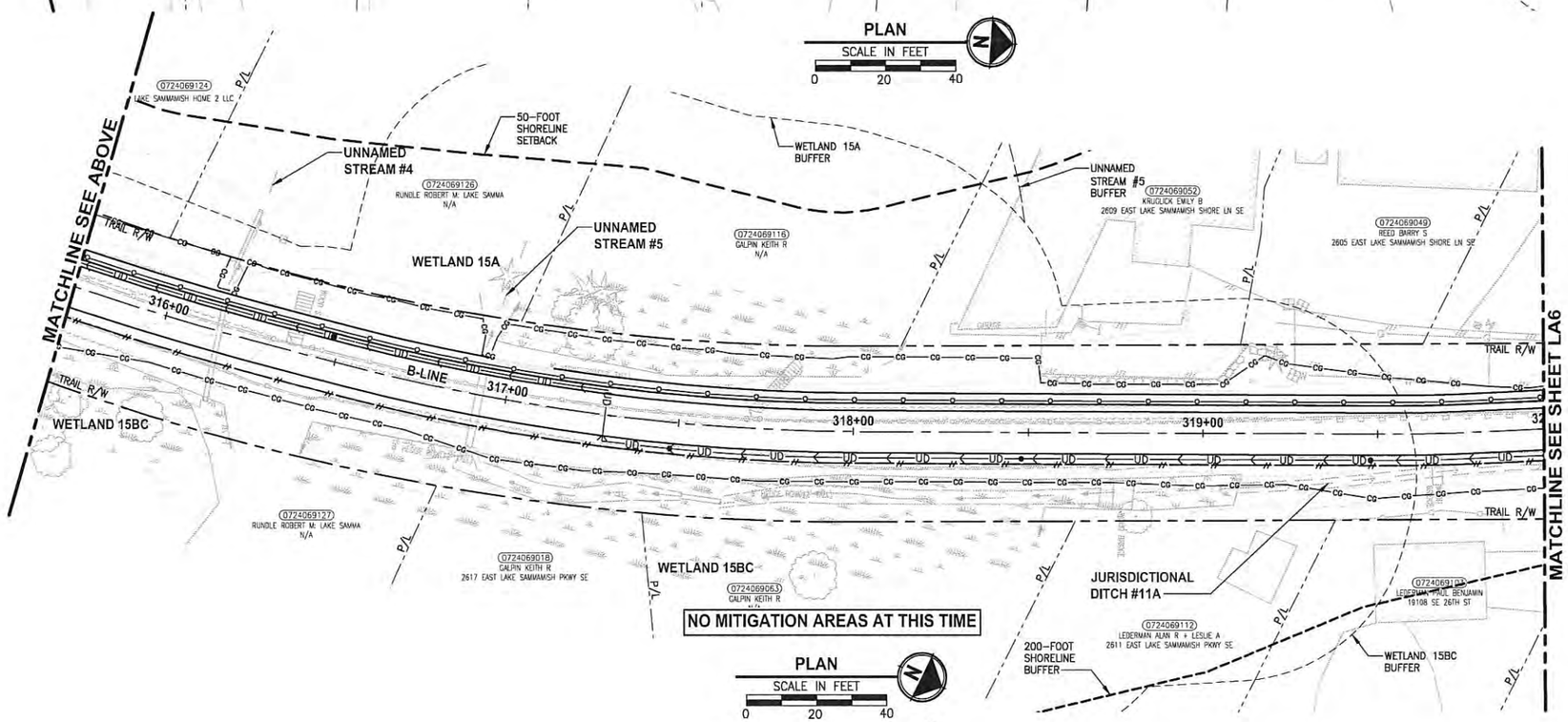
EXISTING CONDITIONS PLAN

SHEET NO. 13 OF 135
EX5

PATH: U:\P60\Projects\Clients\1521-KingCo\554-1521-075-ELST\699-ces\CADD\Phase 19\T03 Civil\Dwg\
PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 8:30:54 PM
LAYOUT: EX5

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03LA-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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

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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

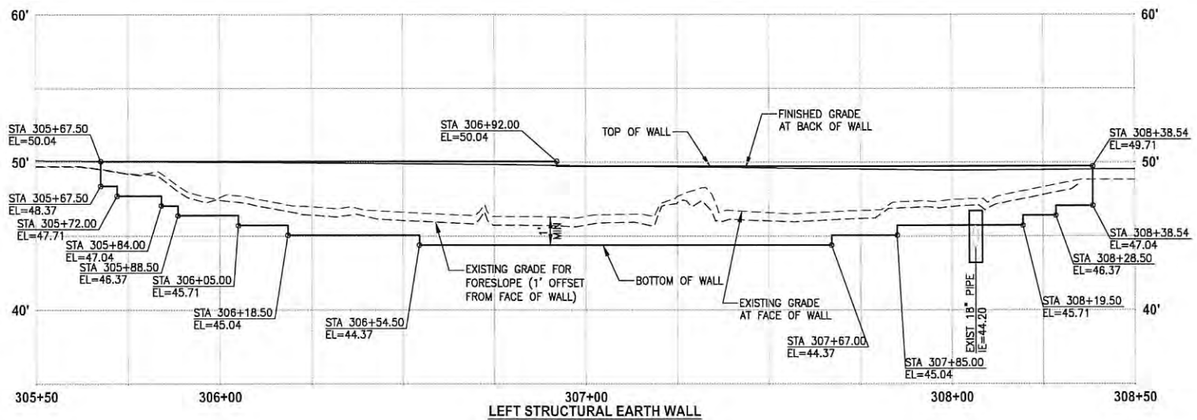
LANDSCAPE PLAN

SHEET NO. 117 OF 135
LA5

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\B8Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purganb DATE: Wednesday, October 12, 2016 10:04:16 PM LAYOUT: LA5

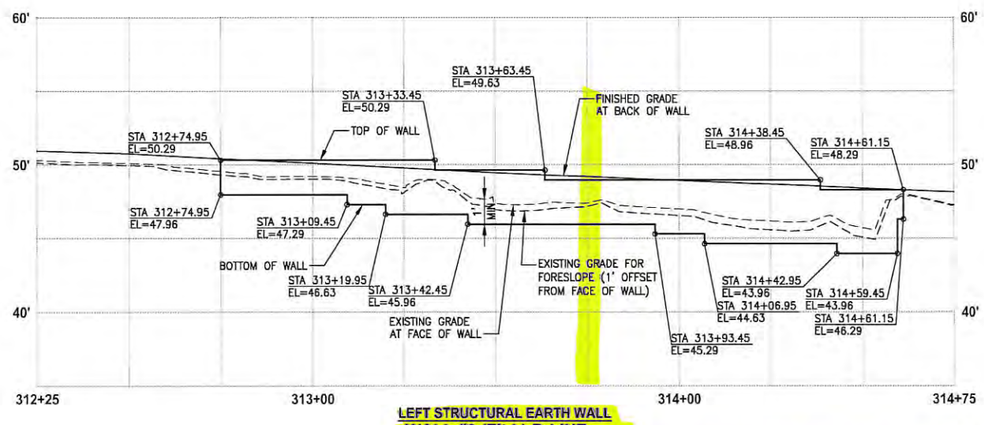
NOTES:

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.



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.

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

PRELIMINARY

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

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03WP-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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P 206.394.3700
WWW.PARAMETRIX.COM

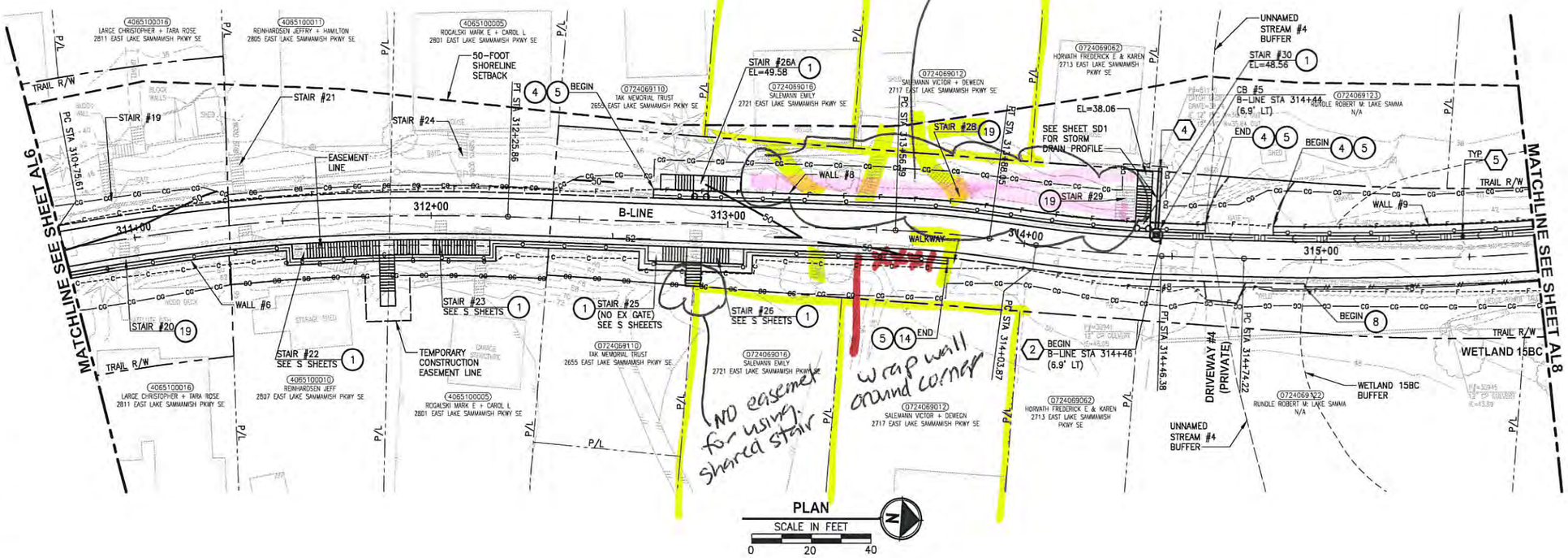
PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

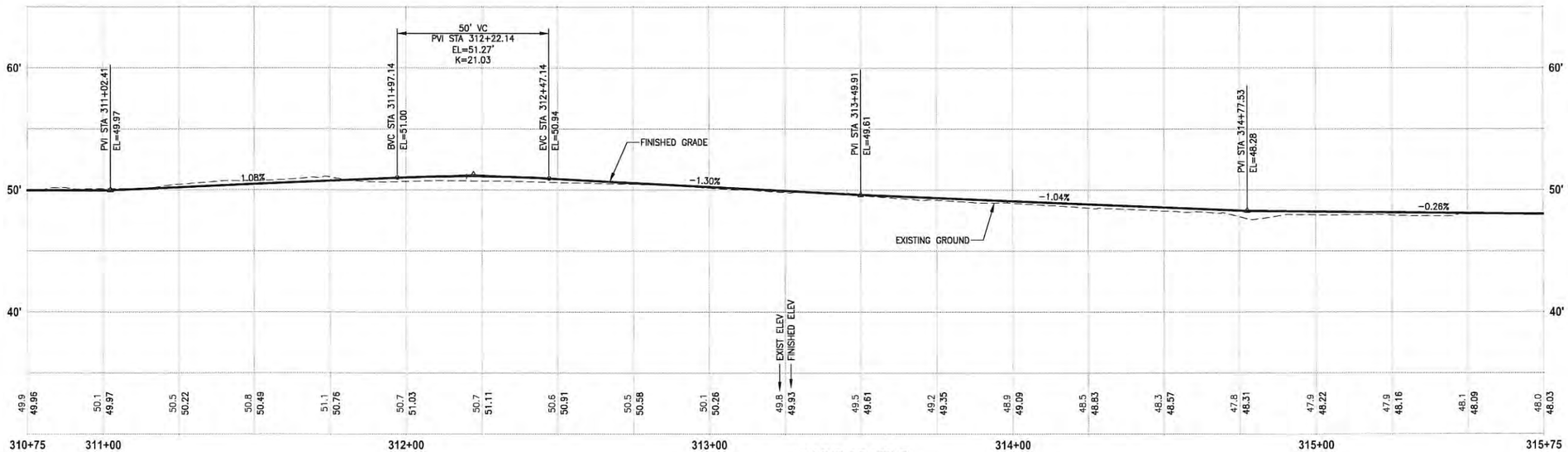
WALL PROFILES

SHEET NO. 98 OF 135
WP2

PATH: U:\PSO\Projects\Client\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purganb1 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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL15210 75P19T03AL-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES
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PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

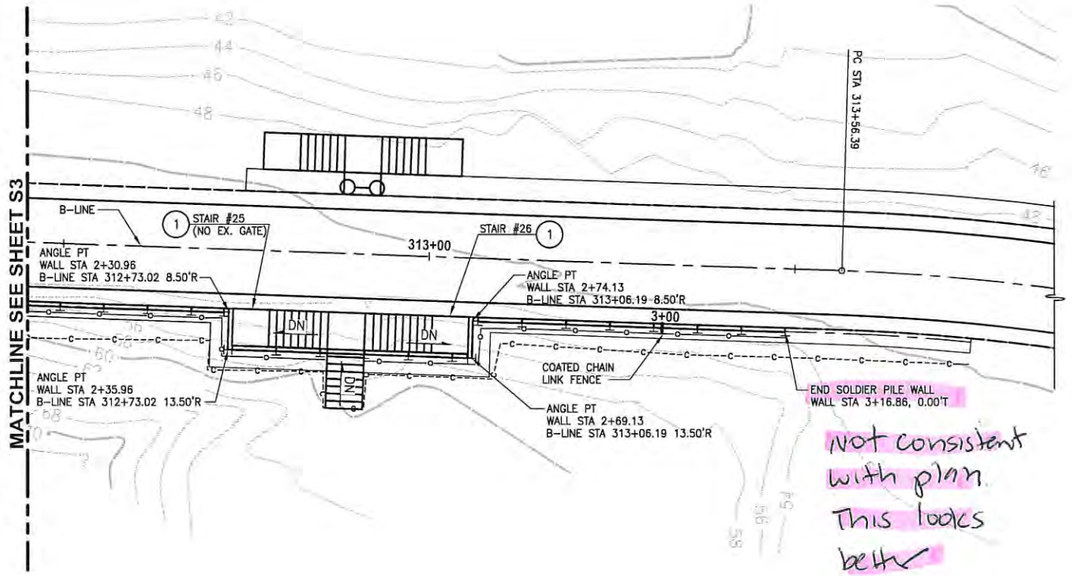
PLAN AND PROFILE

SHEET NO. 39 OF 135
AL7

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\995vcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 8:52:38 PM
LAYOUT: AL7

CIVIL CONSTRUCTION NOTES:

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

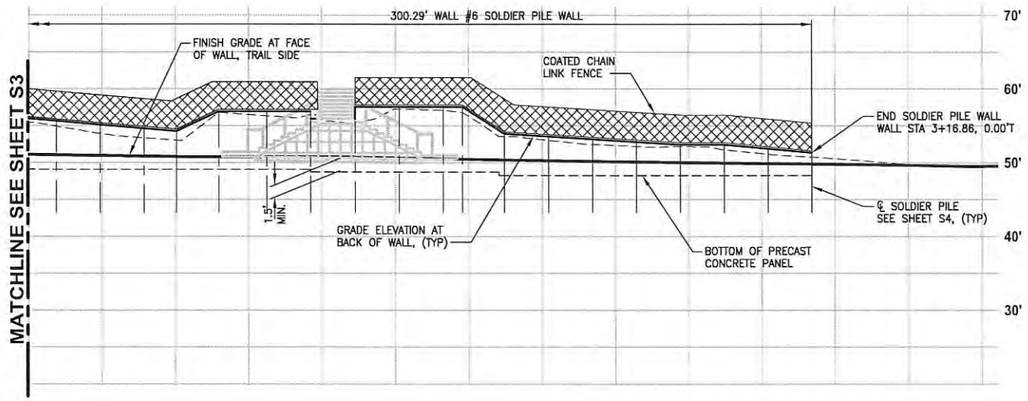


not consistent with plan. This looks better

PLAN

SCALE IN FEET

0 10 20



WALL #6 WALL PROFILE

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

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

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. MURPHY — STATE OF WASHINGTON — 14089 — PROFESSIONAL ENGINEER
PRELIMINARY

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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\S9Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: volenoly 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

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

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.

--

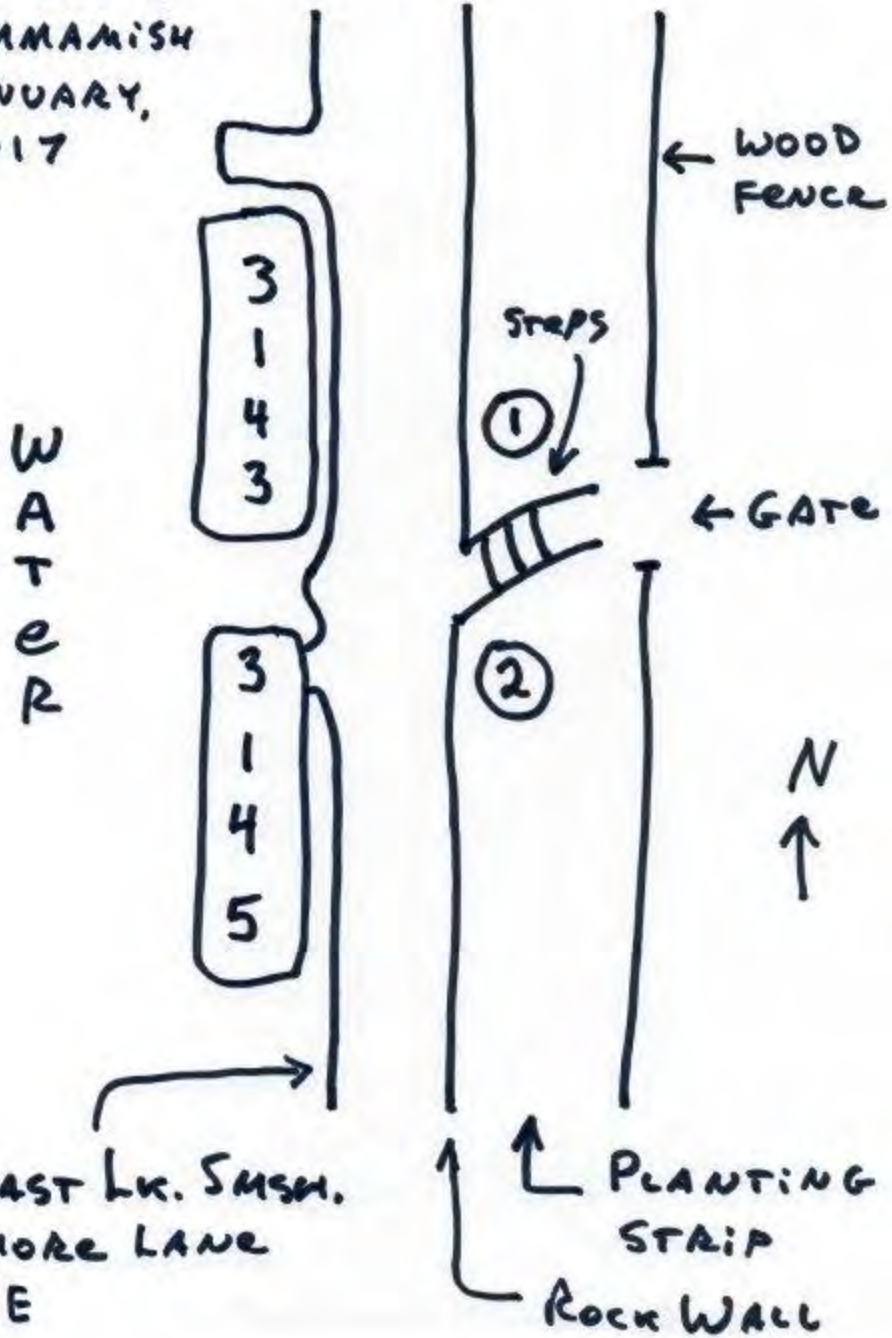
Bruce Mac Coy (PN - 0159A / 10828)
Consulting Arborist
MS Forestry / Entomology / Plant Pathology

1611 105th Avenue , SE
Bellevue , Washington , 98004

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

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

Menezes
Sammamish
January,
2017



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

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.)}

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.

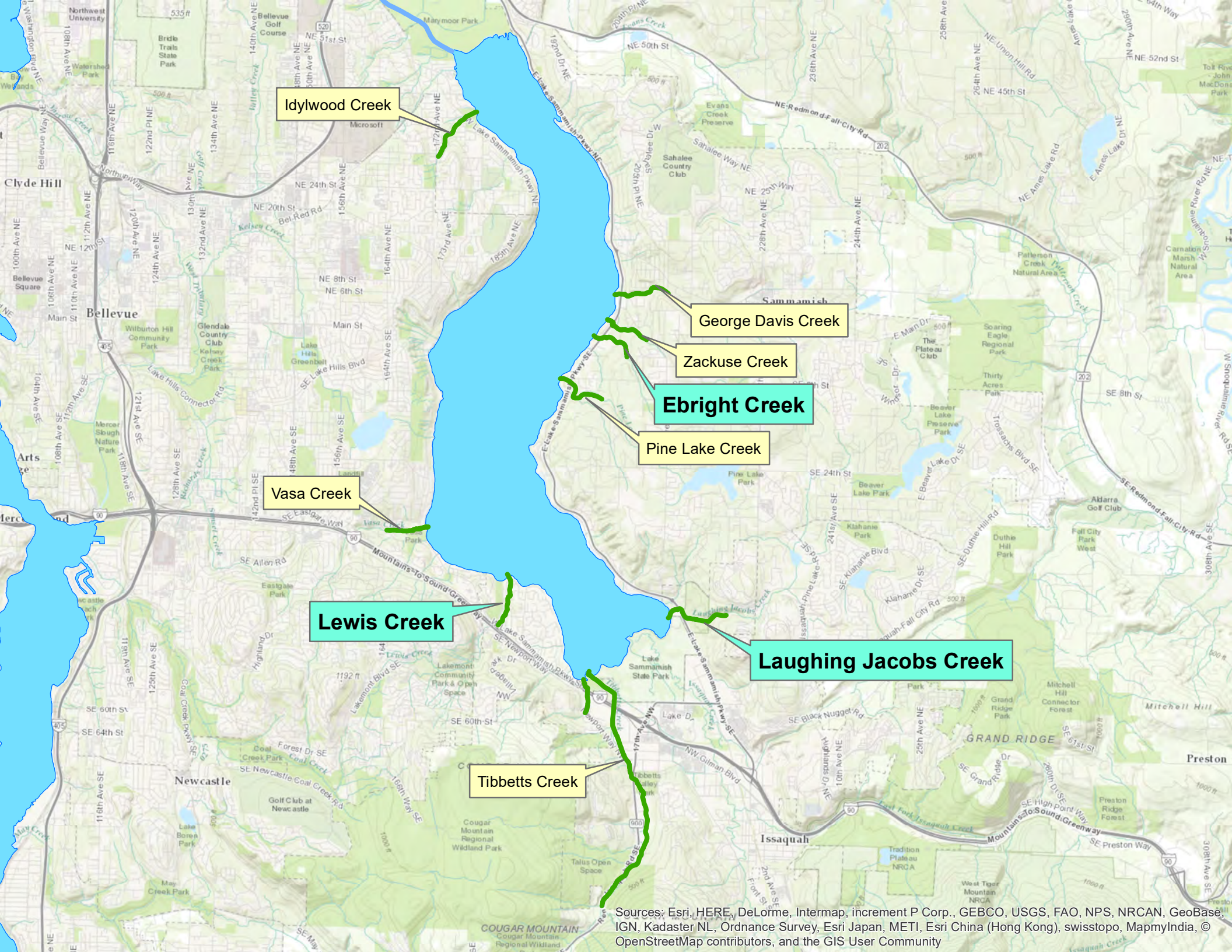
Thank you for all the work, funding, design and efforts putting the ELST through from Issaquah to Redmond and widening/paving it through this last key segment within the City of Sammamish with its unique topography and geology including our very special "creek convergence zone"!

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

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.


Idylwood Creek
George Davis Creek
Zackuse Creek
Ebright Creek
Pine Lake Creek
Vasa Creek
Lewis Creek
Laughing Jacobs Creek
Tibbetts Creek
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 4:18 PM
To: 'Nate Thompson'
Subject: RE: ELST 60% Plan Homeowner Feedback - 2325 East Lake Sammamish PL SE - Signed Letter

Dear Nate,

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: Nate Thompson [mailto:nthompson@weareratio.com]
Sent: Friday, January 27, 2017 8:13 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Nate Thompson <nthompson@weareratio.com>; 'alisont@microsoft.com' <alisont@microsoft.com>
Subject: ELST 60% Plan Homeowner Feedback - 2325 East Lake Sammamish PL SE - Signed Letter

Hello Lindsay,
Please find our feedback on the proposed 60% plans for the ELST attached in signed and scanned form – this is a larger file so I am sending it separately from the source document. We welcome the opportunity to discuss these with you in person, either at the city hall or doing a walk of the property so you can understand our concerns first hand and ask questions. We look forward to your response.
Best,
Nate and Alison Thompson
2325 East Lake Sammamish PL SE
Sammamish, WA 98075

January 27, 2017

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

Attention: Ms. Lindsey Ozbolt

Subject: East Lake Sammamish Trail Segment 2B

Dear Ms. Ozbolt,

The following are our comments and concerns regarding the recently-released 60% plans for the development of the East Lake Sammamish Trail (ESLT) Segment 2B. On January 25th we spent 30 minutes with King County reviewing the 60% Plans for the East Lake Trail. We discovered and discussed a number of issues that we believe need to be addressed before the City issues any permits for work. For reference, our property is located at 2325 East Lake Sammamish PL SE, Sammamish WA 98075; on the recently-released 60% plans we are located at station 328+00. We appreciate your time in compiling these issues and helping to get to a resolution that makes the trail great for everyone.

We ask that members of the City of Sammamish Council, City of Sammamish City Manager and King County officials visit us, walk the trail and see firsthand these challenges. Overall, we believe the current plan will unnecessarily adversely impact our property, remove access to our property and create an unsafe situation for trail users and for our family. However, with some adjustments, and by working together, these challenges can be resolved.

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 Sammamish lakeside residents, and reduce the impact on the environment and the existing trees. Our goal is to partner with you, work towards resolution and do our part to ensure that the trail is a great asset for all.

Our concerns with the plans fall into five (5) categories:

- Safety
- Access
- Landscaping,Trees, Water and Run-off
- Rest Stop
- Ownership

Safety

We want the trail plan to be safe for all users, and residents, and feel that the 60% plan does not meet this goal of a safe environment in several areas:

1) Currently the plans do not show fencing being replaced along either side of the trail. This is concerning for several reasons.
    a. First, on the water side, there is a steep drop to the lake and a significant amount of that is comprised of large boulders and rocks. A trail user veering off the trail onto this slope – especially at any significant speed – will be at risk for grave physical harm. What is the rationale in removing the fencing that is there today, and not replacing it? We request that this is addressed by the current fencing, which was installed at the expense of the community homeowners, to remain in place during and after construction, or,
    b. replacing the fencing on the water side of the trail with fencing comparable to what is in place today including a gate for access.
    c. Second, there is no fencing replaced on the uphill side of the trail. We have both small children and pets – the current fence keeps them inside the yard safely. It also keeps trail users on the trail and not in our yard. Providing unfettered access onto the trail from our yard, and into our yard from the trail is not safe for our family, or trail users. We request that this is addressed by replacing the fencing on the uphill side of the trail, or we replace it, with fencing comparable to what is in place today including a gate for access.

Access

The construction period for Segment B is listed as 2 years. During the construction period there will be construction fencing erected along the trail. Our home is bisected from our waterfront dock, cabana, deck, beach, etc. by the trail, and our goal is to partner to minimize disruption and access.

1) How will we access our waterfront during the construction period?
2) Will the construction fencing be up for the entire construction period, along the entire length of Segment B? If so, we request that this be broken into segments to minimize the disruption of waterfront access for all homeowners living within the Segment B section. Being separated from our waterfront docks, cabanas, beaches and boats for this period of time is not acceptable to us.
3) We currently have water and electricity running under the existing trail down to our dock and cabana. We wish to preserve these utilities. We request that the county ensures and commits that these utilities will be preserved, between our home and the waterfront during construction and upon completion of the project. We request that the county adds the location of these utilities into the trail development plan and provides assurances that they will continue functioning during construction and afterwards.
4) We have concrete stairs that run down to our waterfront on the west side of the trail. The top of these stairs is shown inside the C&G line. What specifically will happen to the top of our stairs during construction? What will happen to them after construction?

Landscaping, Trees, Water and Run-off

Throughout the trail development process many complaints have been lodged with the City of Sammamish and King County regarding the removal of trees, impacting property owners, disregard with code compliances, and many others.

1) 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 three old-growth Douglas Fir trees displayed in this plan. They are tagged with numbers 8757, 8758, and

8759 as shown on page TP6 of the Tree Preservation Plan. However, there are a significant number of additional old-growth Douglas Fir trees in the immediate vicinity – as close to the proposed trail as the tagged trees in some cases. Why haven't all of these trees – of similar location, size, species and importance to the local neighborhood – been tagged for preservation? We request that every one of these old-growth Douglas Fir trees adjacent to the trail to be tagged and added to the Tree Preservation Plan, and that they are marked to SAVE as noted with the three trees currently listed.

2) Our lower yard sometimes floods as water that runs down the hill to the lake is trapped by the interim trail. How does the current draft design address water run-off and potential flooding on the east side of the trail?
3) The enlargement and paving of the trail will generate significant additional run-off from the trail surface itself. How does the current draft design address water run-off from the trail surface?
4) The current plans show a pipe funneling runoff into the lake (Outfall #2). What is the proposed elevation of this pipe above the surface level of the lake?
5) How big is the drainage pipe coming into catch basin 10?
6) What is the proposed landscaping that the county will be installing within the C&G line after construction is completed?

Rest Stop

We are highly concerned about the decision to include a rest stop (note 12) in our yard. We have a number of questions, and for several reasons we urge you to consider removing it or moving its location.

1) What are the specifics of a Type 1 rest stop? There are no specifics provided in the plans outside of the rough dimensions noted. What is a Type 1 rest stop?
2) What are the criteria utilized to determine locations for rest stops on the trail? How did this location meet those criteria? Can this location be moved to elsewhere on this trail segment that is not in a homeowner's backyard?
3) Why was this location chosen when there is another larger – Type 2 – rest stop proposed a very short distance up the trail (AL13 note 13). It should be noted that not only is this location very close to the proposed rest stop in our yard, it is also located in a community property location and not an individual's backyard.
4) What is the specific plan for the fill noted around the proposed location of the rest stop?
5) We are concerned that the lack of fencing shown in the plans will allow trails users free access to our entire backyard as there is no clear delineation between the trail and our yard, making for an unsafe situation for our family. We request that this is addressed by replacing the fencing on the uphill side of the trail, or we replace it, with fencing comparable to what is in place today including a gate for access.
6) We are concerned that a rest stop will generate trash and waste that does not get regularly cleaned up, or cleaned up at all, by the County. How will the County address this?
7) We are concerned that a rest stop will generate loitering and questionable uses that puts our family, and neighbors, in danger. How will the County address this risk?
8) There is a larger rest stop shown in the 60% plans a short distance to the north, in what's locally called the community beach. What is the rationale, and demonstrated need, to have two rest stops installed so close to each other?

9) Nowhere else on the 60% plan do we see a rest stop being proposed in someone's back yard. We request that it is removed from our yard, and either moved or eliminated given the proximity to a much larger rest stop shortly up the trail.

Ownership

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 is in the latter category. 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 the granting 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 the County only has an easement in this section of the right of way, we are entitled to use the property in any way that does not interfere with the County's trail easement. It seems like we have the right to keep and should be able to retain all landscaping and water, electricity and access across the trial because none of these interfere with trail use. Nevertheless, we are supportive of the trail as a community asset and may be willing to give up some of these rights if the County makes modifications based on the 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 accommodation to the homeowners.

We ask the City of Sammamish and King County to modify the trail plans to address the above concerns such that the improved trail is a safe undertaking for both residents and trail users. We believe the trail, properly developed, will be a wonderful community asset for everyone; however, updates are needed to accomplish that goal.

Thank you for the opportunity to provide comments, and we look forward to partnering with you to resolve the concerns we have raised.

Regards,

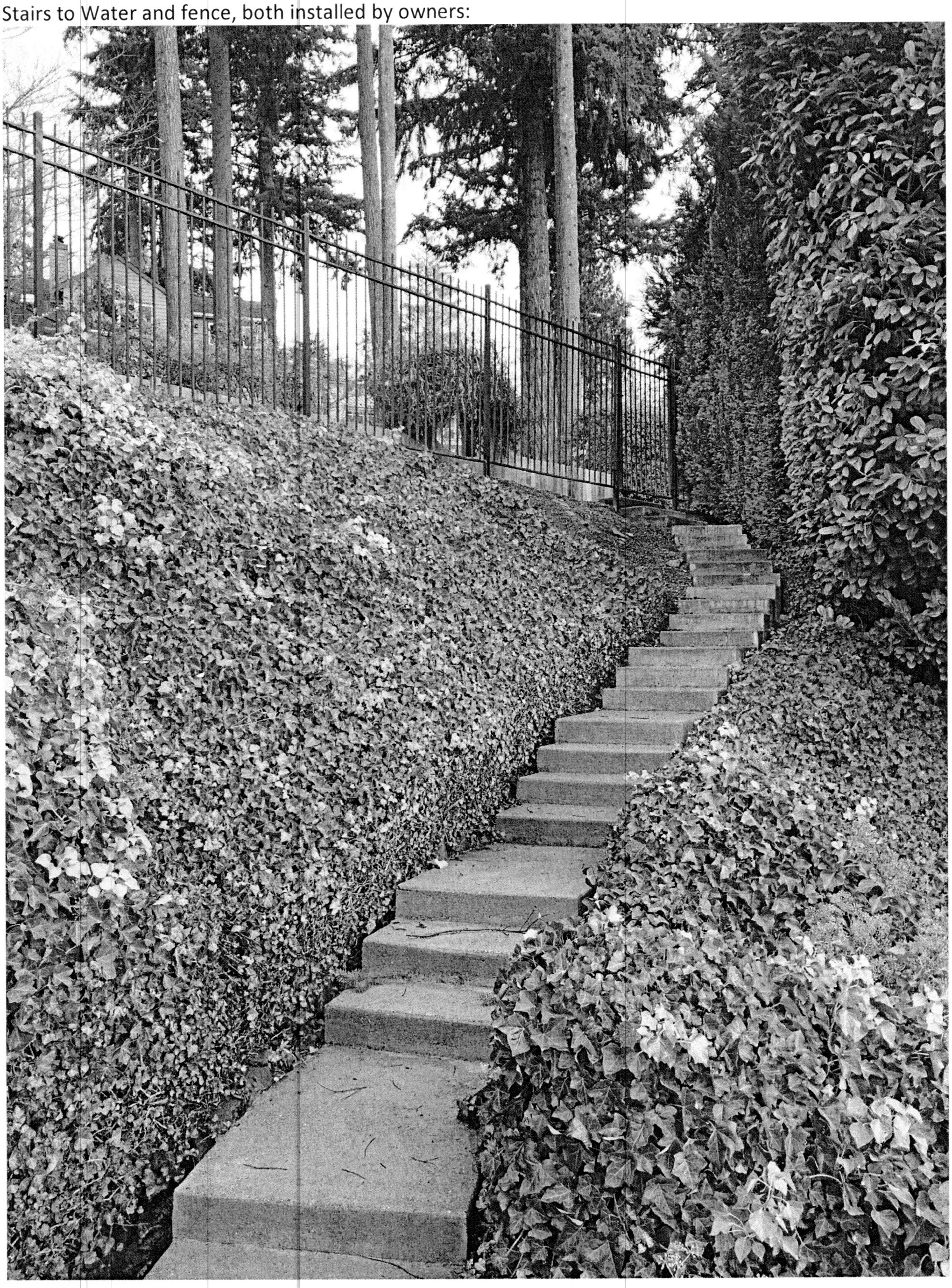
Nate and Alison Thompson
2325 East Lake Sammamish PL SE
Sammamish, WA 98075

Email:
nate@weareratio.com
alison-thompson@live.com

Cell:
Nate: 206-427-1599
Alison: 206-409-9049

Trail with fence erected by homeowners on water side:

Stairs to Water and fence, both installed by owners:

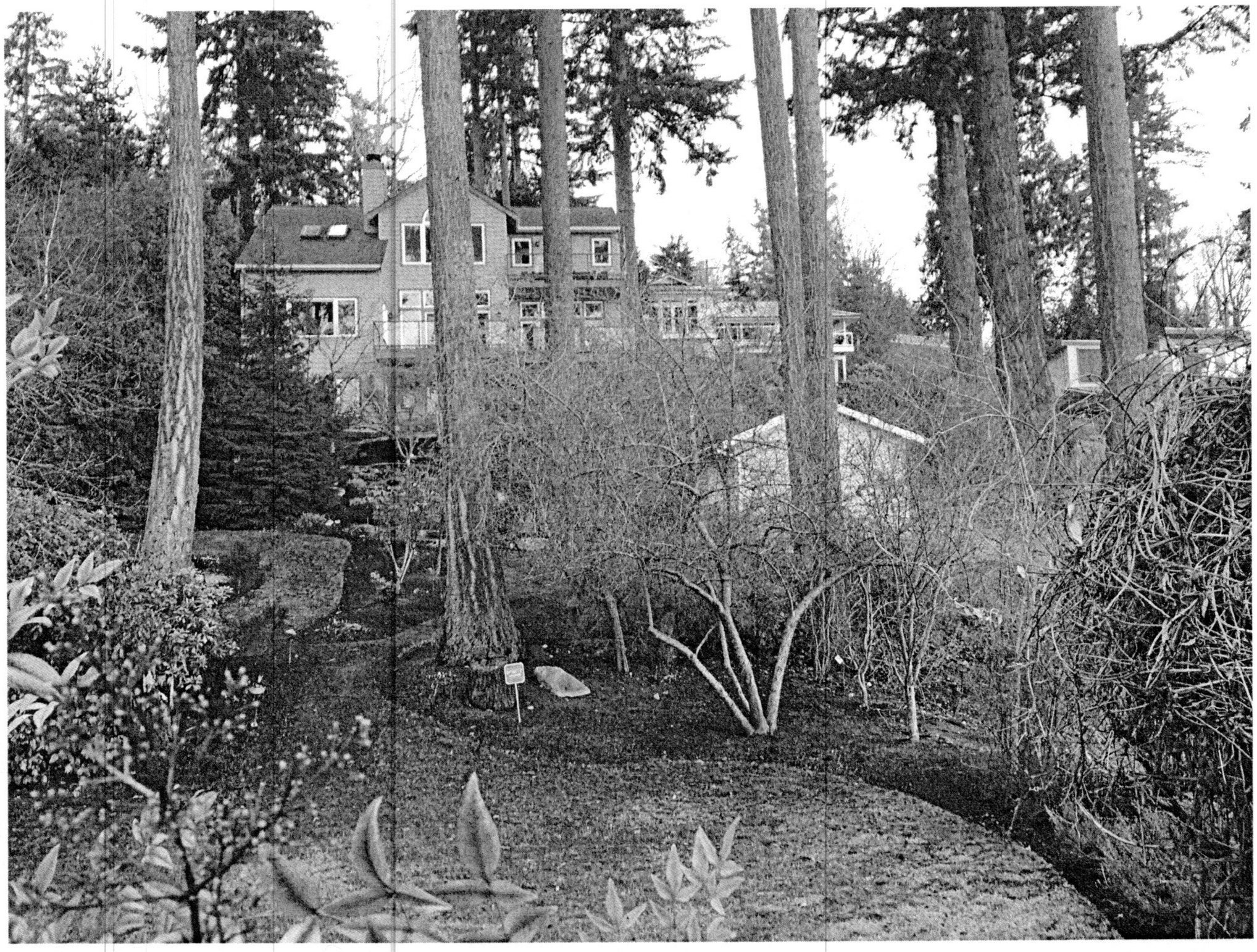


Stairs to Water and fence, both installed by owners:

Old-Growth Douglas Fir Trees With and Without Tags:

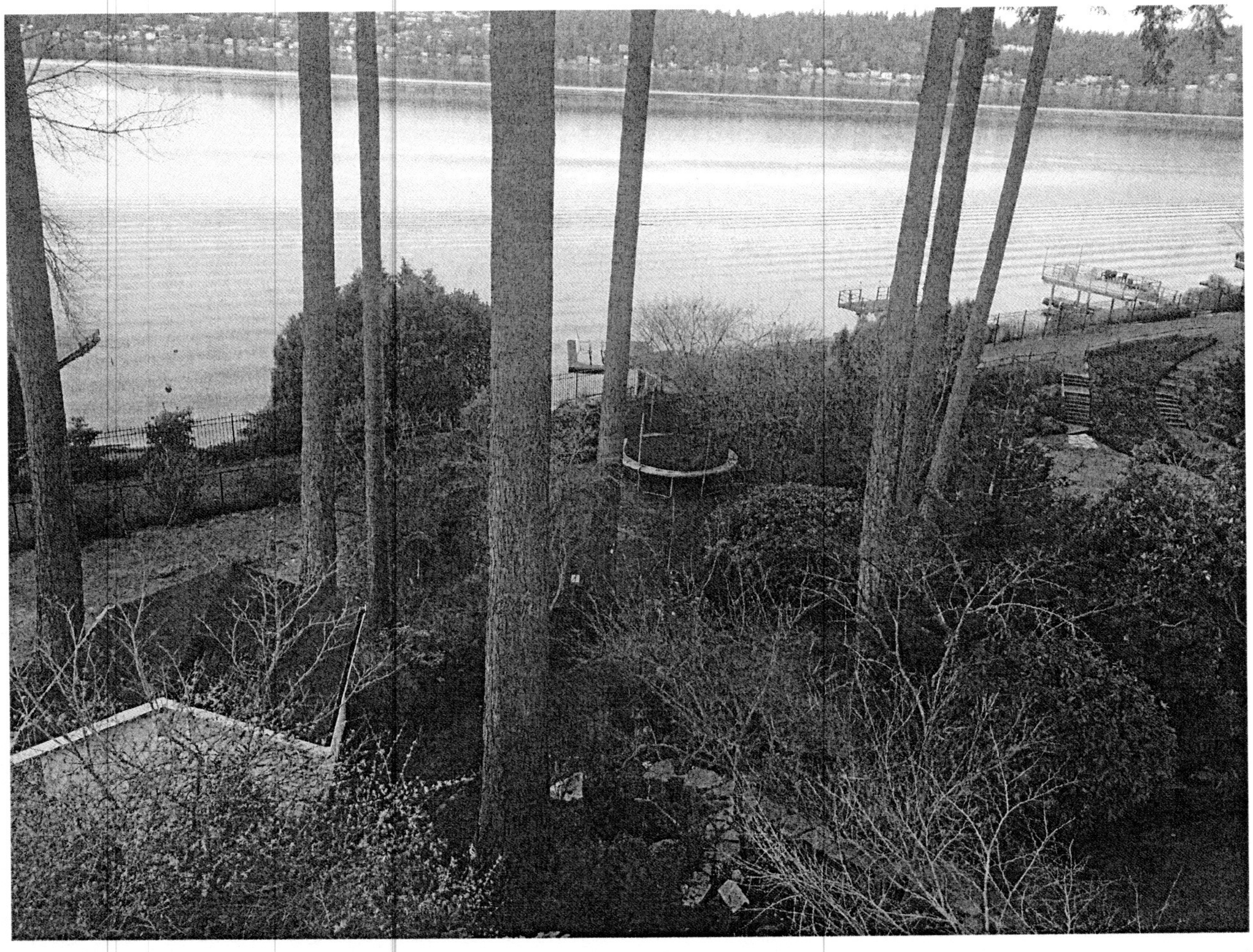
View of Backyard area proposed to be developed into Rest Stop:

View of Backyard area proposed to be developed into Rest Stop, note un-tagged Old-Growth Douglas Fir trees:



View of Trail with wood and metal fencing installed by homeowner:

Overview of Trail bisecting neighborhood:



Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:17 PM
To: 'Nate Thompson'
Subject: RE: ELST 60% Plan Homeowner Feedback - 2325 East Lake Sammamish PL SE

Dear Nate,

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425.295.0527

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Sent: Friday, January 27, 2017 8:10 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Nate Thompson <nthompson@weareratio.com>; 'alisont@microsoft.com' <alisont@microsoft.com>
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2325 East Lake Sammamish PL SE
Sammamish, WA 98075

January 27, 2017

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

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Regards,

Nate and Alison Thompson
2325 East Lake Sammamish PL SE
Sammamish, WA 98075

Email:
nate@weareratio.com
alison-thompson@live.com

Cell:
Nate: 206-427-1599
Alison: 206-409-9049

Trail with fence erected by homeowners on water side:

Stairs to Water and fence, both installed by owners:

Old-Growth Douglas Fir Trees With and Without Tags:

View of Backyard area proposed to be developed into Rest Stop:

View of Backyard area proposed to be developed into Rest Stop, note un-tagged Old-Growth Douglas Fir trees:

View of Trail with wood and metal fencing installed by homeowner:

Overview of Trail bisecting neighborhood:

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 4:16 PM
To: 'Craig'
Subject: RE: Comments/Questions for ELST 60% Design & SSDP

Dear Craig,

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: Craig [mailto:craig.o@comcast.net]
Sent: Friday, January 27, 2017 8:01 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lyman Howard <lhoward@sammamish.us>; Don Gerend <dgerend@sammamish.us>; Tom Hornish <THornish@sammamish.us>; Kathleen Huckabay <KHuckabay@sammamish.us>; Bob Keller <BKeller@sammamish.us>; Christie Malchow <CMalchow@sammamish.us>; Tom Odell <todell@sammamish.us>; Ramiro Valderrama-Aramayo <RValderrama-Aramayo@sammamish.us>
Subject: Comments/Questions for ELST 60% Design & SSDP

Ms. Ozbolt,
Attached are our comments and questions for the ELST 60% design and SSDP. If you have any questions please do not hesitate to call us.

COUNCIL MEMBERS & CITY MANAGER: We are copying you on our comments to Ms, Ozbolt in hopes you take the 5-7 minutes to read through our comments. Even if you just scan the document, we have included pictures of our property in our document that I think will provide you a better understanding of how the trail impacts our property and other folks who's property is bisected by the proposed trail.

Finally, my wife Tammy and I want to personally invite Ms. Ozbolt, Mr. Howard and all the Council members and any other people from the City's leadership group to come to our home and see first hand what we are proposing and the impact the trail has on our everyday lives. You can either email or call me (Craig) using the contact information below.

Thank you and hope to hear from you to schedule a day and time for a visit to our home.

Craig & Tammy Owens
1619 E. Lake Sammamish PL SE
Sammamish, WA 98075
206.713.3815
craig.o@comcast.net

ELST Comment & Questions – Sent to Lindsey Ozbolt, Associate Planner via Email: lozbolt@sammamish.us

Submitted by:
Craig & Tammy Owens
1619 E. Lake Sammamish PL SE
Sammamish, WA 98075

Ref: Impacted Property located at ELST B-Line 357-00

Introduction –
We are providing comments, questions and recommending possible solutions to the issues that we find unacceptable to the ELST / Section 2B 60% Design Plans & SSDP.

All the parcels that abut the trail are impacted and we do not want to diminish their specific concerns or impacts, but our property is "bisected" by the trail and believe that each of the bisected parcels will be disproportionately affected by the construction and use of the trail once opened than any of the other properties up/down the 11-mile trail. Just so understand, we own the property on BOTH sides of the ELST right of way and having an enhanced trail be constructed as designed will only increased public use and decrease our home value. This increase in use and traffic between our home and beach property/dock can be easily seen as being more negatively impacted than a trail that is next to an arterial behind the home (which is the case for <u>most</u> parcels effected by ELST/2B).

We watched the January 10th City Council meeting on TV and would support what the Council is proposing for the most part. What was interesting is that some of the Council members were 1) unaware that the trail bisected lakefront properties and 2) that there is still an ownership dispute in the courts and 3) there are various court decisions that have been decided by the courts in favor of the property owners. Obviously King County isn't forthright in the publication of those decisions and they are not being transparent with the Council.

We will propose throughout our comments below that based on the lack of understanding that some Council members have about where the trail is being routed for the bisected property owners, that an <u>onsite inspection and discussion between the decision-makers from the City of Sammamish and King County</u> and each owner /resident with a bisected parcel be scheduled. We understand that this may be onerous and perhaps not practical, however, having viewed at least some representative parcels could be helpful when it comes to making a knowledgeable decision and grasp of the issues.

<u>Areas of Concern & Questions -</u>

1. **Trail Alignment & Width**
    a. Will the City/King County shift the trail centerline East at our home if the shift maintains the same centerline as the interim trail and KC Trail Alignment Criteria listed on KC Website?

    The following is our proposal to shift the centerline as currently proposed in the 60% Design plans to the <u>existing centerline of the current Interim trail</u>.

        i. Owner's Trail centerline (CL) Shift Proposal-
            1. Located at approximately B-Line 357-75 (moving North), begin a transition easterly to B-Line 357-00 where trail CL will be 4'-0" east of current proposed KC CL.
            2. At B-line 357-00, begin to transition back to existing proposed KC CL located at B-Line 359-00.
                a. See Photos #1 - #4 below for a visual/graphical view of proposed alignment shift.

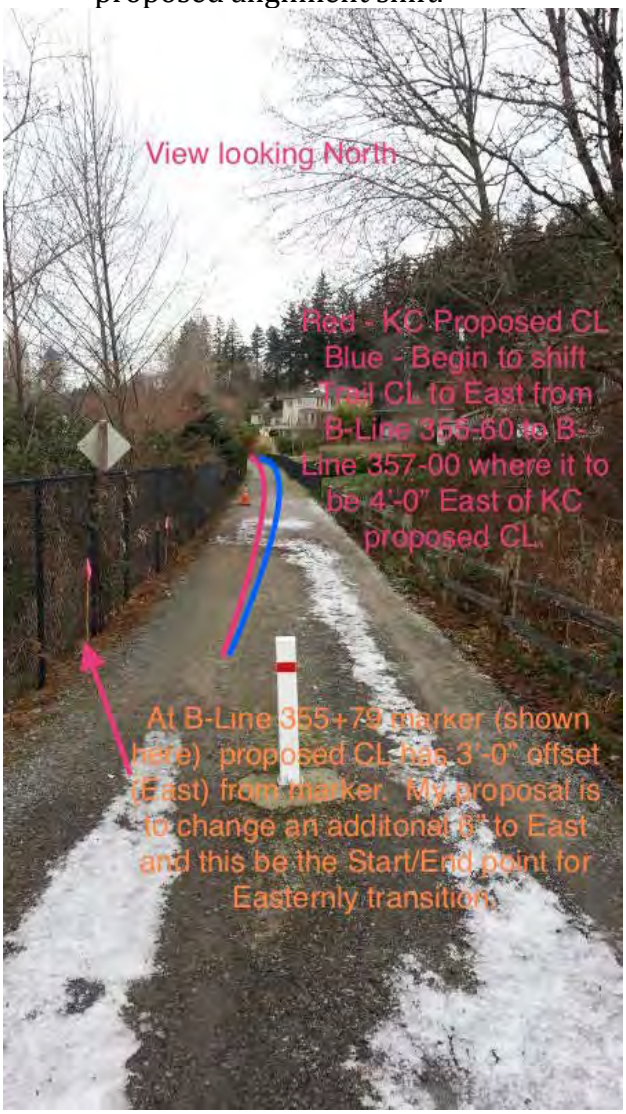


Photo #1 – View Looking North

Photo #2 - View Looking South

<u>IMPORTANT: Our proposal is to just shift the KC proposed centerline BACK to the center of the existing Interim Trail.</u>

Photo #3 - View Looking South **Photo #4 - View Looking South**

<u>IMPORTANT: Our proposal is to just shift the KC proposed centerline BACK to the center of the existing Interim Trail.</u>

b. Justification for Requesting Trail Re-alignment –
   i. Current plan by KC/Parametrix is to remove at least two mature (25+ year) Alpine fir trees and assume three other 25+ year trees that are unmarked by Parametrix but within the CG construction area. Shifting the trail provides a very good possibility that all of these five 25+ year mature trees will be saved.
   ii. If it's possible to save these trees, they provide a visual buffer from the trail to our beach property, patio, dock and swimming area. If not, what is KC/Parametrix doing to replace the privacy screen these trees provide from trail users onto our beach property?

iii. Pursuant to the KC published communication on how the trail alignment was established, **<u>our proposal "meets or exceeds" all the criteria listed.</u>**

Specifically;

1. Shifting the trail to the East as we propose will shorten the height of the current proposed structural wall on West side of trail by approximately two feet. Since there is no wall currently required on the East side of trail for approximately 80 feet (40 ft North and South of B-Line 357-00) that is our property, reduction in the height of the East wall is in fact a cost savings.
2. Reducing the wall height on West side of trail decreases the cost of the stair construction to enter our lakeside property.
3. Shifting the trail the four feet we are requesting @ B-Line 357-00 increases the buffer on the wetlands on the West side of trail North and South of our beach property. In addition it still maintains a wetlands buffer in the areas North and South of our property on the East side of the trail to other designated wetlands. Remember, there is a transition of our requested 4 foot shift (@ B-Line 357-00) back down to zero @ B-Line 355-75 & B-Line 359-00 so as you re-align the trail North and South it continues to be closer to the KC proposed CL.

NOTE: If KC/Parametrix wants to transition from B-Line 357-00 "sooner" than what we are proposing, that is acceptable so long as they can save all five 25+ mature trees that provide privacy for our beach property.

iv. How can I request an on-site meeting (at our house) with persons with authority to discuss our proposed re-alignment?

v. Does the City know that the AASHTO Guidelines are ONLY guidelines and not an absolute requirement? Why doesn't the City limit the trail width to something close to the existing Interim trail or at a maximum of 14 ft (that is still in accordance to AASHTO Guidelines) in the bisected area of the trail?

2. **Owner Access & Utilities Crossing to Property Owner's Beach and Dock**
   a. During Construction –
      i. Will gates be placed in the CG fence so we can access our beach and dock?
      ii. How will Contractor allow access to our beach and dock during construction prior to permanent stairs/access being installed?
   b. Post Construction/Trail Open – (See Photos #5, #6 & #7 following)
      i. Beach Access location
         1. I/we have established landscaping with paths and stairs to access our beach property and dock at a specific location and have used this location for the last 25+ years. In the 60% Design plans, it appears KC/Parametric has placed stairs that will be "shared" with our neighbor (to the South) and will require my family and guests to enter the trail from the East at

our current location and then walk 50 feet South on trail to access our beach property.

a. Is this location on the Plans the final location or just a placeholder?
b. Why can't the location of our existing beach steps be maintained?

c. Stair Design – There isn't a specific stair detail in the 60% Design Plan set but based on graphic detail, it is assumed KC/Parametrix plans on building one double stair set to be shared by two property owners.
    i. The stair type detail might meet the standard rise/run and handrail building codes, but it does not allow me to transport our lawnmower and other lawn maintenance equipment up/down the stairs safely without using two people. I maintain our own property so KC & the City if they approve this design are preventing me from maintaining our property and causes a safety issue for me trying to carry lawn maintenance equipment up/down the stairs as proposed.
        1. Can the stair step design be changed with 3' to 4' runs to accommodate the transportation of lawn equipment up/down stairs and either match the curved design as we currently have or run the stairs East/West/ perpendicular to the trail? If no, provide reasons why these are not alternatives.
        2. See Photo #5 & #6 below and Photo #7 on our current stair location and stair design that allows one person to transport lawn maintenance equipment up/down stair with one person.

Photo #5

Photo #6

ii. "Shared" Stairs with Neighbor –

1. We have used the stair path location and stair design to access our beach property and dock for over 25+ years and argue that KC or the City has no right for us to change. Let alone to the fact that our landscaping from our house and deck include a pathway to our beach property that has been there for the last 25 years. In addition the beach property landscaping and path to access was designed to match the access from our home. Please provide and maintain access to our beach property and dock at the current location. If you cannot, what is/are the justification that stairs are required to be shared by two property owners and that they have to be shifted approximately 50 feet to the South?
2. If the City or KC is unwilling to use our current stair design and location, is there a plan that KC/Parametric will provide a gate at the top of both stairs so our neighbor and my family can lock our respective gates to our beach property? Failure to provide this individual ability KC and the City create a security issue that must be mitigated and changed. (Reason: With one single gate and IF our neighbor forgets to lock our shared gate and then someone enters our property and causes damage/vandalism to our property, KC and the City has caused us to battle who pays for the reimbursement and repair of the vandalism.)

NOTE: See Photo #7 below for visual understanding for all the points, comments and related questions noted above.

d. Utilities Crossing Location & Types

i. Temporary Power & Water during construction –

1. What plans are in place to provide temporary power and water <u>crossing</u> during the construction period for property owners who have utility requirements on the West side of trail?
2. Who do I work with in coordinating how the temporary utilities will be located so I can re-establish our utility hook-ups?

ii. Permanent Power, Water & Sewer Pass-through Access –

1. At what time in the design process will someone contact me to meet on-site to discuss the location of the permanent utilities pass-throughs so they can be incorporated into the Parametric Design plans? (These utilities are required to service our beach and dock property.)
2. If your response is through a Special Use Permit, King County only has a surface right-of-way easement over our property and why would we pay to walk across the trail to access our property but KC doesn't charge trail users. Isn't <u>use</u> the same?

a. **Why is it alright for a person to park anywhere up/down the East Lake Sammamish trail and/or are an adjacent property owner that "abuts" the trail and enters the trail to use it are NOT charged or required to purchase a special use permit, but KC is requiring property owners that own property that is bisected by the trail and legally owns both sides, have to apply and pay for a crossing fee via a Special Use Permit EVERY 10 years?**

3. **Wetland determination –**
    a. The Wetlands 21AC on the West side of the trail (@ B-Line 356-00 +/- 35 feet North and South) on our property is not a wetland thus marked incorrectly. What is required to correct this on the plans and if you disagree, who can I meet with to discuss the science and proof they have that it is a wetlands?
4. **Clarification on Status of Existing Trees & Landscaping within the Clear/Grub (CG) Area (REF: Tree Preservation Plan TP10)**
    a. Current Tree Preservation Plan called for Trees 8018 & 8019 to be removed. Accepting moving the trail centerline to the East (as proposed in Item 1 above) would possibility save or prevent the removal of these trees.
    b. The Coral Maple (South of 8018), Flowering Plum (North of 8019) and Alpine Fir (North of 8019 & flowering plum) are not marked within the CG Area. These trees are basically the same size as Trees 8018 & 8019 so we are wondering.
        i. Why wasn't the one coniferous tree (Alpine Fir) described in b) above marked or indentified in the Tree Preservation Plan if it has the same trunk size as Tree 8018 & 8019?
        ii. I understand that the deciduous trees do not meet the "significant" status as defined by King County, but provide significant screening for our beach property from trail users. Are these deciduous trees in b) above planned to be removed during construction?
            1. What can be done to preserve these trees (25+ years old)?
                a. NOTE: Shifting the trail to the East would ensure these additional trees could be saved and maintain this security and privacy for us from trail users.
    c. See the Photo #7 below that visually explains our comments and questions noted above.

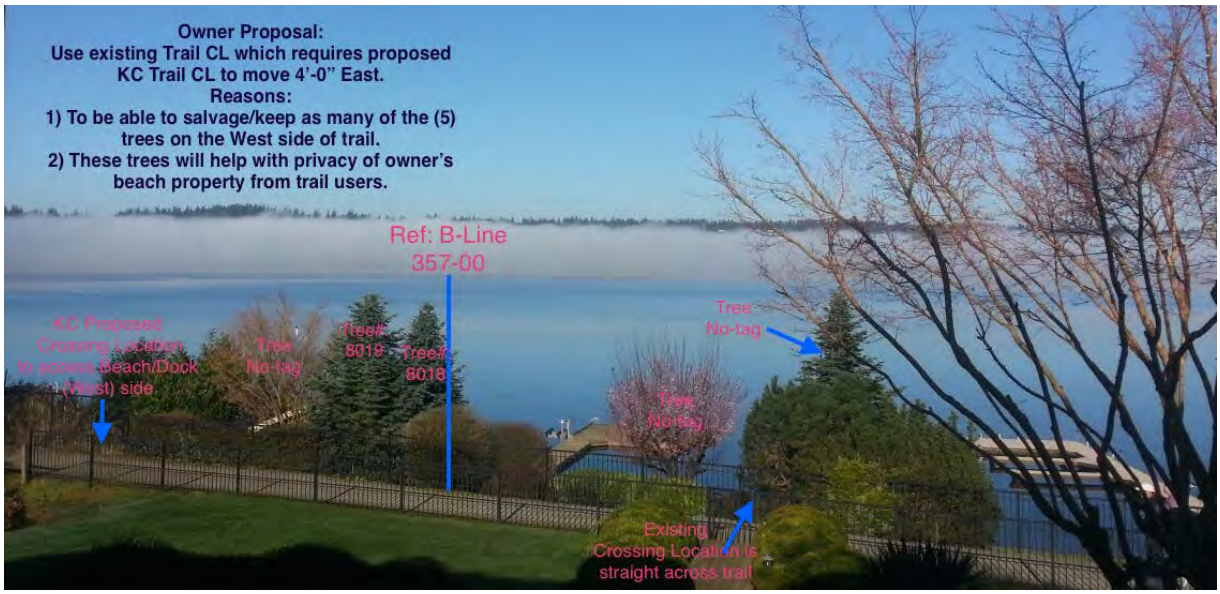


Photo #7

IMPORTANT: Photo #7 is the view from our West-facing deck attached to our home.

d. Other Photos that help understand the impact to our Beach property and Access

Photo #8

Accepting our proposal to 1) Use the existing Interim trail centerline (vs. recently staked KC centerline), 2) Reduce the trail width in bisected area to 12 to 14 feet that meets all the KC published goals and criteria for trail alignment will save all the trees and supporting shrubs that have been there for 25+ years.

Photo #9

5. **What is required to formally request a meeting with us on-site (Owner's location) with Decision-Makers of approving SSDP and managing the ELST?** Specifically we would like to meet with;
    a. City of Sammamish
        i. Council Members - All
        ii. Lyman Howard – City Manager, Jeffery Thomas, Bldg Dept Director, Angela Feser - Parks Director
    b. KC Parks and/or Parametrix
        i. Gina Auld – ELST Capital Project Manager
        ii. Person(s) responsible for recommending proposed trail alignment and discuss owner's alternative?
        iii. Person(s) responsible for designating land on our beach property as wetlands (Ref: Wetlands 21AC)?

Thank you

Craig and Tammy Owens
1619 E. Lake Sammamish PL SE
Sammamish, WA 98075
206-713-3815
craig.o@comcast.net

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 1:58 PM
To: 'Mark J Madgett'
Subject: RE: City of Sammamish

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 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: Mark J Madgett [mailto:Mark_J_Madgett@newyorklife.com]
Sent: Friday, January 27, 2017 7:45 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lizannemadgett <lizlablvr@aol.com>
Subject: City of Sammamish

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

Att: Lindsey Ozbolt

We are Mark and Lizanne Madgett, and will forever own a home in the Mint Grove community. The address is 1203 E Lk Sammamish Shore Ln SE. We recognize that "forever" is a long time. As Sammamish residents for 19 years we dreamed, planned, worked hard, and saved for what seemed like an eternity, hoping to find the exact right place for us to spend the rest of our lives, and if possible insure that our children and grandchildren would have that same opportunity.The address of this dream come true is 1203 E Lk Sammamish Shore Ln SE. It is in station 372, the landscape plan is on page 124 of 135 trail plan.

We were able to attend the meeting on the 10th of January, and Liz also had a 30 minute session with a representative on the 12th. Both meetings clarified some of our questions with what will occur near our home and neighborhood. However, there are others that have not been addressed. As you are aware Mint Grove has one entrance and exit.

Concerns: (some of these have also been shared by our neighbors in evidence of the broader impact the new trail design is having on our Lane)

Neighborhood Concerns:

-Emergency vehicle access and turn around, and general safety of all neighborhoods residents and their guests.

-removal of over 300 trees, and the subsequent impact.

-Areas that are erroneously labeled as wet lands, and the subsequent impact that this designation is having on the safety of our neighborhood.

The space to the East of the trail could accommodate both the widening of the trail, satisfy the safety concerns our our community, retain the flora and fauna that currently reside in synergy with our residents, and provide the needed space to retain the water run off from the plateau.

Our Specific Property Concerns:

-The city explained that the C/G area will reside in an area that we have maintained and landscaped with an irrigation system since we took ownership. Will we be responsible for removal and capping of the system?
-There is also a rock retaining wall (that on the plans looks to remain) that is an integral part of the integrity of our landscaping. The wall extends to the end of our drive and turns east towards the trail approximately 4-5 feet, following the continuous line of the property. This curved section holds our house number (1203) and is lighted. The electrical wiring is imbedded in the stone, and is part of a closed loop that also powers the lights on the remainder of the retaining wall. This small section of our wall looks like it will be demolished, and possibly replaced by something else. Who will be responsible for the fees associated with the electrical work and subsequent restoration of power to the remainder of our lighting system?

-There are multiple below ground drainage systems that feed water from the slope to the street that run under our house and feed into the lake. What are the plans for these? Will they be impacted by the proposed construction? If they will be, who is responsible for the work?

Tree Removal: Tree number 8702

- This tree is a mature and healthy Douglas Fir (estimated to be in excess of 50yrs), and is slated to be removed. The reason given is that it lives in the "Sight Triangle". If you look at the tree's placement it does not block any sight line on the trail or the road. Our home is the only residence to the right of the trail entrance. The tree is on the right hand side of the drive. We can assure you having lived in our property for over 5 years that this beautiful tree is not encumbering the entrance to, or egress from our drive to the street. There is complete visibility to all traffic on the trail while crossing in a vehicle. There are so few of these beautiful specimens left on the East side of the lake shore. The tree is clearly outside of the mandated trail width dimensions from the currently staked centerline. I suspect that the real issue here is the desire to use the C/G area, which the tree resides inside of, as a staging area for construction purposes, and will make the execution of the project inconvenient. Again, if the trail went marginally East instead of West this would not even be an issue, along with the loss of an additional 300 trees. Killing this tree would be a ridiculous solution to accommodate the new and improved version of the trail.

From our perspective, these and all of our neighborhood concerns are common sense issues that rely on the human capacity to make great decisions when alternative options are available. To be clear, we are "trail people", use it everyday, and love the idea of a shared community treasure. I suspect that if the non-resident users of the resource had a say in these important micro decisions, that many, if not most would side with the hard earned wisdom that as a community we advance as a common sense argument for minor remediation of the trail plan. We have a chance to get this right, and model a true government/community partnership in the process.

We would request that the SSDP approval be put on hold until the 90% plans are released, and there is resolution to our concerns.

Thank you for your consideration, and we will look forward to your response.

Lizanne and Mark Madgett

Sent from my iPad

Sent from my iPad

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 1:43 PM
To: 'Peggy Michael Reddy'
Subject: RE: South Samm B - REDDY.docx

Dear Peggy,

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

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: Peggy Michael Reddy [mailto:reddy@benefits-consulting.com]
Sent: Friday, January 27, 2017 7:30 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; 'ELST Master Plan' <ELST@kingcounty.gov>
Cc: Peggy Michael Reddy <reddy@benefits-consulting.com>; Karrah Penk (Benefits Consulting Services LLC) <karrah@benefits-consulting.com>
Subject: South Samm B - REDDY.docx

Hi Kelly and Lindsey: Attached as a word document are my comments and questions with regard to the proposed King County trail. I have also attached (again) the boundary adjustment of 1999 and site survey showing the new boundary adjustment. This boundary change is not entirely and accurately reflected in the King County survey of the trail which I understand has been recognized and will be corrected. I will be removing County stakes on my property unless for some reason the County has jurisdiction on private property. I understand that the King County ROW is 25 feet from the centerline of the trail westward toward my property. Thanks for your consideration and time to review concerns, Peggy

Peggy Michael Reddy
929 ELS Shore Lane SE
Sammamish WA 98075
206.484.4845

January 26, 2016

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

TO:
Kelly Donahue / email: ELST@kingcounty.gov
Community Engagement /King County Department of Natural Resources
1.888.668.4886

Lindsey Ozbolt / email: LOzbolt@sammamish.us
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

RE: East Lake Sammamish Master Plan Trail South Sammamish Segment B
Reference King County Survey Documents:

- Plan and Profile AL20 Sheet 52 of 135
- Landscape Plan LA12 Sheet 124 of 135
- Tree Preservation Plan TP12 Sheet 12 of 28
- Station Points 376+50, 377+50, 378+50

To Whom It May Concern:

I purchased my Sammamish property at 929 ELS Shore Lane SE in August 1997. I bought a portion of the former Burlington Northern Railroad ROW in 1999 directly from the Land Conservancy who I understand sold the remaining ROW separately to King County. I recognize that King County owns 25 feet from the ROW centerline westward toward my property located approximately 250 feet parallel to the trail corridor. I fully recognize King County's rights and ownership to the ROW for trail use and construction.

I have been fully supportive of the trail and its development by King County. It is a joy for me to use. I'm a former community member of the trail advisory board which was created almost 20 years ago. At that time I demonstrated my advocacy and support of the trail project during those difficult and challenging planning years communicating the future trail plans with the public. I welcomed the future trail and fellow trail-users. Unlike so many adjacent trail homeowners, I created clear views of the ROW and my property, its scenery, the landscaping, and Lake Sammamish to be enjoyed by all trail-users. I did not wall-off my property behind tall skinny trees – the trail corridor is now lined with so many Leyland Cypress, Arborvitae, and Junipers. Rather, I created something beautiful spending an enormous amount of time and money over a 20-year period making the property what it is today for all to enjoy. In addition to my work, former homeowners also planted on the ROW. When I purchased my property, the Aspen and Douglas Fir trees were already there and the some of the mature shrubs which are now well over 20 years old.

Because of my love of the property and what has been accomplished over the last 20 years, I'm deeply disturbed and troubled as to the County's proposed redirection of the existing trail further westward. This would require the complete and utter destruction and devastation of the existing landscaping, mature shrubs, and trees so carefully taken care of and nurtured over so many years. There is an entire habitat existing within the trail ROW and in my own yard. I understand that the County proposes to move the trail westward into the existing landscaping because the U.S. Corps of Engineers has designated Section 23C (a hill on the east side) as "wetland" which I will argue it is definitely not. Please consider the US Environmental Protection definition of "what is a wetland?" as follows:

A Wetland is defined as: "Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, or similar areas."

By this very definition, the hill to the east of the trail is not a wetland. It's simply a hill full of brambles, truly unsightly underbrush choked with noxious weeds. There's a ditch made by King County below the hill that collects water and run-off. That ditch was manmade. We strongly believe that the Corps has not properly categorized the hill. If categorized as "wetland" the consequences will have extreme negative impacts on the existing flora and fauna to the west of the current trail ROW. Further, I would argue that part of the ROW westward where the County proposes to move the trail could, by virtue of the definition above, be deemed a "wetland" as we have ongoing water saturation and water running into the area where the County proposes to move the trail. This definition would surely prohibit the County from moving the trail further west impacting water running onto my property from the ROW. I invite you to come onto both the ROW and onto my property and observe for yourself.

Further even if Section 23C was truly a designated wetland, which I think is not possible, that area simply cannot hold more value as a habitat important for wildlife than the existing area proposed to be cleared of mature landscaping and trees. I would like consideration of an exception if the Corps will not restate the area as not a wetland. Also Section 404 of the Clean Water Act appears to allow for authorization to make exceptions. I am certain exceptions are possible and that this small change to keep the trail either at the current location or moved east not west is both logical and practical. Has an exception to overcome a Corps designated "wetland" been explored by King County or the City of Sammamish?

Please also consider the proposed trail plan would add unnecessary costs to King Count as well as to me! The proposed construction plan would require the removal of ten (10) trees and 6,250 square feet of landscaping requiring excavation and replanting which would be very costly to King County. If the County is willing to reconsider the trail plans and either keep the trail where it is or move it further east rather than west, I'm fully prepared to assist the County by transplanting or removing vegetation that the County deems a safety hazard within its ROW. This would be my preference and the preference of my neighbors and also the preference of so many other trail-users who have enjoyed and openly commented on their appreciation and admiration of the current landscaping which I have maintained on the County ROW.

The picture below is the segment of the trail segment in question (looking south). Keeping the trail in its current location or moving it eastward would mitigate the loss of the current flora and fauna. Otherwise everything seen in this picture and westward including the trees and shrubbery along the fence below would be cleared – including the decades old Aspen and Douglas fir trees – ten in total. This entire section of the ROW would be denuded from the split-rail fence to 25 feet to the west. Nothing would be preserved based on the proposed King County trail plan.

In addition to my concerns about moving the trail westward, the trail plan shows a line where all landscaping of any kind is slated for "Clearing and Grubbing" (C&G) up to that line which I understand is the entire 25 feet west of the current split-rail fence. That act of C&G is so shocking, emotionally disturbing, and impactful that I would appreciate consideration to mitigate the incredible loss of the current trees and shrubbery by moving the C&G line eastward. Removal of every piece of landscaping within the border of the C&G seems unconscionable, wasteful, and expensive. The picture below on the left is looking north and that landscaping you see would be wiped clean under the proposed trail C&G process. The picture below on the right is one of many large mature rhododendrons in the ROW. That would be cut down along with all the others large rhododendrons and azaleas within the County ROW. There are probably at least 25. Some were already located in the ROW when I purchased the property 20 years ago. They would all be cut down, not because the trail would be located in that space but merely because the construction requires "C&G" of everything in its path. All shrubbery and trees to be bulldozed; the landscape to be denuded; everything goes under the proposed trail plan. Absolutely nothing is to be preserved in the ROW under the proposed trail plan.

Under the County's plan all that we see in these pictures above will be gone. The trees and shrubbery cut down and all the landscaping dug up and thrown away. Under the County's plan nothing in these pictures will be preserved or left behind. Under the County's plan the land will be denuded, completely stripped of everything. 25 feet by 250 feet – that's 6,250 square feet laid bare saving only the largest of the Douglas fir trees and cutting down all the rest. I think it ironic that the County has so meticulously laid plans to "preserve" a piece of ROW (Section 23C) that has no value, no beauty, and no habitat because the Corps called out "wetland". Is there no value placed on decades-old trees and shrubbery and the wildlife that lives there in the ROW? To me it is tragic and farcical to pursue denuding the ROW as planned by the County. It is madness to me and I believe it makes no sense whatsoever. I implore to whoever has power at King County or the City of Sammamish to make modifications to the trail plan and reconsider not to move the proposed trail westward. Keep it where it is or move it eastward instead. And please revisit the C&G impact. Why denude? Please save the beautiful habitat inside the ROW for all to enjoy. Thank you!

Below are some of the issues that I raised with Ms. Kelly Donahue at the County on 1/24/17 to discuss the County's trail plans. I have the following concerns and comments:

1. Please provide assurance that the trail survey will be corrected to reflect proper ownership. None of the County trail sheets reflect the correct 1999 boundary line adjustment between my property and the King County ROW. The County stakes are misplaced within my legal property for the tax parcel number shown above. The County owns only 25 feet westward from the trail centerline.
2. I question the integrity of the designation Section 23C (the hill east of the trail) as a "wetland". I would like the Corps to review and designate the Section 23C correctly, not a wetland. Please explain if this is the reason that the trail deliberately jogs westward for only a few feet rather than staying on the current trail position.
3. Please do not move the trail westward. Please keep it at the current location or move it eastward to reduce the impact on existing landscaping enjoyed and appreciated by trail users. By doing so the County can avoid destroying landscaping and habitat. Please also consider this option would be less costly to King County and save tax payers the cost of denuding the ROW section of landscaping and trees designated for removal.
4. Please save trees slated for clear-cutting. The County's "Tree Preservation Plan" shows the removal of ten (10) decades old trees – they are tagged numbers (86)45, 46, 47, 48, 49, 50, 51, 52, 53, 54.
5. Please reconsider the location of the Clearing and Grubbing (C&G) line designation especially noting that the area south (Section 376+50 and 377+50) is on a steep embankment on which construction workers cannot possibly navigate or use during construction yet would require C&G. The C&G process is entirely unnecessary on the embankments. What can the County offer to mitigate the C&G destruction method?
6. Whatever decisions made by the County, I suggest saving the existing plants in the ROW if they are removed for C&G purposes and then transplant them back into the ROW. This would reduce waste and lower costs to King County for this trail segment.
7. The proposed 4-foot chain link fence would be unsightly and I am certain would impact property values. I'm happy to have no fence or to pay for the cost difference to have my own more attractive fence approved by King County especially in areas where there are steeper grades (Station Points 375+50 and 377+50). My preference is a fence that trail-users could see through and thereby enjoy the natural habitat.
8. My utilities (gas and water and outdoor electrical) are within and outside the ROW. I am guessing the lines are around 18" from the surface. There is also an electrical unit protruding from the ground in the ROW. Does the County plan to move the service lines and electrical? What plans does the County have to assure continual service during construction? If the County accepts my suggestions above, this becomes a non-issue.
9. The entire ROW and my property include an extensive irrigation system. Will the County dismantle and maintain the system within the ROW and reinstall it to be used upon trail completion or simply destroy it during the construction phase? Will the County install a new irrigation system?
10. What is the timeline for start of the segment of the trail ROW along my property line?
11. Who will be responsible for meeting with me personally at my location to mitigate my concerns? Is the County working with homeowners in this capacity?
12. How are decisions made to mitigate the issues I've raised? Who has the power within the County or City to consider and authorize the above proposed changes to the County's trail plan?
13. Has the County worked with other homeowners to address the above issues during other trail construction and what was the outcome?
14. Are there any pending lawsuits against the County or City that would delay or impact the trail construction? If yes, please briefly explain.

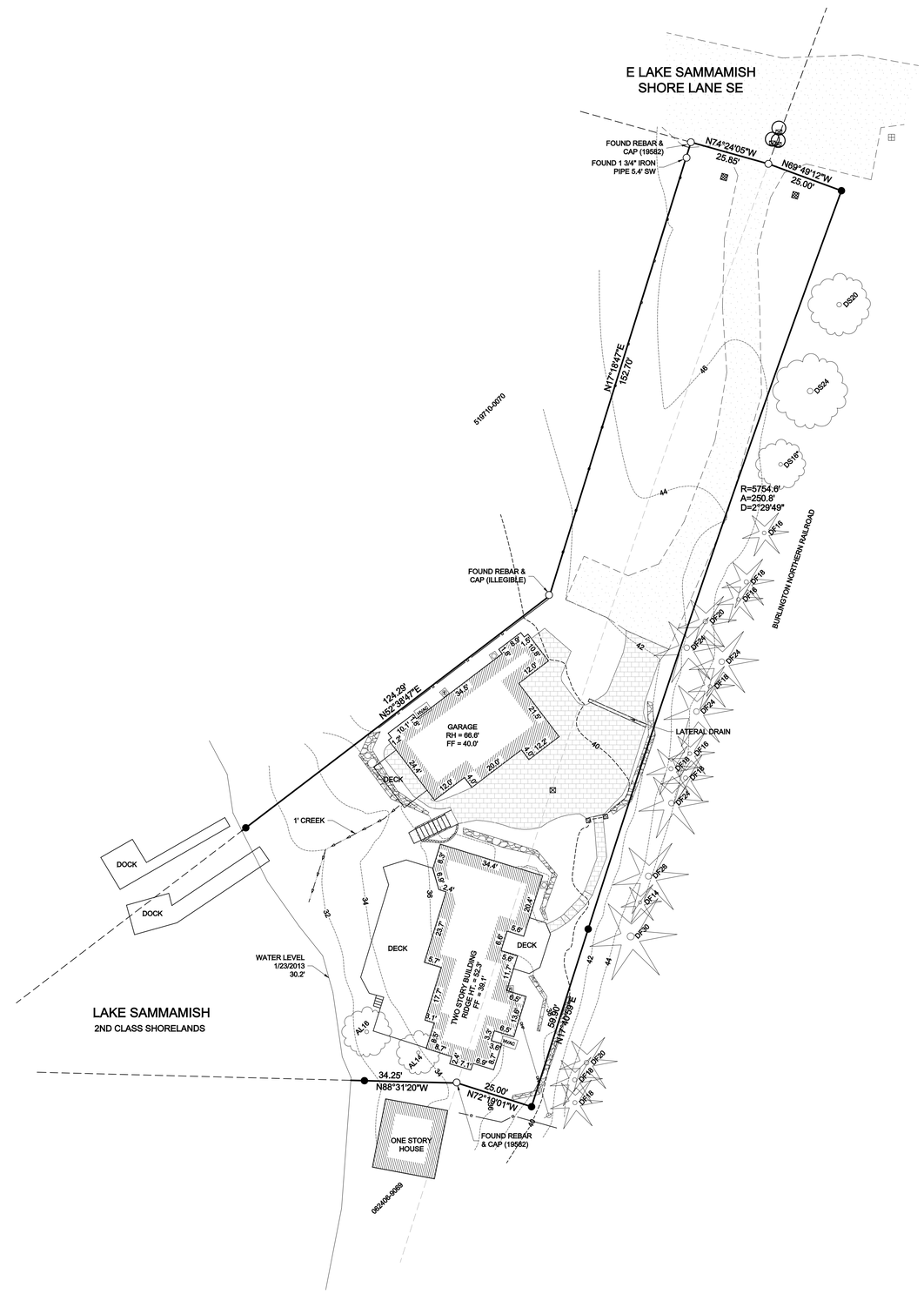
Thank you for taking time to seriously consider decisions that will impact the Sammamish Trail homeowners, especially the trail segment the County wants to move to protect a hill (Section 23C) which can only be described as an eyesore. Please protect and preserve the habitat within the ROW. Thank you!

Regards,
Peggy M. Reddy
206.484.4845

GRAPHIC SCALE

10 0 10 20 40

1INCH = 20 FT.



VICINITY MAP

NTS

LEGAL DESCRIPTION

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

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

BASIS OF BEARINGS

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

GENERAL NOTES

1. THIS SURVEY WAS COMPLETED WITHOUT BENEFIT OF A CURRENT TITLE REPORT. EASEMENTS AND OTHER ENCUMBRANCES MAY EXIST ON THIS PROPERTY THAT ARE NOT SHOWN HEREON.
2. INSTRUMENTATION FOR THIS SURVEY WAS A 3-SECOND NIKON NPL 352 TOTAL STATION. PROCEDURES USED IN THIS SURVEY MEET OR EXCEED STANDARDS SET BY WAC 332-130-090.
3. THE INFORMATION ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE IN JANUARY 2013 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THAT TIME.
4. UTILITIES SHOWN ON THIS SURVEY ARE BASED UPON ABOVE GROUND OBSERVATIONS AND AS-BUILT PLANS WHERE AVAILABLE. ACTUAL LOCATIONS OF UNDERGROUND UTILITIES MAY VARY AND UTILITIES NOT SHOWN ON THIS SURVEY MAY EXIST ON THIS SITE.
5. ALL MONUMENTS WERE LOCATED DURING THIS SURVEY UNLESS OTHERWISE NOTED.

FLOOD ZONE DESIGNATION

FLOOD ZONE DESIGNATION = X, AREA DETERMINED TO BE OUTSIDE OF 500-YEAR FLOOD PLAIN, ACCORDING TO FLOOD INSURANCE RATE MAP (FIRM) NO. 53033C0680 F, COMMUNITY NO. 530074 (UNINCORPORATED KING COUNTY), PANEL 0680, SUFFIX F, REVISED MAY 16, 1995. KING COUNTY, WASHINGTON, AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA). A PORTION OF THE LOT IS ALSO WITHIN FLOOD ZONE DESIGNATION = AE (BFE 33' NGVD 29 - 36.59' NAVD 88)

VERTICAL DATUM & CONTOUR INTERVAL

DATUM

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

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

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

LEGEND

- FOUND MONUMENT AS DESCRIBED
- FOUND REBAR AS DESCRIBED
- SET 5/8" X 24" IRON ROD W/1" YELLOW PLASTIC CAP
- POWER METER
- UTILITY POLE
- GUY WIRE
- TELECOMMUNICATION 150' MONOPOLE
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- CATCH BASIN
- HVAC UNIT
- UTILITY VAULT
- SEPTIC TANK LID
- MAILBOX
- GAS METER
- LIGHT VAULT
- LIGHT POLE
- WATER METER
- CLEAN OUT
- STREET SIGN
- FIRE HYDRANT
- WOOD FENCE
- CONCRETE WALL
- BRICK SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- ROCKERY

AL ALDER
DF DOUGLAS FIR
DS DECIDUOUS
* DENOTES MULTI TRUNK

PROJECT INFORMATION

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

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

Site Survey & Mapping, Inc.
10115 214th Ave NE Redmond, Wa 98053
Phone: 425.298.4412
www.sitesurveymapping.com

WOLDENDORP MOSSMAN GARDNER & SMITH, INC.
STATE OF WASHINGTON
38584
REGISTERED PROFESSIONAL LAND SURVEYOR

DATE	REVISION	DRN

TOPOGRAPHIC SURVEY

PEGGY REDDY

929 E LAKE SAMMAMISH SHORE LANE SE

SAMMAMISH, WA 98075

© 2013, SITE SURVEY & MAPPING, INC., ALL RIGHTS RESERVED

PROJECT NO. 12-410

DRAWN BY: EFJ
CHECKED BY: TNW
DATE: 01-23-13

SHEET 1 OF 1

1999 11 01 90000 3

KING COUNTY, WASHINGTON

BOUNDARY LINE ADJUSTMENT NO. L99L3056

VOL./PAGE 133 139

DECLARATION

KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNER(S) OF THE LAND HEREIN DESCRIBED DO HEREBY MAKE A BOUNDARY LINE ADJUSTMENT THEREOF PURSUANT TO RCW 58.17.040 AND DECLARE THIS ADJUSTMENT TO BE THE GRAPHIC REPRESENTATION OF THE SAME, AND THAT SAID ADJUSTMENT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER(S). IN WITNESS WHEREOF WE HAVE SET OUR HANDS AND SEALS.

Name JAMES J. REDDY — Name PEGGY M. REDDY

Name — Name

Name — Name

State of Washington
County of

I certify that I know or have satisfactory evidence that JAMES J. REDDY

signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

Signature of Notary Public CATHERINE LEWIN
Dated 10/8/99
My appointment expires 3/19/01

State of Washington
County of KING

I certify that I know or have satisfactory evidence that PEGGY M. REDDY

signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

Signature of Notary Public CATHERINE LEWIN
Dated 10/8/99
My appointment expires 3/19/01

APPROVAL

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

Manager, Land Use Services Division

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

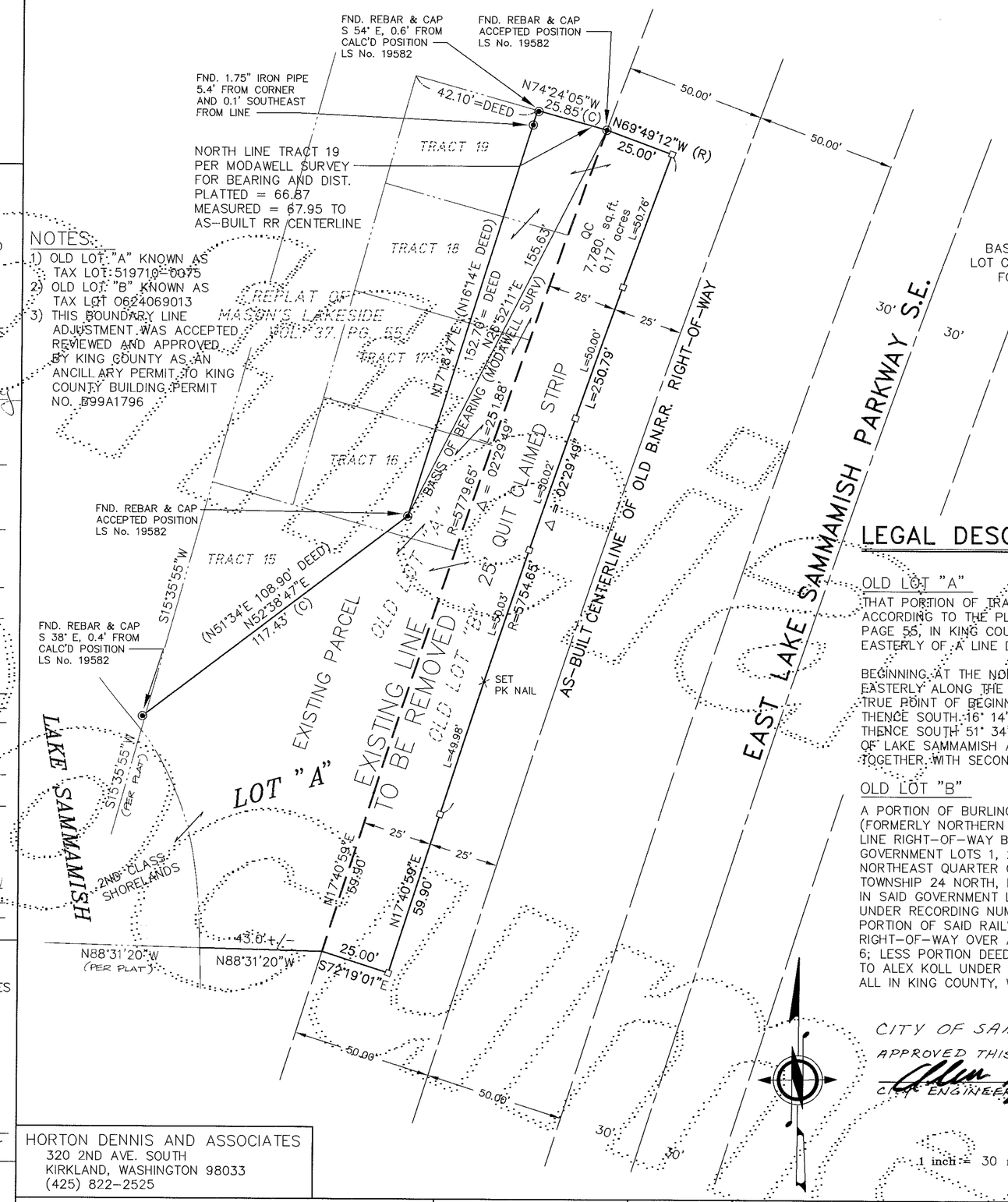
SCOTT NOBLE — King County Assessor
Deputy King County Assessor
519710-0075 NE 6-24-6

RECORDING NO.

RECORDER'S CERTIFICATE

filed for record this 1st day of Nov, 19 99 at 3:21 M in book 133 of Surveys at page 139 at the request of NEIL CABBAGE
SURVEYOR'S NAME

Bob Burr — Mgr.
Walt Washington — Supt. of Records



LEGEND

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

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

NOTES:

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

LEGAL DESCRIPTION

OLD LOT "A"

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

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

OLD LOT "B"

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

CITY OF SAMMAMISH APPROVALS
APPROVED THIS 25th DAY OF October 1999
CITY ENGINEER, CITY OF SAMMAMISH

1 inch = 30 ft. (0 — 30 — 60)

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

LAND SURVEYOR'S CERTIFICATE

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

Neil Cabbage
Certificate No. 23345

NEIL SHERMAN CABBAGE — STATE OF WASHINGTON — 23345 — REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 2/03/00 — 10/8/99

APPROVAL NOTES:

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

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

DWN. BY	DATE	JOB NO.
NSC	10/8/99	9920.00
CHKD. BY	SCALE	SHEET
NSC	1"=30'	1 OF 1

VOL./PAGE

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

Lindsey Ozbolt

Fri 2/3/2017 3:24 PM

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

Dear Tim,

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

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

Regards,

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

-----Original Message-----
From: Tim Hachfeld [mailto:stealthy@hotmail.com]
Sent: Friday, January 27, 2017 11:25 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

As a King County Citizen, I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Though I live in Seattle, I have many times enjoyed the biking opportunities that exist on the east side of Lake Washington. Your local businesses will see increased traffic and citizens new opportunities to enjoy the beautiful communities they call home.

I am excited to be able to complete a bike ride from my home in Ballard to Lake Sammamish State Park, all on paved trails.

Please approve the permit, as submitted.

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

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

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

Approve this permit now!

Tim Hachfeld
6205 26th Ave NW
Seattle, WA 98107
812-243-0267

RE: Comment: East Lake Sammamish Trail Siuth Segment B

Lindsey Ozbolt

Fri 2/3/2017 3:26 PM

To:Eva Moe Jacobsen <eva@moe-lange.com>;

Dear Eva,

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: Eva Moe Jacobsen [mailto:eva@moe-lange.com]
Sent: Friday, January 27, 2017 11:27 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Comment: East Lake Sammamish Trail Siuth Segment B

Dear Lindsey Ozbolt,

First, let me say, we bought our house in Sammamish 11 years ago mainly because of easy access to the East Lake Sammamish Trail and our whole family has used it daily since, walking, running and biking. It has been great and we are happy to see how many other people also use the trail on a regular basis.

As a daily user of the East Lake Sammamish trail, I would like to comment to the last phase to be built, from SE 33th St to Inglewood Hill. 3.6 miles is a long stretch to close. Would it in any way be possible to request that it be considered dividing the project up so only half is closed at a time? If it is closed for two years, we will have to seriously consider moving to a place where there is trail access, as outdoor exercise (without having to drive anywhere first) is pertinent for our lifestyle.

Another thing I would like to be included in the plans that still only shows 60% completion is a fully painted lane dividing line. On the current trail and on the Burke Gillman trail where there are partition lanes, the mixture of foot traffic and bicycle traffic seems a lot safer. People are good at staying within the lines so others can pass. People who pass are better at staying on their half so they don't get into oncoming traffic etc. Smaller children tend to stay within the lines and people tend to keep their dogs on a shorter leash when they observe the line. It is a small cost compared to the added safety on a crowded trail.

Regards,

Eva Jacobsen

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

Lindsey Ozbolt

Fri 2/3/2017 3:26 PM

To:dave@tempero.com <dave@tempero.com>;

Dear Dave,

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

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

Regards,

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

-----Original Message-----
From: Dave Tempero [mailto:dave@tempero.com]
Sent: Friday, January 27, 2017 11:33 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

City Council,

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

As a heavy user of regional trails for biking and running I urge you to complete the trail. Safe and viable trails encourage commuting and healthy activities.

Sincerely,

Dave Tempero

Dave Tempero
4900 150th Ave NE
Redmond, WA 98052
2069098184

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

Lindsey Ozbolt

Fri 2/3/2017 3:28 PM

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

Dear Dennis,

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

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

Regards,

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

-----Original Message-----
From: Dennis DeMuth [mailto:dademuth@gmail.com]
Sent: Friday, January 27, 2017 11:38 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

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

The current trail is mostly gravel, which is difficult to ride. The only alternative is to ride on the shoulder of the road, which is very narrow and unsafe, given the speeds that cars travel on this stretch of the road. Unfortunately, I, and several others in the group I have have risen with struggle with the gravel and end up taking the road shoulder. We would much rather be more protected from the traffic.

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

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

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

and through Sammamish. Please complete the trail.

Sincerely,

Dennis DeMuth
4800 136th Place SE
Bellevue, WA 98006
206-696-2387

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

Lindsey Ozbolt

Fri 2/3/2017 3:29 PM

To:chris.kagen@gmail.com <chris.kagen@gmail.com>;

Dear Chris,

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

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

Regards,

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

-----Original Message-----
From: Chris Kagen [mailto:chris.kagen@gmail.com]
Sent: Friday, January 27, 2017 11:47 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

First, thank you for everything you've done to establish this great alternative transportation corridor. Much of the trail is done, and a delight to use.

I'm a bicycle commuter and recreational rider. I use the trail to ride from my home in Kirkland to work-related events in Issaquah, 4-6 times per year, and then also ride the trail as part of recreational routes throughout the year.

The passage through the Sammamish portion of these routes is always a highlight of the ride. The views, the trail scenery, the easy rolling miles of the flat grade are all world-class quality (and I have ridden in places around the world). This is a jewel that brings great bragging rights and attraction to the area.

That said, it is always a bit of a let-down when I reach the narrow gravel portions of the trail. When so much has been established and developed well, it diminishes the luster of the jewel to see the less-developed portions. And, because I ride throughout the year, I also have safety issues. I have to slow down significantly on gravel and I have nearly wiped out on muddy patches.

I urge you to approve trail permit SSDP2016-00415, as submitted, so that users of all ages and abilities can safely use the trail. A

trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

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

When complete, the trail will be an even greater community amenity than in its interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Thank you for your consideration.

Sincerely,

Chris Kagen
Board member, Kirkland Greenways

Chris Kagen
36 Bridlewood Circle
Kirkland, WA 98033
4258286432

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

Lindsey Ozbolt

Fri 2/3/2017 3:30 PM

To:mixie151@gmail.com <mixie151@gmail.com>;

Dear Alison,

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

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

Regards,

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

-----Original Message-----
From: Alison Angione [mailto:mixie151@gmail.com]
Sent: Friday, January 27, 2017 11:49 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

I personally use this trail to ride my bike to and from work and to go on pleasure rides on the weekends. I love taking in the beautiful views of Lake Sammamish while I get some healthy exercise. Ensuring that trail users get crossing priority is of utmost importance to me and other trail users because I want to be able to use the trail safely without endangering my life.

Sincerely,

Alison Angione

Alison Angione
2223 219th Ln SE
Sammamish, WA 98075
8057046555

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

Lindsey Ozbolt

Fri 2/3/2017 3:30 PM

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

Dear Tim,

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

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

Regards,

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

-----Original Message-----
From: Tim Fox [mailto:timmfox@gmail.com]
Sent: Friday, January 27, 2017 11:52 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

In addition I personally support the creation of this trail to allow for greater access to our unparalleled Rails-to-Trails system which is a resource that few states can boast for the benefit of all people.

Sincerely,

Tim Fox

Tim Fox
4557 11th Ave NE Apt 222
Seattle, WA 98105
5857048344

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

Lindsey Ozbolt

Fri 2/3/2017 3:33 PM

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

Dear Ara,

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

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

Regards,

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

-----Original Message-----
From: Ara England [mailto:englandara@gmail.com]
Sent: Friday, January 27, 2017 12:18 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the trail permit, as we need a complete trail. I ride out that way a good amount and it would be a safer ride if there was a dedicated trail to ride on.

Sincerely,
Ara England

Ara England
7745 17th Ave Ne
Seattle, WA 98115
5628964401

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

Lindsey Ozbolt

Fri 2/3/2017 3:34 PM

To:tdsrani@yahoo.com <tdsrani@yahoo.com>;

Dear Sudha,

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

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

Regards,

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

-----Original Message-----
From: Sudha Sama [mailto:tdsrani@yahoo.com]
Sent: Friday, January 27, 2017 12:29 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Sincerely,

Sudha Sama

Sudha Sama
1664 211th Ave SE
Sammamish, WA 98075
425-761-9966

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

Lindsey Ozbolt

Fri 2/3/2017 3:35 PM

To:mb@clvcatalog.com <mb@clvcatalog.com>;

Dear Michael,

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

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

Regards,

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

-----Original Message-----
From: Michael Bowman [mailto:mb@clvcatalog.com]
Sent: Friday, January 27, 2017 12:39 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I am very tired of hearing about the people who bought homes KNOWING that this trail cut through their property. This is an important link for EVERYONE in the PNW. Please give the okay to finish this trail!

Sincerely,

Michael Bowman

Michael Bowman
22806 102nd place west
edmonds, WA 98020
2062345199

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

Lindsey Ozbolt

Fri 2/3/2017 3:38 PM

To:cody.hamby@gmail.com <cody.hamby@gmail.com>;

Dear Cody,

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

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

Regards,

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

-----Original Message-----
From: Cody Hamby [mailto:cody.hamby@gmail.com]
Sent: Friday, January 27, 2017 1:02 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,
Happy Friday - thank you for your time and appreciation of this email.
I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

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

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

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

Completing this trail is very important to me as I am able to safely commute around the community, engage with teammates, friends and frequent establishments along the way while traveling on two wheels.

Sincerely,

Cody Hamby

Cody Hamby
5020 California Ave SW, #813
Seattle, WA 98136
2064302520

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

Lindsey Ozbolt

Fri 2/3/2017 3:42 PM

To:Brettlanglois@yahoo.com <Brettlanglois@yahoo.com>;

Dear Brett,

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

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

Regards,

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

-----Original Message-----
From: Brett Langlois [mailto:Brettlanglois@yahoo.com]
Sent: Friday, January 27, 2017 1:16 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

Please complete the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, because this will such a difference in people's lives. Having a great trail to get out and walk or bike is good for health and makes people happy. It also attracts visitors to your city.

I hope you will approve this permit and continue to improve Sammamish.

Sincerely,

Brett Langlois
PO Box 338
Kapowsin, WA 98344
2533533872

RE: Property 0724089123

Lindsey Ozbolt

Fri 2/3/2017 3:47 PM

To:Todd Jackman <jackm001@umn.edu>;

Dear Todd,

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: Todd Jackman [mailto:jackm001@umn.edu]
Sent: Friday, January 27, 2017 1:27 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Property 0724089123

Hello Lindsey,

Thank you for inviting comments regarding the Lake Sammamish Trail construction / reconstruction. My family and I are very excited for this addition to the east side community. I think it's wonderful to expand access to our great resource.

I am currently in the planning / permitting process to build a house on the property site listed above.

We have taken several steps with the house planning to further beautify the trail and lake experience - not just for our family but for trail users, as well.

We have watched with great interest the landscaping plans so we can coordinate our property with the plans for the trail. Hopefully, the experience for all will blend together.

Second, we have intentionally planned windows such that users of the trail will be able to "look through" the house to see the lake. One of the things that I find annoying is big houses that block views of the lake with either the house itself or large fences / shrubbery.

As planned, our house sits off the lake the minimum 20 feet and we look forward to creating a "lake friendly" environment in our 100 feet of waterfront. Further, as 1/7 owners of the adjacent 50 feet, we plan to similarly create a wonderful species friendly environment. If note, there will never be obstruction of views of the lake from this 50 foot span (really 70 feet with the property line setbacks of the two properties adjacent to this communal area).

I need a little guidance / help regarding the 10'foot setback from the 18 foot wide trail.

Currently, my garage will be impeding on this setback line by about 18 inches for about 20 feet of the southeast corner of the lot. Our driveway will also need to cross the trail (we have a years old easement for this).

In the current plans, it simply says "driveway." I would like to work together with the planners, if possible, to create a driveway entrance that is safe for both trail users and is for ingress/egress.

To accommodate safe passage as well as provide the space to get us out of the setback zone for the trail, I would like to ask for consideration of moving the trail eastward about 5 feet. There is plenty of room at the site to accommodate this. The property affected is also owned 1/7 by our homeowners association and would not in any way affect the homes above (they are in agreement with this). The area of the trail at this point already has a gentle curve and the trail experience (sight lines, riding experience,etc) would not be noticeably affected.

In the event the trail cannot be moved (and I understand I'm not the only homeowner with such requests ;), I would like to seek approval to put the house 18 inches into the setback. This area of the home is below the grade if the trail and there would never be a need to place any type of materials (i.e. A ladder to access windows or the roof) within the setback zone.

I sincerely appreciate your time and considerations. Our house is nearly through the permitting phase and these are the last sticky details to wade through...we can't wait to be part if the Sammamish community!

Thanks for your hard work on the trail!

Todd Jackman
612-240-2339
Jackm001@umn.edu

Sent from my iPhone

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

Lindsey Ozbolt

Fri 2/3/2017 3:49 PM

To:craig.hovey@comcast.net <craig.hovey@comcast.net>;

Dear Craig,

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

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

Regards,

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

-----Original Message-----
From: Craig Hovey [mailto:craig.hovey@comcast.net]
Sent: Friday, January 27, 2017 1:29 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

As a frequent user of the East Lake Sammamish Trail who does not feel safe riding on the road, I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Sincerely,

Craig Hovey
Homeowner, motor vehicle driver, and safe bicyclist

Craig Hovey
13301 NE 190th Place
Woodinville, WA 98072
2069728440

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

Lindsey Ozbolt

Fri 2/3/2017 3:49 PM

To:bobr0@hotmail.com <bobr0@hotmail.com>;

Dear Bob,

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

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

Regards,

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

-----Original Message-----
From: Bob Randall [mailto:bobr0@hotmail.com]
Sent: Friday, January 27, 2017 1:31 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I use the trail to bike commute from the Pine Lake area to Redmond. I bike commute year round more days than not. I currently have to bike on the E Lake Samm Pkwy shoulder until north of Inglewood Hill to avoid riding on gravel with my road bike. Having it paved from the 7-11 north to Inglewood will allow me minimize riding on the E Lake Samm Pkwy. Riding on the trail is so much safer and also healthier without the vehicle exhaust fumes.

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

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

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for

people who bike to travel to and through Sammamish. Please complete the trail.

Thank you for your time and consideration.

Sincerely,

Bob Randall

Bob Randall
2711 204th Ave SE
Sammamish, WA 98075
4253137684

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

Lindsey Ozbolt

Fri 2/3/2017 3:49 PM

To:mandyj33@hotmail.com <mandyj33@hotmail.com>;

Dear Miranda,

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

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

Regards,

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

-----Original Message-----
From: Miranda Brewer [mailto:mandyj33@hotmail.com]
Sent: Friday, January 27, 2017 1:37 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Now more than ever we need alternative ways to get around, and trails are an essential key to safe travel. Please consider the benefits this trail will provide to many individuals and families.

Sincerely,
M. Brewer

Miranda Brewer
1518B Sturgus Ave S
Seattle, WA 98144
206-851-3619

RE: Comments regarding stations 367+50 to 368+50

Lindsey Ozbolt

Fri 2/3/2017 3:50 PM

To:Bob and Ann <christensenba@hotmail.com>;

Dear Bob and Ann,

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

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

Regards,

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

From: Bob and Ann [mailto:christensenba@hotmail.com]
Sent: Friday, January 27, 2017 1:40 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Comments regarding stations 367+50 to 368+50

Lindsey - you have a tough job with all of these trail concerns…best wishes for a successful outcome.

We are submitting the following comments/concerns and request your consideration and response prior to 100% design completion. Our home is at 1309 E Lake Sammamish Shore Lane SE; Sammamish, WA 98075 (Station 367+50 to 368+50). We have resided at this address in the 19-home Mint Grove Community since 1984. We enjoy our access to the trail and use it regularly.

1.) Reference sheet AL18 - stations 367+50 to 368+50

A boundary line adjustment as been completed since the project survey/plans were developed and a substantial remodel is in-progress. The BLA combines the properties 0624069029 and 0624069028.

Concern: Fire and Aid Vehicle access - The safety concern to Mint Grove is significant. Our one lane road is not serviced by refuse companies due to the narrow lane and limited turn radius. Cars must pull over to allow others to pass. Our concern is the designated - western clear and grub construction fence - will not provide site-specific incident space for emergency vehicles. We request the fences be moved east and for the City of

Sammamish to document the Eastside Fire and Rescue approval regarding construction and post construction access to our station reference.

Concern: Fire protection - The current plan has our hydrant, at prox station 367 (and the majority of neighborhood fire hydrants), inside the construction fences (C & G boundaries). This needs to be changed so the hydrant(s) is accessible.

Concern: Bench Placement - Rest stop 12 has been designated across the trail from our remodeled home (prox 367+75). The placement has trail users looking directly into our new front door. For security reasons, we request the bench be moved either to the north or south BLA adjusted property line to allow users to look between houses, not into our remodeled front entry.

2.) Driveway #9 as called out on sheet DP5 - Entrance to 19 homes in Mint Grove

Concern: a 22 - 26% Grade. The plans calls for HMA (asphalt) for the post-construction re-paving of the entrance ramp into Mint Grove (east of the trail). Due to water runoff from E Lake Sammamish Parkway and the compounding effect of a severe grade, the entry drive historically became un-passable due to ice in winter months. Our neighborhood invested in a concrete surface for this ramp, with ridges for traction. The re-paving should replace the concrete with a traction finish.

Concern: Sight lines. The plan calls for the removal of one large historical tree at the bottom of the drive entrance - just north of the ramp and west of the trail (prox 371+75). During the consultation session we were told the reasoning is due to sight restrictions. We do not believe the tree impacts the sight triangle for people entering or exiting Mint Grove, or trail users, and should not be removed.

However, sight is impacted on the north side of our entry drive and east of the trail. Given the 20+% extreme grade and vegetation, trail users moving from north to south can not see incoming west-bound vehicles. There have been several “near misses” since the interim trail construction. Bicycle riders are moving too fast for late recognition of on-coming vehicles. This is where consideration should be given to improving sight lines. It appears the plans do not address this safety concern.

3.) Reference sheet LA11 - stations 367+50 to 368+50

Note - This comment number 3 deals with trail re-alignment which may mitigate comment number 1, above.

Concern: Wetlands designation - The majority of our concerns would be eliminated with the correction of a wetlands designation for the east side of the trail north of station 367 referred to as WC/WR #7. The plans refer to “grading” this area for wetlands creation. The County should not be creating a wetlands nor should the County be restoring a wetlands that doesn’t exist. This designation causes trail re-alignment 8 feet to the west.

Prior to the interim trail, railroad trains used the current rail bed for over 100 years. Before the 2002 Nisqually earthquake, our neighborhood enjoyed vegetable gardens in this area and our children played soccer and had a play structure in this area. The earthquake caused the East Lake Sammamish Parkway immediately to the east of this area to collapse. With the repair of the road, King County installed a large culvert under the parkway (large enough to allow deer to access and drink from the lake). This large culvert has allowed more water from the Plateau and specifically from the wetlands east of East Lake Sammamish Parkway to flow to this area that is now being designated a wetlands. Despite the increased water flow, the area behind our home and to the north is not

wet.

Concern: Safety - As a result of trail re-alignment, approximately three hundred mature trees will be removed along the length of our 19 home community. This is a security concern for our neighborhood as the trees provide a buffer between public and private use of adjoining properties.

Wall #15 - The prox 300 mature trees to be removed will be replaced with a wall and chain link fence. It is extremely disappointing that so many trees need to be removed for an incorrect designation.

We would be pleased to discuss these comments in person or by phone. As stated above, we request your response prior to final design completion. Thank you for your consideration.

Bob and Ann Christensen
425-922-4200

RE: Segment 2

Lindsey Ozbolt

Fri 2/3/2017 3:50 PM

To:Julie Schoenstadt <schoenstadts@gmail.com>;

Dear Julie,

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: Julie Schoenstadt [mailto:schoenstadts@gmail.com]
Sent: Friday, January 27, 2017 1:40 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: elst@kingcounty.cov
Subject: Segment 2
Importance: High

To whom it may concern,

I am writing you today, to submit our concerns about the 60% design plan for South Sammamish Segment B, submitted by King County.

According to Page 56 (AL24) of the design, there is going to be a “Type 1 Rest Stop” located approximately 50-60 feet South of Driveway #15. This is a large concern, as Driveway # 16 is being removed, and Driveway #15 will be opened up to increased traffic (3 additional houses, adding approximately 10 additional vehicles in and out daily). Looking at other areas of the trail, these rest stops are generally located half way between driveways – this proposed rest stop is extremely close to driveway #15, which is a HUGE safety concern – for pedestrians, bikes and vehicles. To have a gathering place for pedestrians and cyclists so close to a high traffic area (between all 6 houses, there are approximately 19-20 resident vehicles coming and going multiple times daily – this does not include visitors) It would be much more logical to relocate this proposed rest stop South, even place it where the plan suggests removing Driveway #14.

APPROVED

We would ask that SSDP approval be put on hold until the 90% plans are released and there is resolution to our concerns.

Best,

Julie Schoenstadt

RE: East Lake Sammamish Master Plan Trail – South Sammamish Segment B

Lindsey Ozbolt

Fri 2/3/2017 3:51 PM

To:JOHN STARCEVICH <JSTARCEVICH@malcolmdrilling.com>;

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 STARCEVICH [mailto:JSTARCEVICH@malcolmdrilling.com]
Sent: Friday, January 27, 2017 1:49 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: East Lake Sammamish Master Plan Trail – South Sammamish Segment B

Dear Ms. Ozbolt,

I am writing to you to express my concern regarding the proposed development of the East Lake Sammamish Master Plan Trail – South Sammamish Segment B. My particular area of concern is located between Station 338+00 and 341+00. I am a homeowner in the View Point Park Neighborhood (2111 – 192nd Ave SE).

There are a few specific items presented on the plans that I have some questions about:

Between approximately Sta. 340+65 and 341+10, a Type 2 Rest Stop is shown extending from the left edge of the paved trail toward the Lake. Constructing this will require clearing and grubbing the existing densely vegetated, steep slope (1.5H:1V) to within a few feet of the edge of the lake. The “shoreline” denoted on the Drawing No. AL13 is not correct, the actual shoreline is located at about the Elevation 32 contour line. The Rest Stop construction at this location also requires construction of a retaining wall (#12B) and placement of a significant amount of fill material, all within the 50-foot shoreline setback. I am very concerned about the adverse effects this work will have on

the Lake and the wildlife. At that very location (Sta. 340+65 to 342+00) there are several beavers that live in the slope immediately adjacent to the Lake. The proposed catchbasin and outfall to be located at Sta. 342+00 are also a concern for the same reasons.

It seems that it would be better and less costly to move the proposed Rest Area to the right side of the trail, which would present minimal risk to the lake and wildlife and cost far less.

Between Sta. 338+80 and 342+26, the clearing and grubbing line extends to the west of the existing fence which runs along the west side of the trail. This will require removal of the fence in this area, but the plans indicate the fence only being replaced around the Rest Stop. We are very concerned about safety and security should this fence not be re-installed along the trail.

Please relocate the proposed Type 2 Rest Stop (referenced above) to the east side of the trail. This change will save a great deal of our tax dollars, and will eliminate the need to remove the existing fence along the trail, also referenced above. If you have any questions or would like to discuss this matter in person please call me.

Sincerely,

John Starcevich
2111 – 192nd Ave. SE
Sammamish, WA 98075
206-510-7224 Cell

Malcolm Drilling Company, Inc. is an Affirmative Action/Equal Opportunity Employer

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

Lindsey Ozbolt

Fri 2/3/2017 3:51 PM

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

Dear Kris,

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

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

Regards,

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

-----Original Message-----
From: Kris Randall [mailto:bkmtrus@gmail.com]
Sent: Friday, January 27, 2017 1:51 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

My sister and I frequently bike from the Pine Lake area to Redmond to meet my husband who bike commutes to Redmond. Completing the paving of the trail between the 7-11 and Inglewood Hill Road is crucial for safer and healthier riding along our entire route.

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

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

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

Thank you.

Sincerely,

Kris Randall

Kris Randall
2711 204th Ave SE
Sammamish, WA 98075
4253137684

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

Lindsey Ozbolt

Fri 2/3/2017 3:54 PM

To:edward.blanchard@gmail.com <edward.blanchard@gmail.com>;

Dear Edward,

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

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

Regards,

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

-----Original Message-----
From: Ed Blanchard [mailto:edward.blanchard@gmail.com]
Sent: Friday, January 27, 2017 2:06 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

This trail could be an amazing accolade for the region, but I know from first hand experience that its current discontinuity keeps away many that are not comfortable riding or walking along the main parkway. I am user of the trail and its potential, both for recreational and commuting purposes, and accessible to all, is clear to see.

Please do the right thing and approve the permit, as submitted.

Sincerely,
Ed Blanchard

Ed Blanchard
1705 E Howell St
Seattle, WA 98122
2064347174

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

Lindsey Ozbolt

Fri 2/3/2017 3:54 PM

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

Dear Kamilla,

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

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

Regards,

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

-----Original Message-----
From: Kamilla White [mailto:kambatmonster@gmail.com]
Sent: Friday, January 27, 2017 2:17 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

As a cyclist and friend of many other cyclists, I am all too aware of the need for safe bike trails in our area. Completion of this trail will help to reduce the air pollution in our area, as well as improve public health, by providing a safe place for cyclists, runners and pedestrians to travel.

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

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

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

Please approve the permit, as proposed, with expediency. I worry every day about my friends who cycle to work, and this would make everybody safer. Thank you.

Sincerely,
Kamilla K. White
Seattle, WA

Kamilla White
2244 13th Ave W
Seattle, WA 98119
206-650-1263

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

Lindsey Ozbolt

Fri 2/3/2017 3:55 PM

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

Dear Durgesh,

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

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

Regards,

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

-----Original Message-----
From: Durgesh Nandan [mailto:durgeshn@hotmail.com]
Sent: Friday, January 27, 2017 2:21 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

We have 3 kids, we all love to bike. This is our avenue for that beautiful experience. The trial provide us residents opportunity to experience the nature and enjoy beauty of the northwest.

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

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

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the

path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Again...We have 3 kids, we all love to bike. This is our avenue for that beautiful experience. The trial provide us residents opportunity to experience the nature and enjoy beauty of the northwest. Please please approve it!

Sincerely,
Durgesh Nandan

Durgesh Nandan
3908 206th pl NE
Sammamish, WA 98074
4258902335

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

Lindsey Ozbolt

Fri 2/3/2017 3:55 PM

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

Dear Michelle,

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

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

Regards,

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

-----Original Message-----
From: Michelle DeLappe [mailto:mdelappe@gmail.com]
Sent: Friday, January 27, 2017 2:25 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415. I use the partial trail and the roads around the lake as a cyclist. The current situation is dangerous for everyone. We need a safe and enjoyable route like the ELST. It will also attract users from the larger area to spend money in Sammamish restaurants and other businesses.

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

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

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

Sincerely,

Michelle DeLappe
7743 22nd Ave NE
Seattle, WA 98115
2065250590

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

Lindsey Ozbolt

Fri 2/3/2017 3:56 PM

To:mannkind@thenullpointer.net <mannkind@thenullpointer.net>;

Dear Dustin,

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

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

Regards,

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

-----Original Message-----
From: Dustin Brewer [mailto:mannkind@thenullpointer.net]
Sent: Friday, January 27, 2017 2:38 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards will allow for a variety of comfortable uses.

After completion, the trail will provide a safe option for people who bike to travel to and through Sammamish.

Please, please complete the trail.

Sincerely,
Dustin Brewer

Dustin Brewer
1518-B Sturgus Ave S
Seattle, WA 98144
206-801-1412

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

Lindsey Ozbolt

Fri 2/3/2017 3:24 PM

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

Dear Charlotte,

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

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

Regards,

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

-----Original Message-----
From: Charlotte Ochoa [mailto:charlottegcts@hotmail.com]
Sent: Friday, January 27, 2017 11:21 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

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

Please approve the permit, as submitted.

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

As cyclists my husband and I enjoy biking the route around Lake Sammamish but have been concerned about the safety on the southeast end of the trail. After passing Sammamish state park we are forced off the trail and up a very steep short climb to the main road as we are riding road bikes and cannot ride in the gravel. We have to quickly cross the road to ride on the right side and sometimes traffic is busy and fast. This maneuver is necessary again in about 3 miles where you can cross back down to the paved trail. Again it involves crossing the busy road and a steep ride down to the trail where other cyclists and walkers may be crossing our path.

We urge you to pass the completion of the trail so all users can be safe and share the enjoyment of this beautiful asset of our community.

Sincerely,
Charlotte & Michael Ochoa

Charlotte Ochoa
10900 NE 197th ST
Bothell, WA 98011
206 612 2007

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

Lindsey Ozbolt

Fri 2/3/2017 3:24 PM

To:Sternee2008@comcast.net <Sternee2008@comcast.net>;

Dear Evelyn,

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

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

Regards,

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

-----Original Message-----
From: Evelyn Sterne [mailto:Sternee2008@comcast.net]
Sent: Friday, January 27, 2017 11:20 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

One of my favorite rides is Seattle to Cedar River Trail, Cedar River Trail to Issaquah, Issaquah to Redmond, Redmond back to Seattle on Burke Gillman. Going from Issaquah to Redmond is much nicer and safer on the ELST, but not all of the trail is good for biking. Please complete this trail for biking.

Sincerely,

Evelyn Sterne
101 NE 51st Street
Seattle, WA 98105
(206) 6322161

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

Lindsey Ozbolt

Fri 2/3/2017 3:24 PM

To:chefken007@hotmail.com <chefken007@hotmail.com>;

Dear Jen,

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

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

Regards,

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

-----Original Message-----
From: ken silverstein [mailto:chefken007@hotmail.com]
Sent: Friday, January 27, 2017 11:12 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,
As a year round car free cyclist I totally support finishing the trail making it safer for all to enjoy this wonderful set of interlocking trails. I use the trail to bike commute to work 5 days a week, and ride it for fun and exercise frequently on my days off from work. Simply observe how much use the trails get on a typical day and its very clear that they are used by all types of folks. Help make life a bit safer and more enjoyable for all.
I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

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

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

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

Sincerely,

ken silverstein
7413 152nd Ct. NE
redmond, WA 98052
7344788071

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

Lindsey Ozbolt

Fri 2/3/2017 3:23 PM

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

Dear Sarah,

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

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

Regards,

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

-----Original Message-----
From: Sarah Park [mailto:wildshewolves@gmail.com]
Sent: Friday, January 27, 2017 11:10 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

I bike from Issaquah Highlands all the way down to Downtown Seattle EVERY DAY. I am so thankful that there are bike trails that link up so that I have a safe 20+ mile commute ride to work! It is beautiful, scenic, and above all safe for me and many others who commute. The Lake Sammamish Trail is also a beautiful trail that has so much potential. There are already great biking trails

and places in the Eastside area. Why not link so many great trails to create a super awesome trail? Please, please please please please complete the trail.

Sincerely,

Sarah Park
1166 NE Laurel Ct
Issaquah, WA 98029
425-223-2925

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

Lindsey Ozbolt

Fri 2/3/2017 3:18 PM

To:malini.ganti@hotmail.com <malini.ganti@hotmail.com>;

Dear Malini,

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

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

Regards,

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

-----Original Message-----
From: Malini Ganti [mailto:malini.ganti@hotmail.com]
Sent: Friday, January 27, 2017 10:55 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Malini Ganti
20649 NE 30TH CT
SAMMAMISH, WA 98074
4252462079

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

Lindsey Ozbolt

Fri 2/3/2017 3:17 PM

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

Dear Kathleen,

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

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

Regards,

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

-----Original Message-----
From: Kathleen Frank [mailto:frogspk@gmail.com]
Sent: Friday, January 27, 2017 10:51 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

We've been bicyclists for decades in different states and really prefer trails, like the East Lake Sammamish Trail, to roads, for obvious reasons. And it has a wonderful feel of being in the country but not being squeezed out by cars! But another reason this trail should be nice and wide for multiple users is safety and comfort, as way too many times we've been on crowded trails with

bicycle racers who do not announce their presence and blast by, sometimes zigzagging inbetween riders, walkers, baby carriages, etc. We really enjoy the East Lake Sammamish Trail, and when we use it we are cautious about crossings, slowing and/or stopping because of oncoming traffic. It is essential that people on the trail be given priority to cross for safety reasons and so they can relax and enjoy the ride.

Thank you!!

Sincerely,
Kathleen Frank

Kathleen Frank
1850 3rd Street
Kirkland, WA 98033
425-827-2031

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

Lindsey Ozbolt

Fri 2/3/2017 3:12 PM

To:john@johnsherwin.net <john@johnsherwin.net>;

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

-----Original Message-----
From: John Sherwin [mailto:john@johnsherwin.net]
Sent: Friday, January 27, 2017 10:44 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I live in Issaquah and commute by bicycle to the main Microsoft campus in Redmond. I would love to be able to ride the Eastlake Sammamish trail but unfortunately it is unsafe for me to ride my commuting bike on the unpaved portion of the trail.

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

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

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

I also am Board President of Friends of Lake Sammamish State Park and we'd love to see a trailhead in the Park that would server the trail. Having a great paved trail will draw more visitors to the Park and lesson the burden on parking elsewhere along Eastlake Sammamish.

Thank you for your consideration,

John Sherwin
Issaquah, WA
425-785-8819

Sincerely,

John Sherwin
16650 246TH PL SE
ISSAQUAH, WA 98027
4257858819

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

Lindsey Ozbolt

Fri 2/3/2017 3:12 PM

To:Yungathome@rocketmail.com <Yungathome@rocketmail.com>;

Dear Anna,

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

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

Regards,

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

-----Original Message-----
From: Anna Yung [mailto:Yungathome@rocketmail.com]
Sent: Friday, January 27, 2017 10:43 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Sincerely,

Anna Yung
21122 NE 43rd Pl
Sammamish, WA 98974
425-836-9897

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

Lindsey Ozbolt

Fri 2/3/2017 3:12 PM

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

Dear Todd,

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

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

Regards,

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

-----Original Message-----
From: Todd Bruce [mailto:tbrucer@gmail.com]
Sent: Friday, January 27, 2017 10:37 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

Thank you for thoughtful consideration East Lake Sammamish Trail (ELST). I am an employee of Nintendo of America and an advocate user of the sidewalks and trails of Redmond, Kirkland and Sammamish.

Please consider approving the ELST permit as written (SSDP2016-00415) for Segment 2 of the trail that I believe will provide an improved quality of life for your community and Eastside residents.

With this permit, industry standard widths and shoulders are proposed and hopefully will be maintained by your vote. Having a 2 foot shoulder and a 12 foot wide path improves safety especially with mixed use such as family with strollers, roller bladers, skateboarders and bikers.

I also support trail users having the right of way over roads and driveways which is more the norm and expected by all users.

Thanks again for your consideration and I urge you to approve the permit without change.

Todd Bruce
4600 150th Ave NE
Redmond, WA 98052
4258612635

RE: Please Approve the Permit for Segment 2B of the East Lake Sammamish Trail

Lindsey Ozbolt

Fri 2/3/2017 3:11 PM

To:csears5@gmail.com <csears5@gmail.com>;

Dear Christina,

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

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

Regards,

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

-----Original Message-----
From: Christina Sears [mailto:csears5@gmail.com]
Sent: Friday, January 27, 2017 10:30 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the East Lake Sammamish Trail

Dear

Hello, City of Sammamish,

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

I ask you to approve the permit as submitted.

I support the proposed trail widths, which reflect industry standards (AASHTO).

Approving the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish to the benefit of everyone.

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

Trailside homeowners should not be given priority for access and safety related to a regional natural treasure. Safe access to the unique nature in our region is a way to support health and wellness as well as appreciation for nature that can translate into action for preserving nature and reducing human impact on climate and the environment.

Sincerely,
Christina Sears

Christina Sears
1718 NE Northgate Way, Lower
Seattle, WA 98125
3132045171

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

Lindsey Ozbolt

Fri 2/3/2017 3:11 PM

To:bdubois63@gmail.com <bdubois63@gmail.com>;

Dear Brigitte,

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

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

Regards,

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

-----Original Message-----
From: Brigitte Dubois [mailto:bdubois63@gmail.com]
Sent: Friday, January 27, 2017 10:27 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. I often ride around Lake Sammamish in the summer and it would made so much more enjoyable if the trail was completed.

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

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

Sincerely,
Brigitte Dubois

Brigitte Dubois
912 N 84th St
Seattle, WA 98103
4258904149

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

Lindsey Ozbolt

Fri 2/3/2017 3:10 PM

To:Lancenb@comcast.net <Lancenb@comcast.net>;

Dear Lance,

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

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

Regards,

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

-----Original Message-----
From: Lance Barr [mailto:Lancenb@comcast.net]
Sent: Friday, January 27, 2017 10:22 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

I am a local bicyclist, and have lived in the area for 20+ years. This type of trail is what people want in there community. An off road, wide trail attracts families, walkers, and bicyclist of all types. People slow down and talk, enjoy the outdoors and "live" the life that the northwest can provide. When you see a PR picture if a city showing people enjoying the outdoors, it usually in a park or trail just like Lake Sammamish.

Yes, you can ride on the road (which currently do) but this is to get somewhere, and not for the families and those in a slower, enjoy the outdoor environment.

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

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

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

Please approve the permit, as proposed, with expediency.

Sincerely,

Lance Barr
29203 NE 16th Street
Carnation, WA 98014
425-333-6753

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

Lindsey Ozbolt

Fri 2/3/2017 3:10 PM

To:sean.dittrich@gmail.com <sean.dittrich@gmail.com>;

Dear Sean,

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

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

Regards,

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

-----Original Message-----
From: Sean Dittrich [mailto:sean.dittrich@gmail.com]
Sent: Friday, January 27, 2017 10:16 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

I personally love to bike around your region and the Sammamish River Trail, and I often stop for coffee and snacks while I do it, contributing to your local businesses. Stopping at local places to eat is very common for cyclists, and we're usually hungry! Completing this trail will bring more money to your local cafes and restaurants!

Sincerely,
Sean Dittrich

Sean Dittrich
8202 190th St SW
Edmonds, WA 98026
2062097629

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

Lindsey Ozbolt

Fri 2/3/2017 3:10 PM

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

Dear Laura,

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

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

Regards,

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

-----Original Message-----
From: Laura Fisher [mailto:lbdfisher@gmail.com]
Sent: Friday, January 27, 2017 10:15 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

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

Our family considers public pathways such as these as a huge asset to the community that improves our quality of life. We enjoy biking and walking with our children, and my husband bikes to work. This trail will add to the travel and recreation options in our area and benefit the public, who should be able to use this publicly owned land.

This trail will be a huge benefit to the community of walkers, cyclists, families, dog walkers, and others who enjoy being outdoors. It will serve as a safe and efficient way to commute through the area for those who want an alternative to cars. And this will all be possible on the county-owned 100-foot-wide easement along the former rail corridor. This public land should be used for the benefit of all, not for a few private citizens who own adjacent land.

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

As the permit proposes, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is

intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

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

Sincerely,

Laura Fisher

Laura Fisher
7825 123rd Ave NE
Kirkland, WA 98033
425-827-3224

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

Lindsey Ozbolt

Fri 1/27/2017 4:37 PM

To:MsHoneydew@comcast.net <MsHoneydew@comcast.net>;

Dear Sonia,

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

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

Regards,

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

-----Original Message-----
From: Sonia Honeydew [mailto:MsHoneydew@comcast.net]
Sent: Friday, January 27, 2017 10:06 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415. I have been using the Burke Gilman and Sammamish River Trails since I moved to Seattle in 1992 and find these long trails to be the best part of our metropolitan infrastructure.

Please approve the permit, as submitted by King County.

A completed trail between Seattle and the Cascade foothills would be a valuable asset in attracting top talent to our economy. Well-built trails provide an attractive improved quality of life that boosts our communities AND decreases our health care costs.

The proposed trail widths, which reflect industry standards (AASHTO), are a critical factor in this valuable asset. People will only use the trail if they feel safe sharing it with various different uses… from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, and reminds us all (as almost every one of us is also a driver at times) the critical priority of

vulnerable users on the roads. This is especially important as increased time within the confines of cars can lead us to forget how to act humanely with our fellow citizens. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Sonia Honeydew
7035 Beach Dr SW #3
Seattle, WA 98136
206.616.0503

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

Lindsey Ozbolt

Fri 1/27/2017 4:35 PM

To:wwburnham@comcast.net <wwburnham@comcast.net>;

Dear Wayne,

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

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

Regards,

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

-----Original Message-----
From: Wayne Burnham [mailto:wwburnham@comcast.net]
Sent: Friday, January 27, 2017 9:56 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

My family, friends, I use the Burke Gilman and Sammamish river trails a lot during all months of the year, and not having the trail completed just does not make any sense. We live in a first class city and area, and we need first class trails, this one, and more like it !
PLEASE do not let a few wealthy, self-important, lake-front homeowners dictate policy for all the other stakeholders PLEASE complete the trail ASAP

Please approve the permit, as proposed, with expediency.

Sincerely & respectfully, Wayne W. Burnham

Wayne Burnham
18421 47th PL NE
Lake Forest Park, WA 98155

(206) 551-4418

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

Lindsey Ozbolt

Fri 1/27/2017 4:35 PM

To:Robdetz@earthlink.net <Robdetz@earthlink.net>;

Dear Rob,

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

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

Regards,

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

-----Original Message-----
From: Rob Detzner [mailto:Robdetz@earthlink.net]
Sent: Friday, January 27, 2017 9:55 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

I live in Kirkland and would love to be able to hop on my bike and go to Issaquah. And I think giving people in Issaquah access to Marymoor would make for fewer car trips and better health all around.

Rob Detzner
12117 131st Ln NE, F306
Kirkland, WA 98034
206-973-3941

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

Lindsey Ozbolt

Fri 1/27/2017 4:35 PM

To:k_waldo@yahoo.com <k_waldo@yahoo.com>;

Dear Ken,

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

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

Regards,

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

-----Original Message-----
From: Ken Waldo [mailto:k_waldo@yahoo.com]
Sent: Friday, January 27, 2017 9:48 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I often ride from Snoqualmie Ridge on my way to work in Redmond and this is my preferred route as SR202 is not safe at all for bikes. Because I have had so many close calls with vehicles I try to ride as much as I can on trails like the one proposed. I am lucky I can ride the Preston trail to Issaquah trail to this trail and have little road riding time (less interaction with motor vehicles = less likely I will get run over). If this trail was paved all the way I could ride my road bike increasing my potential commute options. The new trail segments on the Issaquah and Redmond end are amazing and love seeing all the walkers, runners, and cyclists out enjoying them. For many the dirt is the turn around point (especially families with young kids). It's my turn around point when I'm pulling the bike trailer with the boys in the back.

Finish the trail improvement and better connect the citizens of Issaquah, Sammamish, and Redmond. Finish it for all those that would travel from outside the area just to use it and enjoy the beautify views of Lake Sammamish. And please finish it for the bike commuters like myself.

Sincerely,

Ken Waldo

Ken Waldo
34019 SE Strouf Street
Snoqualmie, WA 98065
360-265-1901

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

Lindsey Ozbolt

Fri 1/27/2017 4:34 PM

To:steve.burke9@gmail.com <steve.burke9@gmail.com>;

Dear Steve,

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

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

Regards,

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

-----Original Message-----
From: Steve Burke [mailto:steve.burke9@gmail.com]
Sent: Friday, January 27, 2017 9:45 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I would like to see this trail finished. I have ridden on it and have difficulty riding on gravel and on the streets. I use this path regularly, sometimes 3 times a week. I would love to be able to get all the way through this area on a finished trail. I have no doubt that finishing this project this would be a benefit for many, including new access to local businesses.

Please add my name to those supporting the completion of the ELST and approving permit SSDP2016-00415.

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

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

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

I agree with this proposal. I use the Sammamish River Trail would love to see this portion completed.

Thanks for listening.

Sincerely,

Steve Burke
18815 71st AVe NE
Kenmore, WA 98038
2063316980

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

Lindsey Ozbolt

Fri 1/27/2017 4:34 PM

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

Dear Kyle,

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

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

Regards,

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

-----Original Message-----
From: Kyle Loring [mailto:loringky@gmail.com]
Sent: Friday, January 27, 2017 9:44 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing because I support support the completion of the East Lake Sammamish Trail and I am asking you to approve permit SSDP2016-00415 as submitted.

I don't live in Sammamish, so I can't speak directly to the numerous benefits this trail would provide residents, from increased physical and mental health to less expensive transportation options to decreased pollution. But I cycle all over the state, and when possible, I choose to use routes that take me through communities that provide safe, convenient cycling options. And those are the communities that receive my dollars as I visit. As communities continue to add amenities for low-impact visitors like me, those communities who fail to do so will fall farther behind in the race for visitorship and funding.

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

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

Please approve the permit expediently.

Kyle Loring
1010 Miller Rd.
Friday Harbor, WA 98250
360-378-1123

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

Lindsey Ozbolt

Fri 1/27/2017 4:32 PM

To:wmtanksley@comcast.net <wmtanksley@comcast.net>;

Dear Michael,

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

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

Regards,

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

-----Original Message-----
From: Michael Tanksley [mailto:wmtanksley@comcast.net]
Sent: Friday, January 27, 2017 9:37 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

My wife and I enjoy riding bicycles for sport and fitness. A frequent route that we ride is around Lake Washington. If I am alone, I usually stay up on the road. But whenever we are with people who like to ride slower, we take the East Lake Sammamish Trail.

This public ROW has been improved greatly on both ends, both for Trail users as well as for safe access for the surrounding community. As a matter of public safety, these improvements should be completed through the potion that traverses the City of Sammamish.

I approve of the remainder of this message.

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

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

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

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

Sincerely,

Michael Tanksley
14551 166th Aver NE
Woodinville, WA 98072
425 483-2529

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

Lindsey Ozbolt

Fri 1/27/2017 4:32 PM

To:jowen1838@hotmail.com <jowen1838@hotmail.com>;

Dear Jaime,

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

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

Regards,

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

-----Original Message-----
From: Jaime Mayer [mailto:jowen1838@hotmail.com]
Sent: Friday, January 27, 2017 9:36 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

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

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike. A number of my family are formerly able-bodied people who are now disabled to varying degrees due to a car accident in late 2012, and trails like this are critical to our ability to enjoy this beautiful area.

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

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

Sincerely,

Jaime Mayer
2684 NW Pine Cone Pl
Issaquah, WA 98027
206-919-1838

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

Lindsey Ozbolt

Fri 1/27/2017 4:31 PM

To:jsteve5850@gmail.com <jsteve5850@gmail.com>;

Dear Jordan,

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

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

Regards,

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

-----Original Message-----
From: Jordan Stevenson [mailto:jsteve5850@gmail.com]
Sent: Friday, January 27, 2017 9:31 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

When I first rode my brand new bike on the ELST, I was concurrently training for the STP; another fantastic Washington tradition. As this was my first time riding this trail, I was very surprised at how quickly the trail ended. I was looking forward to circling the lake, taking in all of it's beauty, and to get a good training ride in. But since it ended, I turned around and headed back home to Bothell.

Another reason I believe this trail should be completed is because all of our main trails in the greater seattle area, the burke, centennial, truly are points of pride. I rented a bike down in the LA area for a long ride and I asked what trails they had. They kind of snickered and informed me they just had regular roads and to be very careful as drivers go fairly fast. I was shocked, they indicated that they would love trails for biking but that they had no plans for the immediate future. I told them about our trails and they were very envious.

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

who walk and bike.

Sincerely,

Jordan Stevenson

Jordan Stevenson
3426 201st Pl SE
Bothell, WA 98012
4259855850

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

Lindsey Ozbolt

Fri 1/27/2017 4:30 PM

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

Dear Greg,

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

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

Regards,

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

-----Original Message-----
From: Greg Graceffo [mailto:ggraceffo@hotmail.com]
Sent: Friday, January 27, 2017 9:26 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Sincerely,

Greg Graceffo
20535 NE 32nd CT
Sammamish, WA 98074
425.836.8302

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

Lindsey Ozbolt

Fri 1/27/2017 4:29 PM

To:kevin@central-cinema.com <kevin@central-cinema.com>;

Dear Kevin,

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

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

Regards,

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

-----Original Message-----
From: Kevin Spitzer [mailto:kevin@central-cinema.com]
Sent: Friday, January 27, 2017 9:25 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

We travelled to the East side with our kids to ride bikes on this trail because we heard about how beautiful the area is, and that the trail is great for young kids. While certain chunks of the trail are comfortable, easy and safe, there are some scary crossings. Chunks of the trail are unpaved and narrow causing us to have to push our bikes for a while. One crossing had a weird zig-zag road that we couldn't see around. Then the trail would burst into glorious paved bike lane. It really needs to be a continuous experience or the other parts will lose relevance. We would like to spend more time biking around the county, but the available trails are what drive our decision on where to go.

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

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

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

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

Sincerely,

Kevin Spitzer
961 21 Ave
Seattle, WA 98122
206-328-3230

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

Lindsey Ozbolt

Fri 1/27/2017 1:40 PM

To:Glen.p.doggett@comcast.net <Glen.p.doggett@comcast.net>;

Dear Glen,

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

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

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

-----Original Message-----
From: Glen Doggett [mailto:Glen.p.doggett@comcast.net]
Sent: Friday, January 27, 2017 12:15 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Personally, I think this would be a great resource with benefits that extend beyond the local neighborhood. The completed trail will provide a much needed corridor for bike commuting and touring between Redmond and Bellevue that further increases the value of our existing trails around Lake Washington, etc. Please see this project through to completion.

Sincerely,

Glen Doggett
11659 SE 58th sr
Bellevue, WA 98006
4257867055

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

Lindsey Ozbolt

Fri 1/27/2017 1:40 PM

To:cpayne_9@me.com <cpayne_9@me.com>;

Dear Carolynn,

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

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

Regards,

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

-----Original Message-----
From: Carolyn Payne [mailto:cpayne_9@me.com]
Sent: Friday, January 27, 2017 12:17 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

A few people protesting should not ruin it for all of the community. And walking trails are one of the best ways to experience our community and interact with neighbors and friends. This will promote a health lifestyle and appeal to all ages.

Carolyn Payne
2728 206th TER NE
Sammamish, WA 98074
425-606-6097

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

Lindsey Ozbolt

Fri 1/27/2017 1:41 PM

To:keynta@comcast.net <keynta@comcast.net>;

Dear Kelly,

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

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

Regards,

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

-----Original Message-----
From: Kelly Chalupnik [mailto:keynta@comcast.net]
Sent: Friday, January 27, 2017 6:32 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Many cyclist truly enjoy taking in the natural scenery. It is one of the reason we got out there regardless of the weather! As for my self, cycling by far has the biggest impact on helping me to de-stress, clear my head, and returning me to a more productive physical/mental health level.

Having safe trails to cycle on is so critical for obtaining this type of well-balance.

Please approve the trail permit that will allow the trail to be completed.

Sincerely,

Kelly Chalupnik
Avid cyclist and nature lover.

Sincerely,

Kelly Chalupnik
13632 133rd Ave NE
KIRKLAND, WA 98034
425-825-7202

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

Lindsey Ozbolt

Fri 1/27/2017 1:42 PM

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

Dear Lisa,

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

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

Regards,

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

-----Original Message-----
From: Lisa Cranston [mailto:Lisacranston@hotmail.com]
Sent: Friday, January 27, 2017 7:23 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I am sincerely hoping you complete the east lake sammamish trail! To come this far and stop now doesn't make any sense! It is a jewel in our community, and one of the things I love about living in Sammamish! My husband and I have a weekend ritual of coming to the trail to walk and talk and see the lake! If you are not wealthy enough to live along the lake, walking along the trail is a super treat! It angers me to think that wealthy homeowners will block the completion of this trail. The railway easement belongs to the people!

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

Thank you, Lisa Cranston

Sincerely,

Lisa Cranston
20517 NE 22nd ct

Sammamish, WA 98074
4258365439

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

Lindsey Ozbolt

Fri 1/27/2017 1:42 PM

To:kgm.tmm@frontier.com <kgm.tmm@frontier.com>;

Dear Kathy,

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

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

Regards,

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

-----Original Message-----
From: Kathy Moorhouse [mailto:kgm.tmm@frontier.com]
Sent: Friday, January 27, 2017 7:23 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

As an almost 17 year resident I can not begin to tell you how much a completed trail means to my family. I have walked and ridden bikes on the northern section when my kids were babies and toddlers. My oldest is now 17! We need to push on and get this trail completed before even more Sammamish children miss the opportunity to ride their bikes in a safe place in our city. For too long lakeside homeowners have obstructed the trail at every turn. We are a city and we are a community, the trail is a right away and benefits all of us. All 60,000. Do the right thing approve the last section and make our community stronger for it.

Kathy Moorhouse

Kathy Moorhouse
NE 38th st
Sammamish, WA 98074

425 868 9565

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

Lindsey Ozbolt

Fri 1/27/2017 1:43 PM

To:bbstvnsn15@gmail.com <bbstvnsn15@gmail.com>;

Dear Barbara,

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

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

Regards,

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

-----Original Message-----
From: Barbara Stevenson [mailto:bbstvnsn15@gmail.com]
Sent: Friday, January 27, 2017 7:34 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I am a trail user, both bicycling and walking. I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike. AASHTO standards allow me to walk beside my friend in a wheelchair while being passed by cyclists. These standards make a trail safe for families with kids.

Priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail. Vehicles are moving weapons if not used consciously, therefore giving trail users priority at crossings, requiring vehicles be responsible for checking right of way, gives families the freedom to allow their children to enjoy the trail.

When complete, the trail will be an even greater community amenity and provide a safe option for people who bike, skateboard, rollerblade and walk to and through Sammamish. As folks along the Burke-Gilman Trail have found, the trail INcreases property

values. Please complete the trail. We've waited too long!

Sincerely,

Barbara Stevenson
23851 SE 98th PL
Issaquah, WA 98027
14254668470

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

Lindsey Ozbolt

Fri 1/27/2017 1:44 PM

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

Dear Kathy,

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

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

Regards,

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

-----Original Message-----
From: Kathy Thompson [mailto:kathyth@hotmail.com]
Sent: Friday, January 27, 2017 7:35 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

My wish for this trail is for a safe place for our residents to bike and walk. We currently have a lack of sidewalks on our other thoroughfare so this one should be completed. My kids have enjoyed using this trail and I'm sure will do so again this summer.

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

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

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

Sincerely,

Kathy Thompson
4223 205TH PL NE
SAMMAMISH, WA 98074
4258684058

RE: Supporting East Lake Sammamish Trail Proposal

Lindsey Ozbolt

Fri 1/27/2017 1:56 PM

To:Mike Ammerlaan <ammerlaan@live.com>;

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 Ammerlaan [mailto:ammerlaan@live.com]
Sent: Friday, January 27, 2017 7:37 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Supporting East Lake Sammamish Trail Proposal

Hello Lindsey,

I'm writing a quick few comments in support of the design plan for the South Sammamish B segment of the East Lake Sammamish Trail project, and as part of the Sammamish permitting process deadline. Typically the ELST is framed as a cross county benefit, to complete a Seattle to Issaquah biking corridor. But as a resident of Sammamish for 17 years, I wanted to focus on the benefit and potential of the trail to the vast majority of Sammamish residents.

From my perspective, in addition to recreational use, the ELST can serve as a pedestrian/bike transport "road" that connects to major towncenters north (Redmond) and south (Issaquah) of the lake. It can be the backbone of more projects to make Sammamish more pedestrian and bike accessible. For example, I live along Louis Thompson Road to the south of Inglewood Hill. Being able to quickly access the ELST (through appropriate convenient access point 'on-ramps' connecting to East Lake Sammamish Parkway, and ideally in the long term, more sidewalks along Louis Thompson) would enhance bike- and walk-ability considerably, and potentially help to convert car trips into bike trips. But it all starts with moving on South Sammamish Segment B and ensuring there is good access to the trail at regular points from points east of the trail. From my view, it looks as though the ELST plans for South Sammamish B seem like an agreeable "minimum viable" option to make the trail reach its full level of usability – that is, paving and reinforcing the complete trail. Though I am an untrained construction plan viewer, what I can see of the trail design is that it seems as comparatively modest as it could be to achieve the goal of a completely paved trail.

If anything, I might think that the ELST plans don't go far enough. For example, the railroad right-of-way that the County owns connects to the shore around East Lake Sammamish Pl SE. There may be existing parks and docks built on the railroad easement. I'm not sure whether there were sub-rights granted to the entities that built these private beaches and docks, but if it's not the case, King County/Sammamish should consider doing something with these public-owned areas more proactively. I realize, of course, that the decision to open public 'beach' areas is an expensive undertaking that takes years of consideration – nevertheless, I would hope that as part of its stated goals for the ELST (to preserve and protect shoreline), the ELST plan would include more to lay the groundwork to reclaim the shoreline for public use in this area, starting with creating more natural views of the lake. Or that the City of Sammamish, recognizing the popularity of beach offerings to the north, would work with King County to create a plan around this. It could start with some park benches along the lakefront, and at some point in the future, turn into something more significant. However, it looks as though the plans at current simply reinforce the existing trail (which is a great start), without more deeply considering how best to use other assets of the railway easement (i.e., the adjoining shoreline) where we have it, especially along the parts of the trail that follow East Lake Sammamish Pl SE.

In any case, I hope that the City of Sammamish supports King County in the process of getting the Trail completed, and more deeply participates in working with King County on how to build plans that make the ELST the crown jewel of natural offerings in Sammamish, as well as the pedestrian/biking backbone of a more accessible and eco-friendly community.

Thank you for your consideration,

Mike Ammerlaan

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

Lindsey Ozbolt

Fri 1/27/2017 1:56 PM

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

Dear Elisa,

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

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

Regards,

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

-----Original Message-----
From: Elisa Graceffo [mailto:Elisa_graceffo@hotmail.com]
Sent: Friday, January 27, 2017 7:39 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

My family gets a lot of enjoyment out of the local trails, and with young kids, helping to ensure safety of the trails is important to us. I also feel this is a good investment for the value of our neighborhood.

Elisa Graceffo
20535 NE 32nd Ct
Sammamish, WA 98074
425-836-8302

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

Lindsey Ozbolt

Fri 1/27/2017 1:56 PM

To:lisa_miller1@hotmail.com <lisa_miller1@hotmail.com>;

Dear Lisa,

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

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

Regards,

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

-----Original Message-----
From: Lisa Miller [mailto:lisa_miller1@hotmail.com]
Sent: Friday, January 27, 2017 7:40 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear members of the city of Sammamish,

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

Please can you approve this. I don't even think the homeowners even have a right to say no as it is not their land. My kids and myself love walking and riding on this and to make it complete would be awesome as we could make it a days outing - so pretty down there and everyone enjoys a walk or ride by the water.

Please can you make this happen.

Yours sincerely
Lisa Miller

Lisa Miller

2129 204th Pl NE
Sammamish, WA 98074
14258363242

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

Lindsey Ozbolt

Fri 1/27/2017 4:12 PM

To:Drosborn01@msn.com <Drosborn01@msn.com>;

Dear Daniel,

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

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

Regards,

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

-----Original Message-----
From: Daniel Osborn [mailto:Drosborn01@msn.com]
Sent: Friday, January 27, 2017 7:49 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

This trail allows both my wife and I am ideal route for commuting to work that is safe and has minimal traffic. We also enjoy the paved portion of the trail since the unpaved segment is not taking care of and has led to numerous close call accidents and crashes.

Sincerely,

Daniel Osborn
1523 highmoor ct
Issaquah, WA 98029
4253694609

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

Lindsey Ozbolt

Fri 1/27/2017 4:12 PM

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

Dear Jacob,

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

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

Regards,

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

-----Original Message-----
From: Jacob Thiede [mailto:jakethiede@gmail.com]
Sent: Friday, January 27, 2017 7:50 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Sincerely,

Jacob Thiede
423 11th ave E, Apt 6
SEATTLE, WA 98102
2069418103

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

Lindsey Ozbolt

Fri 1/27/2017 4:15 PM

To:Jamie.hutton@comcast.net <Jamie.hutton@comcast.net>;

Dear James,

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

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

Regards,

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

-----Original Message-----
From: James Hutton [mailto:Jamie.hutton@comcast.net]
Sent: Friday, January 27, 2017 7:57 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

My wife and son would use the trail if completed. As it exist currently, it is too dangerous for them to ride on Eastlake Sammamish parkway, so they don't utilize the trail at all. Thus, I don't use it nearly as often as I would. Plus, I would like to ride my bike to work. By completing this portion of the trail, I would be able to get to work safely.

Sincerely,

James Hutton
21810 SE 28th St
Sammamish, WA 98075
2066794374

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

Lindsey Ozbolt

Fri 1/27/2017 4:16 PM

To:laineypc@outlook.com <laineypc@outlook.com>;

Dear Elaine,

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

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

Regards,

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

-----Original Message-----
From: Elaine Cox [mailto:laineypc@outlook.com]
Sent: Friday, January 27, 2017 8:04 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

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

This multi-use trail will be used by our family and friends to enjoy recreationally. We already frequently use the paved portions and will love to have a contiguous regional trail to extend our bike rides safely off road. We also care very much about the ability of local residents to bike commute to work and school and this trail will provide that option to many.

We support the trail widths as proposed to ensure multiple users- bikes, runners, and walkers can access the trail safely.

Please approve the permit, as proposed, with expediency.

Sincerely,
Elaine Cox

Elaine Cox

20219 NE 38th Ct
Sammamish, WA 98074
6178510527

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

Lindsey Ozbolt

Fri 1/27/2017 4:16 PM

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

Dear Rob,

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

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

Regards,

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

-----Original Message-----
From: rob spooner [mailto:robertjspooner@gmail.com]
Sent: Friday, January 27, 2017 8:07 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Our favorite family activity is to load our 18 month old and 4 year old up on our bikes and go for a long ride. Often times we bring a picnic. It is especially nice to have a dedicated trail where you can relax and not worry about the next car that is approaching. You can hear your children yell out as they see a new bird or tree in color.

These are the types of facilities that the community needs. They serve the local community for daily exercise and the larger community throughout the county and beyond as a place for fun and adventure. In addition, my manager current commutes to Seattle on his bike daily. This is also the type of trail that can help lessen the traffic challenges we face as the lowest cost to build and maintain.

Please approve the permit, as submitted.

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

the proposed trail widths, which reflect industry standards (AASHTO).

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

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

Please approve the permit, as proposed, with expediency.

rob spooner
6706 9th Ave NW
Seattle, WA 98117
206-601-3134

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

Lindsey Ozbolt

Fri 1/27/2017 4:20 PM

To:lankfam@comcast.net <lankfam@comcast.net>;

Dear Rod,

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

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

Regards,

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

-----Original Message-----
From: Rod Lqank [mailto:lankfam@comcast.net]
Sent: Friday, January 27, 2017 8:20 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

I have lived on the west side of Lake Sammamish for almost 30 years, and believe that the public deserves a safe walking and biking path. I use the trail as well on occasion. Please give more credence to the majority, rather than the few affluent homeowners who oppose these safety measures for the trail.

Please approve the permit, as proposed, with expediency.

Sincerely,

Rod Lqank
16214 SE 29th Place
Bellevue, WA 98008
425/643-2306

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

Lindsey Ozbolt

Fri 1/27/2017 4:20 PM

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

Dear Igor,

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

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

Regards,

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

-----Original Message-----
From: Igor Rozanski [mailto:igorroza@hotmail.com]
Sent: Friday, January 27, 2017 8:26 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

When I heard about this project, it was one the happiest days of my life. Seattle area is so poor if it comes to bike trails that every mile counts, especially if this mile is in the middle of the existing trail. We really need this trail, children and grand children of people who oppose it will use it too, please continue the work as planned, and do more. Say YES to good stuff!

I live in Everett but there are no good places to ride bikes safely off the streets. I ride on Centennial Trail and Sammamish River Trail very often. That's just two trails, just two.
Please make it happen!

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

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

Sincerely,

Igor Rozanski
11300 30th Ave SE
Everett, WA 98208
4256382415

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

Lindsey Ozbolt

Fri 1/27/2017 4:20 PM

To:kiah.patz@gmail.com <kiah.patz@gmail.com>;

Dear Kiah,

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

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

Regards,

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

-----Original Message-----
From: Kiah Patzkowsky [mailto:kiah.patz@gmail.com]
Sent: Friday, January 27, 2017 8:32 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

I have personally used the trails around Lake Sammamish on multiple occasions for years on high-mileage bike rides while training for the Seattle to Portland ride. Without completion of this trail, those training rides have included sometimes tricky route navigation around Lake Sammamish and also includes the necessity to ride along the road with quick-moving traffic on narrow shoulders, which is unsafe for both cyclists and the cars avoiding them. I implore you to complete this loop, both for cyclists like myself as well as walkers, runners and other community members.

Please approve the permit, as proposed, with expediency.

Kiah Patzkowsky
5920 24th Ave NW, #6
Seattle, WA 98107
2063496752

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

Lindsey Ozbolt

Fri 1/27/2017 4:20 PM

To:redtandem@yahoo.com <redtandem@yahoo.com>;

Dear Jeffrey,

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

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

Regards,

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

-----Original Message-----
From: Jeffrey Davis [mailto:redtandem@yahoo.com]
Sent: Friday, January 27, 2017 8:36 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

We are writing to support completing the ELST and approving permit SSDP2016-00415.

We live in Seattle and do not own a car. We come out to your neck of the woods occasionally, but only occasionally, because as 70-year-olds, we are not keen on riding roads anymore. We can get to the ELST from Seattle entirely on the Burke-Gilman and Sammamish River Trails, but to make it all the way to Issaquah for an overnight before returning home the next day is just a little intimidating because of the need to ride on the road part of the way.

Trails are safe, so they both PROTECT riders but also INVITE them by their very safety. That is SO important for young riders and for older ones like ourselves.

You may not care about an elderly couple from Seattle coming through now and then, but you do have many youngsters and older folks who do live in your community. Don't you want THEM to feel invited and encouraged to enjoy the beauty of your community and to get the exercise they so need? If the trail does not invite them, they will not come!

You also have the chance to complete this wonderful necklace of trails connecting Puget Sound and the mountains as one.

People from your community use the facilities all your neighbors have built. You need to do your part as well and complete the trail as one

Please do the right thing and complete the trail, for the young, the old, and everyone in between.

Sincerely,
Jeffrey and Louise Davis

Jeffrey Davis
6533 Seaview Ave NW, Apt 401A
Seattle, WA 98117
2064327932

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

Lindsey Ozbolt

Fri 1/27/2017 4:22 PM

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

Dear Stacey,

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

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

Regards,

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

-----Original Message-----
From: Stacey Foster [mailto:Fayettecross@hotmail.com]
Sent: Friday, January 27, 2017 8:41 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I am a regular user of the trail, and know that trail access is an important and valuable amenity for the whole community--and will be for generations to come! Do not follow the footsteps of other communities --likeMalibu, CA -- in bowing to pressure of a few at the expense of the many. The beauty and nature of this corridor rightly belongs to the community'.

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Stacey Foster
20425 NE 37th way
Sammamish, WA 98074
425-979-0051

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

Lindsey Ozbolt

Fri 1/27/2017 4:22 PM

To:james.olson.pmp@gmail.com <james.olson.pmp@gmail.com>;

Dear James,

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

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

Regards,

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

-----Original Message-----
From: James Olson [mailto:james.olson.pmp@gmail.com]
Sent: Friday, January 27, 2017 8:42 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Note: When complete, I can use the trail to commute to work. This significantly improves local traffic and helps local businesses.

Sincerely,

James Olson
4024 224th St SE #8
Bothell, WA 98021
425-686-2977

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

Lindsey Ozbolt

Fri 1/27/2017 4:22 PM

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

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

-----Original Message-----
From: Mike Marvick [mailto:mikemarvick@hotmail.com]
Sent: Friday, January 27, 2017 8:45 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

I used to run but my knees gave out. I'm scheduled for a bilateral knee replacement the first week of February. My two boys, both in their early 20's got me into bicycle riding 6 years ago. 4 times on the STP and last year on the Seattle to Vancouver BC. 3-5 times a week I ride my road bike from East Bellevue, along I-90 and around the east side of Lake Sammamish up the 520 trail and back to my home near Sammamish High School in Bellevue. The most dangerous portion of the ride is on East Lake Sammamish Parkway along the unfinished portion of the trail around the lake. Traffic is close to the bike lane and often in the bike lane and rarely at the speed limit. My wife is fearful of my ride because of that section of missing finished trail. Please, please finish the trail for the safety of all. The existing finished trail is absolutely beautiful and a joy to ride. I'm 70, help me make it to 80...on my bike....thank you for your consideration.

Mike Marvick
13636 SE 1st St

Bellevue, WA 98005
4254018744

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

Lindsey Ozbolt

Fri 1/27/2017 4:24 PM

To:spoliachik@yahoo.com <spoliachik@yahoo.com>;

Dear Sandy,

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

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

Regards,

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

-----Original Message-----
From: Sandy Poliachik [mailto:spoliachik@yahoo.com]
Sent: Friday, January 27, 2017 8:48 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

As an avid cyclist, I utilize the extensive trail system in King County for safe, enjoyable commuting, as well as fitness rides. Finishing the last 3.6 miles of the East Lake Sammamish Trail will not only increase my use of the trail system, it will encourage others to use this trail for fitness and commuting. The potential of taking cars off the road is high with this extension, as it advances the completion of the 44 mile regional trail system between Seattle and the east side.

In addition, completing the trail with a 12ft width with 2ft shoulders will create a safe trail with space for the various different uses. For safety purposes, it is essential to maintain this trail width because of the variety of activities people will enjoy on the trail, from walking and running to cycling.

Please approve the permit as proposed. Thank you for listening to my ideas. I appreciate your commitment to keeping our citizens safe when enjoying outdoor activities.

Sincerely,

Sandra Poliachik, Ph.D.

Sandy Poliachik
6521 45th Ave NE
Seattle, WA 98115
206-419-3417

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

Lindsey Ozbolt

Fri 1/27/2017 4:24 PM

To:alancap@ajchun.com <alancap@ajchun.com>;

Dear Alan,

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

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

Regards,

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

-----Original Message-----
From: Alan Chun [mailto:alancap@ajchun.com]
Sent: Friday, January 27, 2017 9:01 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

I've ridden on the bike trail as far as it has been completed, and it is a beautiful, safe, and family friendly trail. It would make it a regional model to complete this trail.

Sincerely,

Alan Chun
1420 E Pine St., Unit E509
Seattle, WA 98122
2064305611

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

Lindsey Ozbolt

Fri 1/27/2017 4:25 PM

To:johnk3@outlook.com <johnk3@outlook.com>;

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

-----Original Message-----
From: John Kerr [mailto:johnk3@outlook.com]
Sent: Friday, January 27, 2017 9:06 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

I regularly cycle the east side of the lake, a ride that I look forward to. It provides both physical exercise, and contributes greatly to my emotional well being. Nothing brings on serenity like a great bike ride next to a beautiful lake. However, nothing detracts from my emotional well being like nearly being sideswiped by a car not paying attention to the road on East Lake Sammamish Blvd. Close calls happen to me about 2x a year. Allowing people to enjoy a safe trail experience the entire east side of the lake makes plain sense, and is what citizens should expect from their city governments given the home prices and tax rates in this part of the county.

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

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

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

Please approve the permit, as proposed, with expediency.

Sincerely,

John Kerr

John Kerr
1939 NE Killian Lane
Issaquah, WA 98029
206-947-5005

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

Lindsey Ozbolt

Fri 1/27/2017 4:25 PM

To:cyndic13@yahoo.com <cyndic13@yahoo.com>;

Dear Cyndi,

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

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

Regards,

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

-----Original Message-----
From: Cyndi Cross [mailto:cyndic13@yahoo.com]
Sent: Friday, January 27, 2017 9:14 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Walking and Riding bikes with family's in this safe manner will ensure trail stewards for generations to come and this gets kids outdoors and on their bikes and off the couch or in front of computers all day. In the end we have a healthier vibrant community with choices of trails to enjoy!

Please approve the permit, as proposed, with expediency.

Sincerely,
Cyndi Cross

Cyndi Cross
3314 17th Ave S
Seattle, WA 98144
2068501414

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Friday, January 27, 2017 1:43 PM
To: 'Ty Hill'
Subject: RE: Ty & Cheryl Hill ELST commnets 1119 e lk samm pkwy ne

Dear Ty,

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

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

Regards,

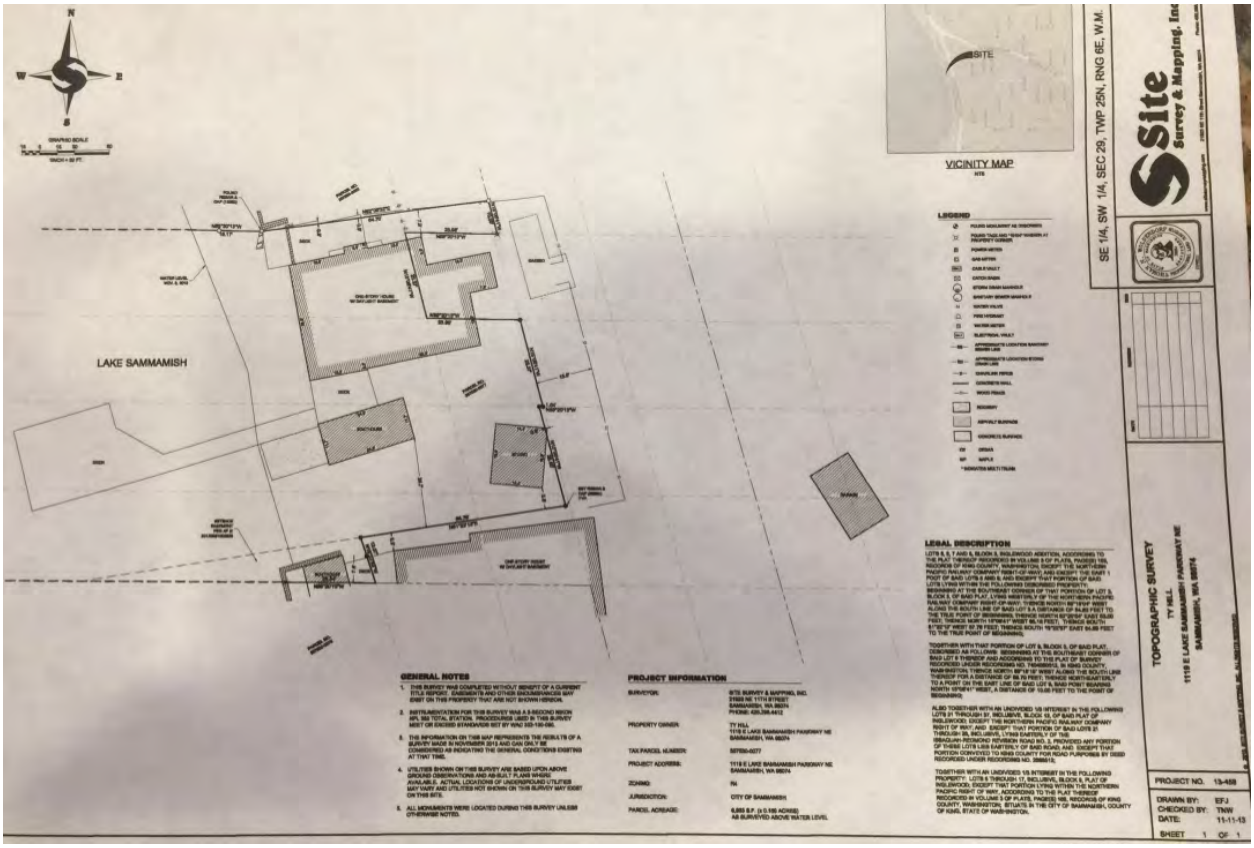
Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----
From: Ty Hill [mailto:tyhill91@gmail.com]
Sent: Friday, January 27, 2017 7:28 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Ty & Cheryl Hill ELST commnets 1119 e lk samm pkwy ne

Hello,
Can you please confirm that this has been received? What does the follow-up look like?
Thank you

Ty and Chery Hill 1119 East lake Sammamish Pkwy NE
60% Trail Comments 1/19/17
Residence - Parcel 357530-0077 Plat Block 3 Plat Lot 5-6-7-8
Parking share property with neighbors Parcel 357530TRCT
Between #456 and #458 on 60% plan map
Tyhill91@gmail.com 425-503-0819

I have over 75K invested in a lighted custom fence and entry way that provides Safety and Security for my residence and family



1. **Property Lines are not consistent with my original survey or what is in King Counties records nor is the shared parking Parcel 357530TRCT outlined in the 60% plan. Would like to have the property re-surveyed for accuracy of Right of Way and setbacks.**

South side of trail parking area

2. Parking Parcel 357530TRT is not on plans. Needs to be surveyed and staked out appropriately

3. Maintain and restore current parking concrete pad 50ft X 16ft. Parking area was poured concrete to slow erosion and provide clean parking.

4. Stair #83 is very narrow and steep. Current stairs are 12 ft. wide with a platform mid-way. I need this width and slope to accommodate several elderly family members and carrying large item to the house. This is the only access point from parking.
5. Drain needed at top of stairs to stop water flow during rain storm prevent erosion and ice on stairs in winter

6. Would like to maintain my conduit under the trail so that electricity can be provided to my Garage, parking area, security cameras and stairs for safety. In 3 years we have had our car stolen from our parking pad Case # K16006006 and cars broken into 2 times.

North Side of Trail

7. No entry point indicated on 60% plan. Would like to maintain 12 for opening, and have concrete restore to match stamped concrete.
8. Step is provided to stop water from running into my property from the rain.
9. Maintain lighting on fence and entryway to provide safety from bikers, transient walkers and theft.
10. Keep entryway structure and walkway. It is 11 ft. from center line and provides security, protection and lighting to stairs.

Elevation doesn’t match up with 60% plan. Needs to be restored

This is nowhere on the 60% plan and will need to be restored

11. Replace wood fence and entry with higher end material even if its at my expense to provide the same level esthetics. This fence is North on new trail section
12. Unnamed Stream buffer #13? No Stream on property
13. Water meter is located south in Moode lot 3575300037. Locate and do not break
14. Limit the time my property in unsecure. I have three dogs and three young children.
15. Drainage is a huge issue.

Ty and Chery Hill 1119 East lake Sammamish Pkwy NE
60% Trail Comments 1/19/17
Residence - Parcel 357530-0077 Plat Block 3 Plat Lot 5-6-7-8
Parking share property with neighbors Parcel 357530TRCT
#458 on 60% plan
Tyhill91@gmail.com 425-503-0819

Summary Page

1. **How is King County going to provide access to my residence and parking during construction? I have 5 very active family members. Both my wife and I work from home. Access will need to be unobstructed.**
2. **Property Line is inaccurate – ROW is only 25ft not 50ft**
3. **Our shared Parking and private driveway are not on the 60% plan Parcel 357530TRCT. Can King county make the changes and send me a new 60% plan?**
4. **Current parking Pad is 50ft – if King county removes how will this be restored? Half of this is on our property.**
5. **We have over 75K invested a custom wooden fence and entry way with lighting that provides safety and security to our residence. What is king county proposal of restoring our fence and entryway. My children need feel comfortable crossing the trail in the evening and our residence need to be secure.**
6. **I have three dogs how will king county accommodate removing my fence that keeps my dogs in the yard?**
7. **Garage is not on 60% plan – on the current plane C&G line would prevent my neighbors from getting to their residence. Please put this on the 60% plan and take into consideration.**
8. **Current stairs are 12 ft. wide with a very gradual slope. This was poured for our elderly family members and the ability to bring large heavy items into our residence. A lot was invested in these stairs. On the current plan I see a very steep 5 ft. wide staircase. This will not work. I need to have my original stairs restored. They are outside the necessary 16ft for the new trail.**
9. **Electricity – We have had our car stolen from our parking pad last January police report K16006006 and cars broken into twice in the 3 years we've lived here. Conduit will be required to provide lighting, heated garage and security Cameras. With three kids our fence and entrance lights are**

essential to their safety from increased bike traffic and transient people walking the pathway. What is king counties for lighting replacement and conduit?

10. Our entire custom entry way is not on 60% plan this structure not only provides security to our residence but also adds to the aesthetics of our residence. This needs to added to the 60% plan and how is king county going to restore? This is outside the necessary 16ft trail.

11.Entry to our house is on the north side of our house not the middle. Retaining wall will be necessary along entire property if fence and arborvitaes are removed.

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

Aubrey and Bernadette Edwards
2515 191st CT SE
Sammamish
98075

Thursday, January 26, 2017

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

Dear Sammamish City Council Trail Leaders,

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

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

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

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

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

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

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

Aubrey and Bernadette Edwards

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

Lindsey Ozbolt

Mon 2/6/2017 12:25 PM

To:Andreacjones1515@gmail.com <Andreacjones1515@gmail.com>;

Dear Andrea,

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

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

Regards,

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

From: Andrea Jones <Andreacjones1515@gmail.com>
Sent: Friday, January 27, 2017 7:33 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

This is SO IMPORTANT to our community and to ensure that our neighbors can safely bike/walk to work, to Seattle, to meet friends, and enjoy the outdoors and get some great exercise!! We can't ignore this important link!!! It means so much to so many people!!!

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Sincerely,

Andrea Jones
3825 204th Ave NE
Sammsmish, WA 98074
425-868-5613

To: Lindsey Ozbolt
Sammamish City Planner

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

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.

--

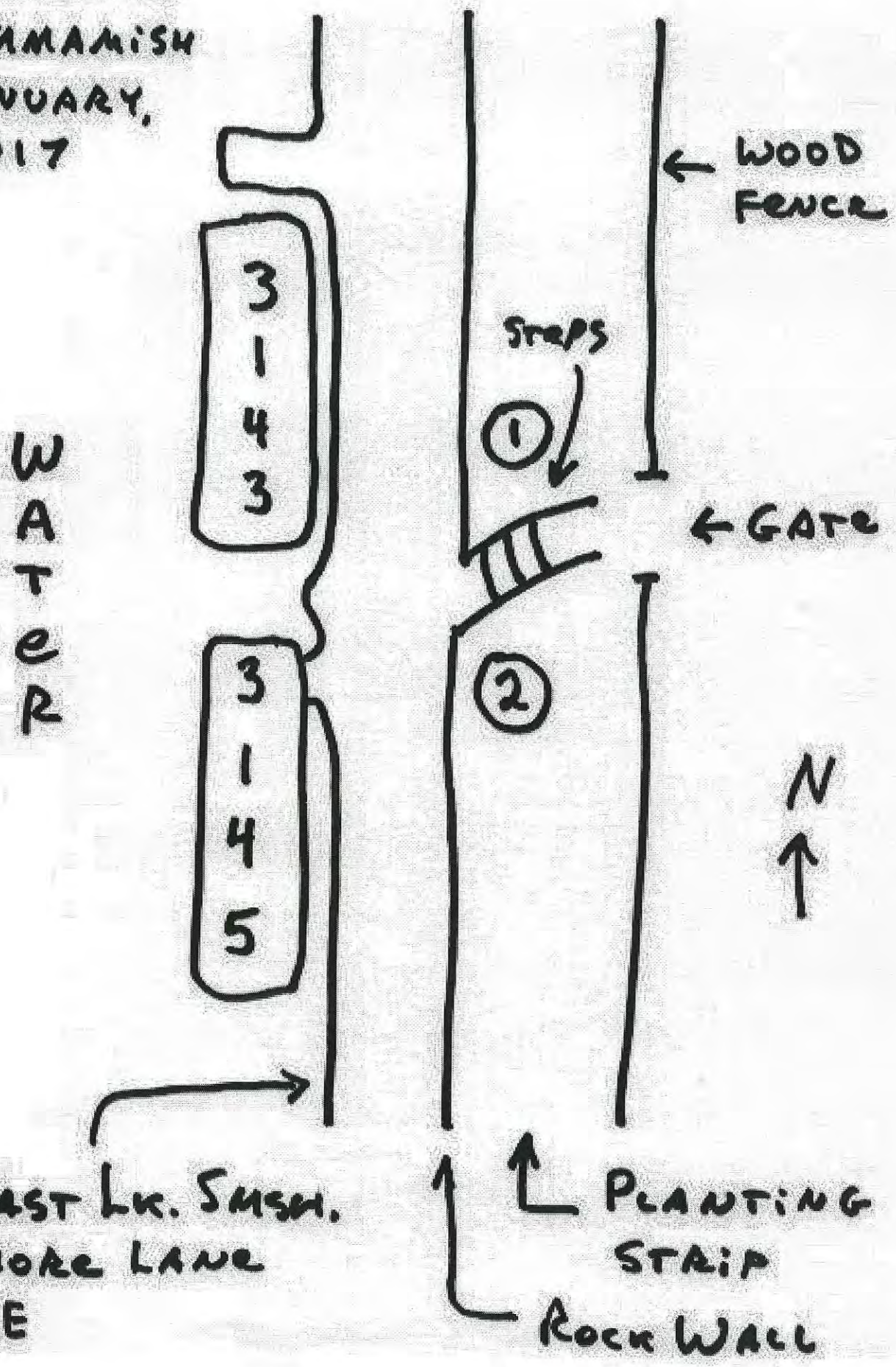
Bruce Mac Coy (PN - 0159A / 10828)
Consulting Arborist
MS Forestry / Entomology / Plant Pathology

1611 105th Avenue , SE
Bellevue , Washington , 98004

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

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

MENEZES
SAMMAMISH
JANUARY,
2017



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

Lindsey Ozbolt

Mon 2/6/2017 12:48 PM

To:Betc101@outlook.com <Betc101@outlook.com>;

Dear Becky,

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

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

Regards,

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

From: Becky Li <Betc101@outlook.com>
Sent: Friday, January 27, 2017 10:00 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

Sincerely,

Becky Li
205th pl ne

Sammamish, WA 98074
4158412574

Re: Support for the East Lake Sammamish Trail

Lindsey Ozbolt

Mon 2/6/2017 12:21 PM

To:Caroline Chapman <carolinekchapman@gmail.com>;

Dear Caroline,

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

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

Regards,

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

From: Caroline Chapman <carolinekchapman@gmail.com>
Sent: Friday, January 27, 2017 5:04 PM
To: City Council; Lindsey Ozbolt; Kelly.donahue@kingcounty.gov
Subject: Support for the East Lake Sammamish Trail

Hello,
I am writing to express my support for the East Lake Sammamish Trail. It will be an incredible resource for our community when completed. The complete trail-that connects with other regional trail networks- will allow our city and region to offer healthy, accessible, and safe transportation and recreation options for all.

As our region grows, these trails that are separated from traffic will become increasingly important.

Please approve the permits to complete the work on the trail.

Thank you!
Caroline

--

Caroline Chapman
425.652.0394

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

Lindsey Ozbolt

Mon 2/6/2017 12:25 PM

To:dbhagvat@yahoo.com <dbhagvat@yahoo.com>;

Dear Deepali,

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

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

Regards,

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

From: Deepali Bhagvat <dbhagvat@yahoo.com>
Sent: Friday, January 27, 2017 5:46 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

I love outdoor activities and use ELSTto run and bike throughout the year. It is very convenient as I stay close-by. It is also very safe as there are no high speed cars passing by. Every year starting from Spring, I and my biking group use it at least twice a week and we would be very grateful if it is extended beyond Inglewood hill road. We bike around Lake Sammamish as part of our training program and it would be very very convenient if the trail goes all the way around the lake.

Same with running as well. We use ELST to train for marathons and it would be really great if it goes around the lake. As I said earlier, the trail is safe and convenient which makes it a heaven for bikers and runners.

Please approve the permit, as proposed, with expediency.

Deepali Bhagvat
212th Ave NE
Sammamish, WA 98074
480-414-5148

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

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

January 24, 2017

By: US Regular Mail and email

Lindsey Ozbolt, Associate Planner
City of Sammamish City Hall
801 228th Avenue SE
Sammamish, WA 98075
lozbolt@sammamish.us

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

Two preliminary comments:

1. Thank you to Kelly Donahue for her time in helping me to understand the plans as they relate to my questions. I am not an engineer or in construction and the plans are very hard for me to decipher. We are in favor of an improved ELST and subject to these comments and those of our neighbors we are hopeful it can soon be completed.

2. As we understand them, these plans are not final and may change. But they do create expectations in the homeowner about what will occur at such homeowner's property as the trail improvements are constructed. Therefore, failure to comment on any matter in the plans should not serve as an estoppel or prevent the homeowner from making additional comments or objections or even change position as the final plans are developed. And our comments are made with full reservation of all rights and remedies.

Comments:

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

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

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

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

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

3. With respect to the soil saturation problems we and our neighbors are currently faced with due to the drainage failures mentioned above, will there be any compacting of the trail bed during construction? Studies show that compacting equipment causes minature earthquakes in the immediate vicinity of the compaction work which can build on each other to do serious harm to nearby structures and foundations. Existing soil saturation will only increase the likelihood of such harm. If compaction is part of the construction it should be delayed until the drainage problems in this section of the trail are resolved, improvements completed and fully functioning, the existing soils given sufficient time to dry out, and only then in the least amount possible.

4. The Plans at Station 449 show a line for the "shoreline setback." I believe the placement of this line is incorrect and should be further west. For more than a decade the City of Sammamish's overflow discharge facility on the Lake to the south of our property has permitted many tons of dirt and other debris to be discharged into the Lake. In our area this results in so much material being deposited on the lakebed that, in addition to the destruction of fish and marine habitat, the shoreline and edge of the high water point has been pushed west.

5. As it passes Station 449, the line for the east border of the railroad right of way is marked at 20 feet (more or less) east from its true location.

6. The trail bisects our residence and garage/parking area; the residence to the west and the garage/parking to the east of the trail. The garage is outside of the C&G line but appears to be partially within the edge of the railroad right of way.

   A. With respect to the garage/parking area to the east of the trail: Will the rock wall remain or will it be removed? If removed, where will the eastern edge of the trail be and will the rock wall be replaced with a retaining wall? My concern here is that when the trail improvements are finished there will still be room between our garage and the trail for emergency vehicles to get in if ever needed. It looks that way to me but I'm seeking confirmation.

B. Our garage has been in its present location since at least 1943. A building permit for the garage was obtained from King County when originally constructed and from the City of Sammamish when it was remodeled. Will King County be taking any action to limit, restrict or deny our continued use of the garage in its present location? If the garage should become damaged and need rebuilding (e.g., fire or storm) will King County be taking any action to limit, restrict or deny such rebuilding? If we should want to enlarge the garage (e.g., add a second story apartment to assist the City of Sammamish in meeting its low-income housing goals) will the County be taking any action to limit, restrict or impair such an enlargement?

C. On the west side of the trail, the gradient from the trail down to the house is a series of three levels each with its own rockery wall, landscaping and divided east to west by a pressed concrete stairway.
   1. From the 60% plans it appears that as the trail edge moves west a portion of the uppermost rockery wall, north of the existing stairs, will be replaced by "Wall #33." Do I assume correctly that the remainder of the uppermost rockery wall (south of the south end of Wall #33) and the two lower rockery walls will remain? If not, what changes should we expect?
   2. We assume the top portion of the existing residence access stairs will be eliminated. Is that correct? And, if so, what is the County's plan for replacing them and/or tying access into the existing steps that will remain?
   3. Assuming it doesn't interfere with trail use/sightlines, will the County impose restrictions or requirements on our continued landscaping outside of the footprint of the improved trail?

7. Our water, gas, and sewer utilities cross under the trail. None of this is shown on the plans. What actions will be taken to assure these utilities will be properly located prior to commencement of construction and not be disrupted during or after construction? And in the event a line should be broken during construction what will be in place to assure an immediate fix without a determination of responsibility? We want to avoid the finger pointing, delays and property damage that occurred in construction of the north ELST section when the contractor broke a resident's sewer line and then tried to deny it allowing the problem fester. It has happened before and we think there needs to be assurance it will not, the false denials and finger pointing, happen again.

8. How will access to our home be affected during construction? After construction?

9. Will the entry drive to our garage and parking be clearly marked as no trail access and no trail parking?

10. Lastly, but as important as everything else already said: Trail safety. For us and our neighbors, the trail goes between our homes and our garages/parking areas. So, we and our children, grandchildren, guests and others will have to cross the trail for ingress and egress to and from our homes. Given the County's sworn testimony before the Shorelines Hearing Board that it expects upon completion of trail improvements the ELST daily users to be in the many thousands, many or most of which I believe will be bicycle commuters, we have obvious safety concerns. On the ELST, or at least on portions of the trail like ours where having to walk across the trail for ingress and egress can't be avoided, we think the trail rules should require bicycles to yield to pedestrians, the 15 mph speed limit should be reduced, and King County Police should have a frequently recurring presence on the trail to see to the enforcement of trail rules. By way of example, I was recently in San Diego and had the opportunity to walk the miles of ocean abutting trail along Mission Beach and Pacific Beach. I was struck by its similarity to the ELST in width, ingress and egress to abutting homes and mix of pedestrian and bicycling users. There, the posted speed limit is 8 mph. There, like here, if a cyclist wants to ride faster than the posted 8 mph limit there was an arterial street (Mission Blvd) nearby. Here, there is East Lake Sammamish Parkway complete with a marked lane for cyclists to use wanting to go faster than 8 mph. Why wait for a terrible injury or death to occur on the trail before imposing some sensible public safety requirements?

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

Daniel & Susan Denton

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

Lindsey Ozbolt

Mon 2/6/2017 12:25 PM

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

Dear Dennis,

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

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

Regards,

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

From: Dennis Marlow <Marlde@hotmail.com>
Sent: Friday, January 27, 2017 7:32 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Shame on you! Seattle, Forest Lake, Lake City, Kenmore, Bothell, Woodinville and Redmond all have done their part. If your citizens are too poor to complete the trail, maybe you can put in Toll booths. I'd be happy to volunteer to collect funding.

Last year I rode the trail over 40 times coming from Kenmore, only to stop at the end of the pavement. I attempted traversing it once with my road bike and came close to falling a few time because of the gravel. I've also ridden on the road, but it was a near death experience.

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

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

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

Sincerely,

Dennis Marlow
7830 NE 165th street
Kenmore, WA 98028
425 488 9168

Re: ELST

Lindsey Ozbolt

Mon 2/6/2017 12:31 PM

To:posford@comcast.net <posford@comcast.net>;

Dear Doug,

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

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

Regards,

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

From: posford@comcast.net <posford@comcast.net>
Sent: Friday, January 27, 2017 9:29 PM
To: Lindsey Ozbolt
Subject: ELST

I have several concerns with the county 60% plan for the East Lake Sammamish trail. My main concern is all of the unanswered questions that no one seems able to answer. The ownership issue, the planned usage of the unused portion of the trail.
It seems the county is in a big hurry to get the permit, even to the point of suing the city for taking too long. I suspect they are worried the appeal to the 9th circut court will rule against them and they wont have title to go forward, I would urge the city to wait, get all the answers then proceed. The last time you acted of issues by the trail you issued building permits on the right of way I believe this is still going to come back and haunt you. Please wait and get the questions answered and the lawsuits resolved. Thank you. Doug Schumacher

1103 East Lake Sammamish Parkway NE
Sammamish, Washington 98074
January 25, 2017
Home phone: (4250 868 7004
Cell: (206) 818 4538

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

Lindsey Ozbolt, Associate Planner
Community Development
801 228th Avenue SE
Sammamish, WA 98075

REGARDING: #35753000071
OWNER: James A. Creevey,

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

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

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

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

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

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

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

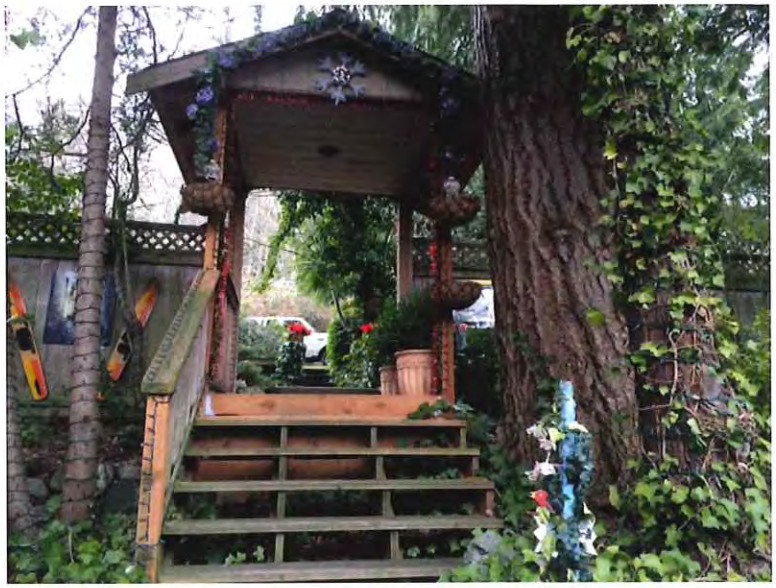
SOLUTION #2: King County should NOT eliminate Stairway #82—as shown on the 60% plan for this area. Jim Wolfe and his renters need a stairway of their own. This solution seems not only fair, but easily feasible.

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

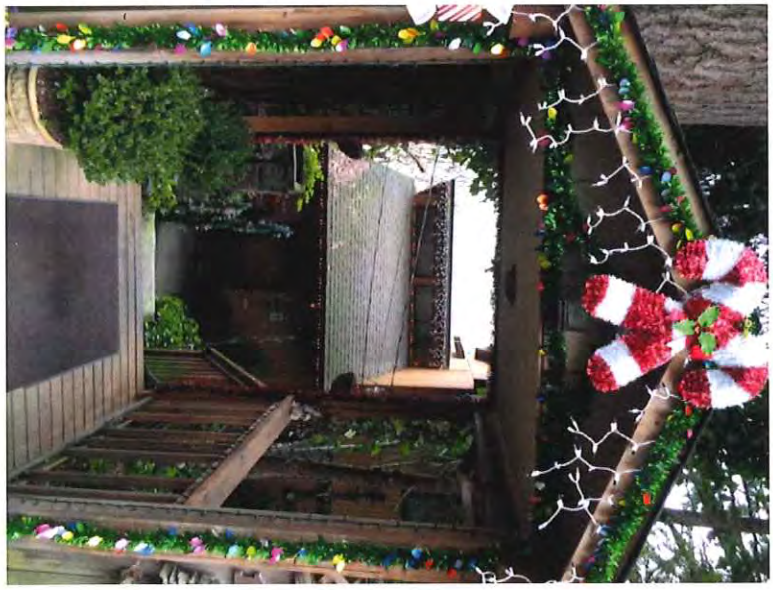
SOLUTION #3: King County should allow us to move our fences a few feet closer to our homes (west) and be retained--again, safety being the primary reason. Even better, as long as the fences are nine (9) feet or more from the centerline, they should remain as they are.

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

NARROW TRAIL THROUGH THE NEIGHBORHOOD
18' WILL ELIMINATE PARKING



COVERED ENTRANCE – WITH PARKING
AREA IN BACKGROUND



COVERED ENTRANCE - WITH BACK DOOR
IN BACKGROUND

COVERED ENTRANCE FOR J. CRELVEY
1103 E. LK. SAMM. NE

FENCE - CURRENTLY 9' 4" FROM CTR LN.

1103 – LOOKING NORTH – NARROW!!

RECEIVED

JAN 27 2017

CITY OF SAMMAMISH

January 25, 2017

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

RE: ELST-B 60% Review

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

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

Thank you for your attention to this matter.

Sincerely,

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

Re: Sammamish Trail Segment B concerns

Lindsey Ozbolt

Mon 2/6/2017 12:31 PM

To:Reinhardsen, Jeff <Jeff.Reinhardsen@hexcel.com>;

Dear Jeff,

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

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

Regards,

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

From: Reinhardsen, Jeff <Jeff.Reinhardsen@hexcel.com>
Sent: Friday, January 27, 2017 8:54 PM
To: Lindsey Ozbolt
Subject: Sammamish Trail Segment B concerns

My wife and I have been out of town for several weeks, and just returned, so just now got a look at the current plans in design stage and have some concerns.

We have properties 4065100010 and 4065100011. The proposed access stairs would be shared, in part, with my neighbor to the north, Mark Rogalski, on property 4065100005. I had a chance to chat with him tonight and it sounds like he has already provided some feedback and details about some of the same issues that face us as regards the proposed design. The fact that the layout of his property and garage result in an access point for descending stairs to the trail (stairs #23) that lies about 6-7 feet higher than the elevation and access point to my descending stairs (Stairs #22) adjacent to my parking, is significantly problematic if, as the design indicates, they intend to have a single shared entry point for descending. The design provided ignores the reality which one would think would have been obvious to those visiting the site for the purpose of understanding the challenges.

I believe Mark has provided sufficient diagrams, pictures, etc., to clarify our joint view. He may have other details in his input for his purposes, as our two sites and intentions are laid out differently, but the in the issue of the upper portion of the access steps, we are aligned.

I would make every effort to meet with whoever that might be to discuss the joint issues along with Mark, if practical. My work has me travel quite a bit, but with some advance notice, I would find a way to work it out if it would be useful early enough to prepare a better design.

We have had some good discussions with those visiting the travel to determine the challenges, whether regarding issues of drainage, sewer line crossings, water line crossings, and electrical supply crossings, etc., but at times it is hard to see where those good discussions make their way to the subsequent drawings we see. I hope the shared information is disseminated to all the right groups who are working on design…

Thanks for your consideration.

Regards,

Jeff Reinhardsen & Karen Hamilton
2805 E. Lake Sammamish Pkwy SE
& 2807 E. Lake Sammamish Pkwy SE
253-261-4628 (cell)

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

Lindsey Ozbolt

Mon 2/6/2017 12:23 PM

To:jcolemanw@yahoo.com <jcolemanw@yahoo.com>;

Dear Jonathan,

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

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

Regards,

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

From: Jonathan White <jcolemanw@yahoo.com>
Sent: Friday, January 27, 2017 5:20 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

Please approve the permit, as proposed, with expediency.

Jonathan White

3816 206th pl ne
Sammamish, WA 98074
4258919408

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

Lindsey Ozbolt

Mon 2/6/2017 12:23 PM

To:kellyroar@Hotmail.com <kellyroar@Hotmail.com>;

Dear Kelly,

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

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

Regards,

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

From: Kelly Lyon-King <kellyroar@Hotmail.com>
Sent: Friday, January 27, 2017 5:26 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

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

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

I look forward to being able to safely ride the entire loop with my family in a safe and consistent matter!

Please approve the permit, as proposed, with expediency.

Sincerely,

Kelly Lyon-King
4131 208th Ave NE
Sammamish, WA 98074
425-233-7990

Re: Comments on ELST

Lindsey Ozbolt

Mon 2/6/2017 12:21 PM

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

Dear Margo,

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

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

Regards,

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

From: margklomp@aol.com <margklomp@aol.com>
Sent: Friday, January 27, 2017 5:11 PM
To: Lindsey Ozbolt
Subject: Comments on ELST

Dear Lindsey,

Our concerns with the 60% plan for the ELST are stated below.

If the dispersion area called for on pages AL28 - AL31 is allowed to be built on the West side of the trail, it will no doubt at some point, run off on to our properties.
I can assure you our properties are not set up to handle drainage and run off from a paved trail and shouldn't be expected to. The proposed dispersion area will
not be able to fully deal with run off. There is a completely usable man made ditch on the east side of the trail. Seems like a logical place for run-off.

Another very big concern is the actual ownership of the property that is slated for this dispersion area in our neighborhood. It has been established and upheld in
court that the County does not have ownership of any of the properties on the west side of the trail that are currently being used for gardens, parking, etc. King
County is well aware of this but would prefer to pretend they have ownership and bully their way in to taking it over. Placing the dispersion area to the west side
of the trail rather than the east allows them to take control of property that they do not have ownership of.

Please don't allow King County to bully residents over any issue having to do with the trail. Some of our residents have been living here since the
60's and 70's. Please respect their privacy and property rights.

Please don't allow trees to be removed that provide privacy, cut down on noise pollution, and also provide shade to the trail.

Concerns that our neighbor Reid Brockway has submitted are stated below. We are in complete agreement with these concerns as well.

Dispersion areas intrusive and unnecessary

The dispersion areas shown on sheets AL28 – AL31 (and elsewhere) intrude into portions of the rail corridor currently used for gardens, parking, and other improvements long-since established. These areas can be eliminated by simply sloping the trail pavement so it drains to the east. Most of the area east of the trail is basically a large man-made ditch between the parkway and railbed that has long served as a catch basin. Besides avoiding unnecessary impact on citizens, this will be a significant cost savings.

Dispersion areas inadequately defined

Although not stated, the “dispersion areas” shown on various AL sheets are apparently to be vegetated areas to handle storm water runoff from the trail surface. They are inadequately defined in the 60% plans. Typical Section D (P.30) and E (P.31) appear to show these, and Construction Notes 9 and 10 say “See LA sheets for planting schedule”, but there is no planting schedule provided. Without this detail, and in the absence of a maintenance plan specific to these areas, plan reviewers cannot assess the impact on their neighborhoods. The SSDP should not be approved until this information is provided and the public has had a chance to review it.

Chain link fence is barrier to wildlife

A chain link fence is shown running almost continuously on sheets AL28 – AL32. Deer and other wildlife frequently come down to the lakeshore in this area, and this fence will constitute a barrier to their passage. If this fence is absolutely necessary for safety, there should at least be more openings in it at to allow the animals to pass.

Unnecessary removal of trees

According to the Tree Preservation Plans, there are 16 trees slated for removal as reflected on sheet TP16 that are outside the planned trail footprint, and a few more like that on sheets TP17 and TP18. These trees should not be removed. It appears this is intended only to allow construction of the dispersion area, but:
Trees absorb moisture and contribute significantly to dispersion of runoff, and
The dispersion area should be located on the other side of the trail.

Tree retention is a key issue with trailside residents, and every effort should be made to preserve existing trees.

Thank you so much for allowing us the chance to comment,
Terry & Margaret Klomp
149 E Lake Sammamish Shore Lane NE

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

RECEIVED BY PERMIT CENTER
JAN 27 2017
CITY OF SAMMAMISH

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.

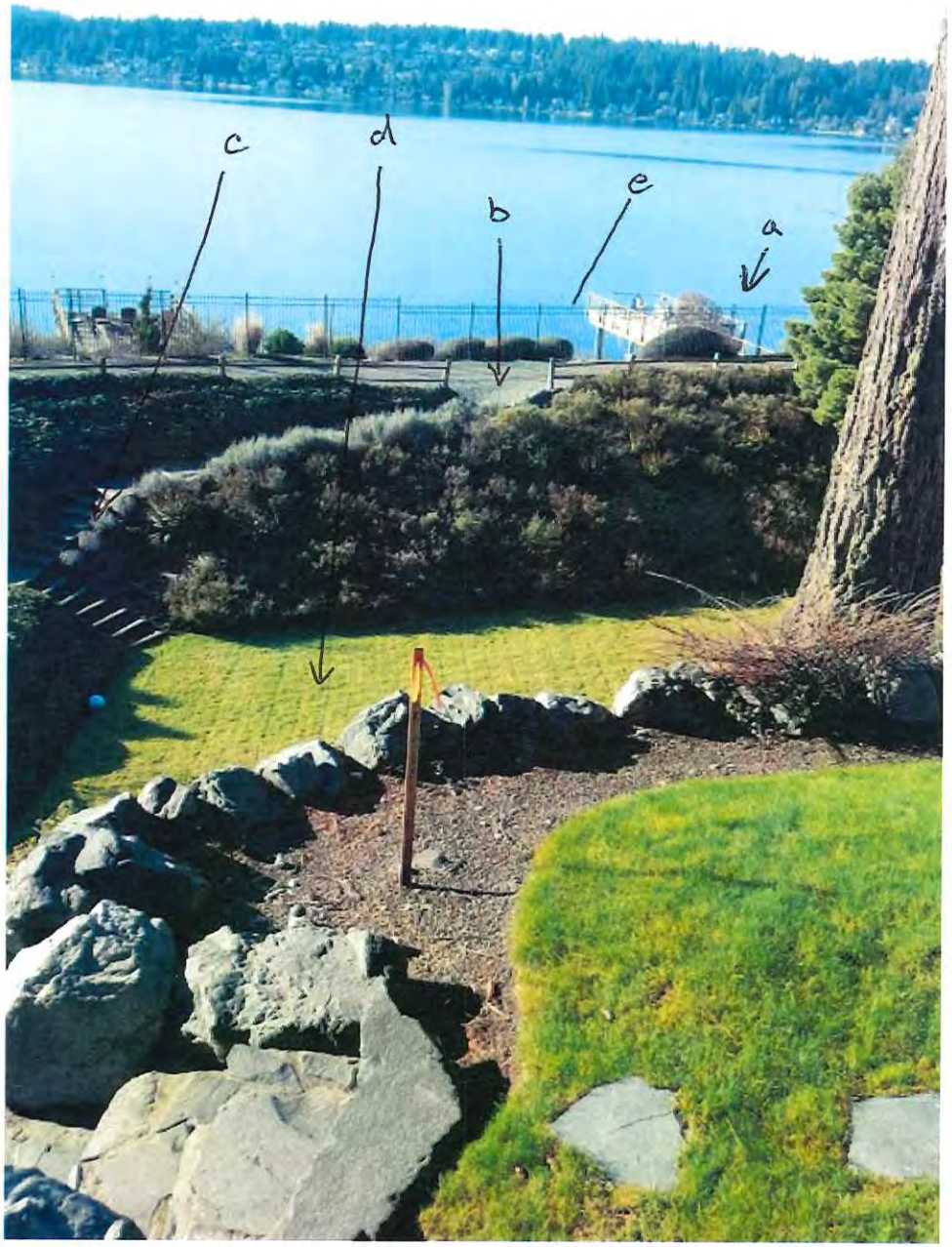
Picture #1

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



View from the far stake in Picture #1

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

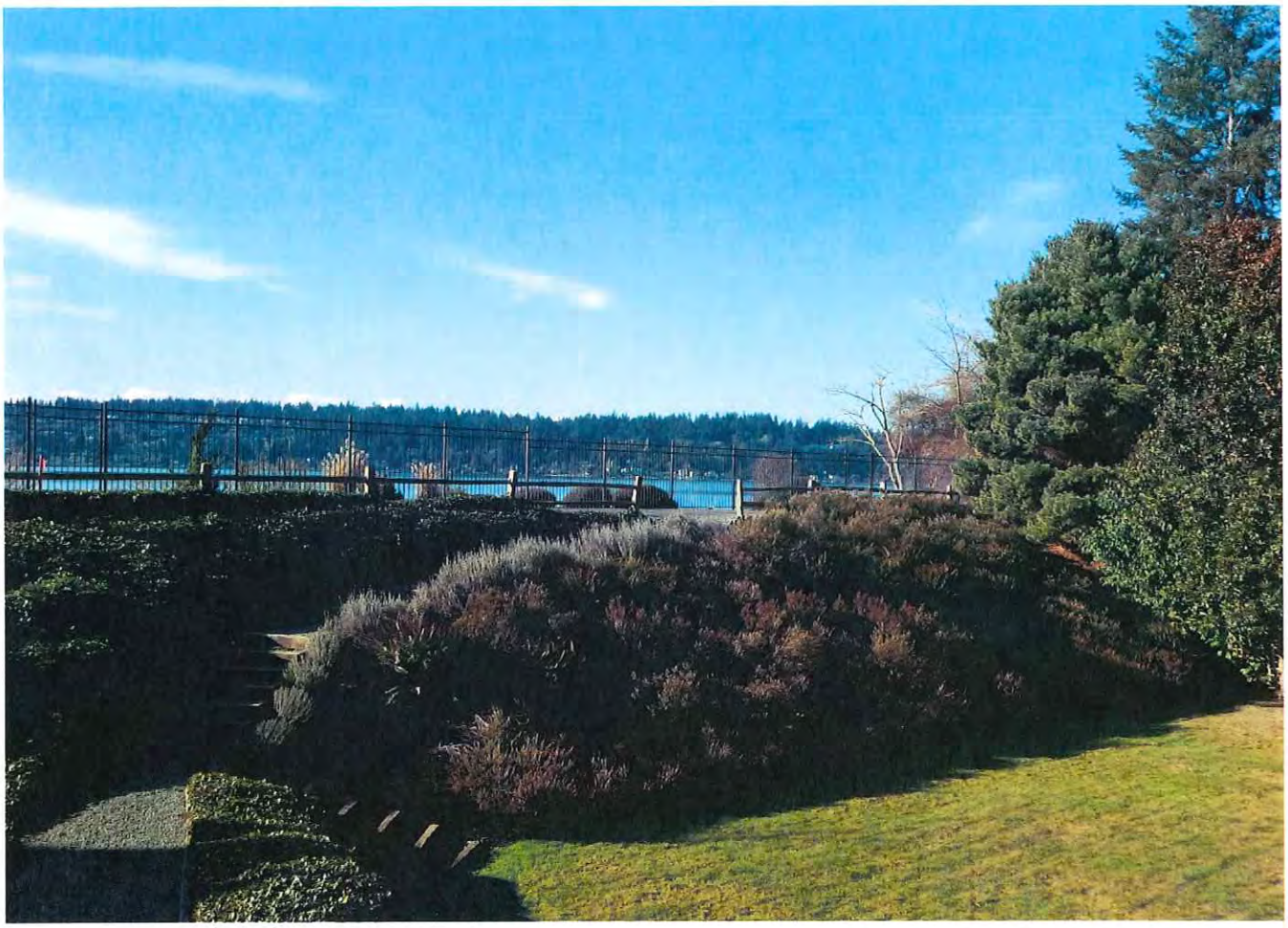
b. gate allowing access to current trail and to gate a to dock. Plan does not replace, thereby cutting off access as new fence on eastside has no gate/access.

c. Stair #36 removed during construction & 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 #3

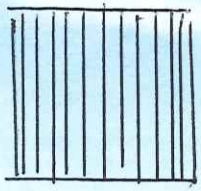


Shows current trail is at grade with fence on west side. Plan calls for removal with no replacement due to need to "clean & grub" 6" to the lakeside of current fence line.

Picture #4

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

Picture #5



represents the 80+% of my only level lawn that is planned to be ripped up to create a "WBA". Only example in all of 2B where lawn is replaced.

Picture #6

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

Picture #7

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

Picture # 8

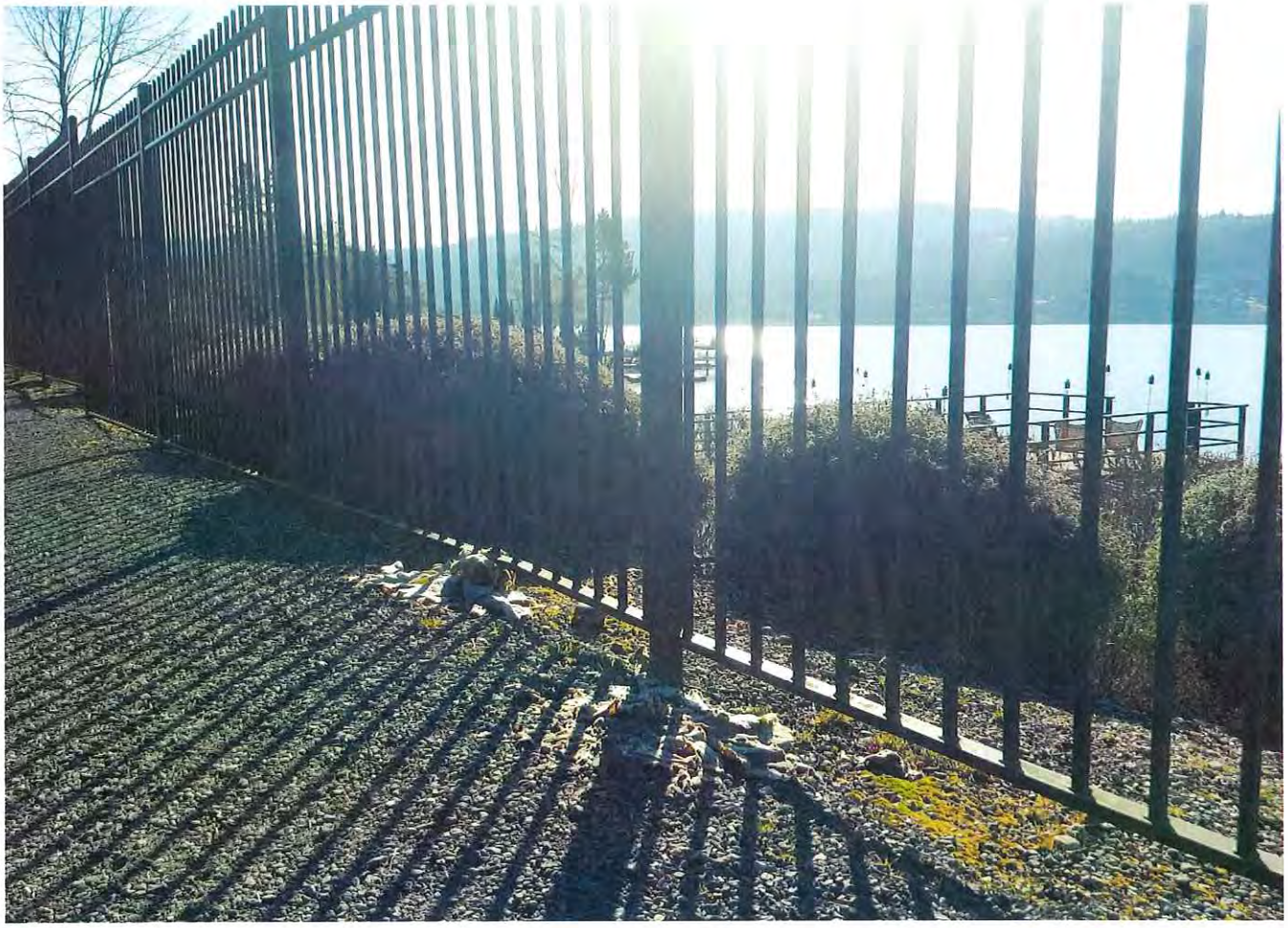
View from Dock of Steep dropoff on West side of the trail. 60% plan eliminates fence with no replacement.

Picture #8

Picture #9

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

Picture #10



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

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

Lindsey Ozbolt

Mon 2/6/2017 12:28 PM

To:mike.roze@gmail.com <mike.roze@gmail.com>;

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).

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

Regards,

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

From: Mike Roze <mike.roze@gmail.com>
Sent: Friday, January 27, 2017 7:58 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

This trail will be an excellent asset when completed. Safety for cyclists is critically important. Alternatives in the East Lake Sammamish area are not safe.

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

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

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

Sincerely,

Mike Roze
213 5th Ave W.
Kirkland, WA 98033
2066011873

January 27, 2017

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

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

Attention: Ms. Lindsey Ozbolt

Subject: East Lake Sammamish Trail Segment 2B

Dear Ms. Ozbolt,

The following are our comments and concerns regarding the recently-released 60% plans for the development of the East Lake Sammamish Trail (ESLT) Segment 2B. On January 25th we spent 30 minutes with King County reviewing the 60% Plans for the East Lake Trail. We discovered and discussed a number of issues that we believe need to be addressed before the City issues any permits for work. For reference, our property is located at 2325 East Lake Sammamish PL SE, Sammamish WA 98075; on the recently-released 60% plans we are located at station 328+00. We appreciate your time in compiling these issues and helping to get to a resolution that makes the trail great for everyone.

We ask that members of the City of Sammamish Council, City of Sammamish City Manager and King County officials visit us, walk the trail and see firsthand these challenges. Overall, we believe the current plan will unnecessarily adversely impact our property, remove access to our property and create an unsafe situation for trail users and for our family. However, with some adjustments, and by working together, these challenges can be resolved.

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 Sammamish lakeside residents, and reduce the impact on the environment and the existing trees. Our goal is to partner with you, work towards resolution and do our part to ensure that the trail is a great asset for all.

Our concerns with the plans fall into five (5) categories:

- Safety
- Access
- Landscaping,Trees, Water and Run-off
- Rest Stop
- Ownership

Safety

We want the trail plan to be safe for all users, and residents, and feel that the 60% plan does not meet this goal of a safe environment in several areas:

1) Currently the plans do not show fencing being replaced along either side of the trail. This is concerning for several reasons.
    a. First, on the water side, there is a steep drop to the lake and a significant amount of that is comprised of large boulders and rocks. A trail user veering off the trail onto this slope – especially at any significant speed – will be at risk for grave physical harm. What is the rationale in removing the fencing that is there today, and not replacing it? We request that this is addressed by the current fencing, which was installed at the expense of the community homeowners, to remain in place during and after construction, or,
    b. replacing the fencing on the water side of the trail with fencing comparable to what is in place today including a gate for access.
    c. Second, there is no fencing replaced on the uphill side of the trail. We have both small children and pets – the current fence keeps them inside the yard safely. It also keeps trail users on the trail and not in our yard. Providing unfettered access onto the trail from our yard, and into our yard from the trail is not safe for our family, or trail users. We request that this is addressed by replacing the fencing on the uphill side of the trail, or we replace it, with fencing comparable to what is in place today including a gate for access.

Access

The construction period for Segment B is listed as 2 years. During the construction period there will be construction fencing erected along the trail. Our home is bisected from our waterfront dock, cabana, deck, beach, etc. by the trail, and our goal is to partner to minimize disruption and access.

1) How will we access our waterfront during the construction period?
2) Will the construction fencing be up for the entire construction period, along the entire length of Segment B? If so, we request that this be broken into segments to minimize the disruption of waterfront access for all homeowners living within the Segment B section. Being separated from our waterfront docks, cabanas, beaches and boats for this period of time is not acceptable to us.
3) We currently have water and electricity running under the existing trail down to our dock and cabana. We wish to preserve these utilities. We request that the county ensures and commits that these utilities will be preserved, between our home and the waterfront during construction and upon completion of the project. We request that the county adds the location of these utilities into the trail development plan and provides assurances that they will continue functioning during construction and afterwards.
4) We have concrete stairs that run down to our waterfront on the west side of the trail. The top of these stairs is shown inside the C&G line. What specifically will happen to the top of our stairs during construction? What will happen to them after construction?

Landscaping, Trees, Water and Run-off

Throughout the trail development process many complaints have been lodged with the City of Sammamish and King County regarding the removal of trees, impacting property owners, disregard with code compliances, and many others.

1) 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 three old-growth Douglas Fir trees displayed in this plan. They are tagged with numbers 8757, 8758, and

8759 as shown on page TP6 of the Tree Preservation Plan. However, there are a significant number of additional old-growth Douglas Fir trees in the immediate vicinity – as close to the proposed trail as the tagged trees in some cases. Why haven't all of these trees – of similar location, size, species and importance to the local neighborhood – been tagged for preservation? We request that every one of these old-growth Douglas Fir trees adjacent to the trail to be tagged and added to the Tree Preservation Plan, and that they are marked to SAVE as noted with the three trees currently listed.

2) Our lower yard sometimes floods as water that runs down the hill to the lake is trapped by the interim trail. How does the current draft design address water run-off and potential flooding on the east side of the trail?
3) The enlargement and paving of the trail will generate significant additional run-off from the trail surface itself. How does the current draft design address water run-off from the trail surface?
4) The current plans show a pipe funneling runoff into the lake (Outfall #2). What is the proposed elevation of this pipe above the surface level of the lake?
5) How big is the drainage pipe coming into catch basin 10?
6) What is the proposed landscaping that the county will be installing within the C&G line after construction is completed?

Rest Stop

We are highly concerned about the decision to include a rest stop (note 12) in our yard. We have a number of questions, and for several reasons we urge you to consider removing it or moving its location.

1) What are the specifics of a Type 1 rest stop? There are no specifics provided in the plans outside of the rough dimensions noted. What is a Type 1 rest stop?
2) What are the criteria utilized to determine locations for rest stops on the trail? How did this location meet those criteria? Can this location be moved to elsewhere on this trail segment that is not in a homeowner's backyard?
3) Why was this location chosen when there is another larger – Type 2 – rest stop proposed a very short distance up the trail (AL13 note 13). It should be noted that not only is this location very close to the proposed rest stop in our yard, it is also located in a community property location and not an individual's backyard.
4) What is the specific plan for the fill noted around the proposed location of the rest stop?
5) We are concerned that the lack of fencing shown in the plans will allow trails users free access to our entire backyard as there is no clear delineation between the trail and our yard, making for an unsafe situation for our family. We request that this is addressed by replacing the fencing on the uphill side of the trail, or we replace it, with fencing comparable to what is in place today including a gate for access.
6) We are concerned that a rest stop will generate trash and waste that does not get regularly cleaned up, or cleaned up at all, by the County. How will the County address this?
7) We are concerned that a rest stop will generate loitering and questionable uses that puts our family, and neighbors, in danger. How will the County address this risk?
8) There is a larger rest stop shown in the 60% plans a short distance to the north, in what's locally called the community beach. What is the rationale, and demonstrated need, to have two rest stops installed so close to each other?

9) Nowhere else on the 60% plan do we see a rest stop being proposed in someone's back yard. We request that it is removed from our yard, and either moved or eliminated given the proximity to a much larger rest stop shortly up the trail.

Ownership

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 is in the latter category. 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 the granting 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 the County only has an easement in this section of the right of way, we are entitled to use the property in any way that does not interfere with the County's trail easement. It seems like we have the right to keep and should be able to retain all landscaping and water, electricity and access across the trial because none of these interfere with trail use. Nevertheless, we are supportive of the trail as a community asset and may be willing to give up some of these rights if the County makes modifications based on the 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 accommodation to the homeowners.

We ask the City of Sammamish and King County to modify the trail plans to address the above concerns such that the improved trail is a safe undertaking for both residents and trail users. We believe the trail, properly developed, will be a wonderful community asset for everyone; however, updates are needed to accomplish that goal.

Thank you for the opportunity to provide comments, and we look forward to partnering with you to resolve the concerns we have raised.

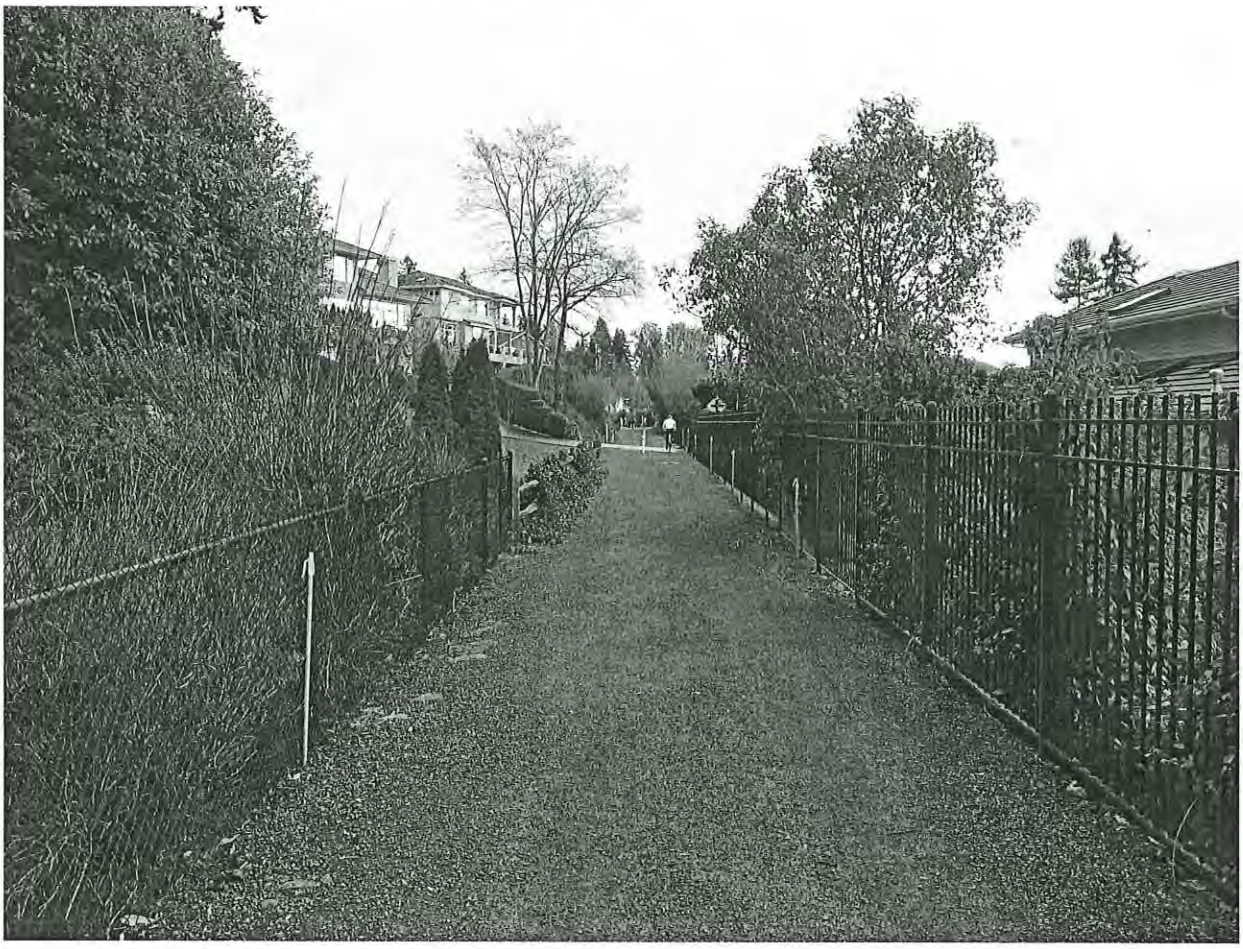
Regards,

Nate and Alison Thompson
2325 East Lake Sammamish PL SE
Sammamish, WA 98075

Email:
nate@weareratio.com
alison-thompson@live.com

Cell:
Nate: 206-427-1599
Alison: 206-409-9049

Trail with fence erected by homeowners on water side:



Stairs to Water and fence, both installed by owners:

Stairs to Water and fence, both installed by owners:

Old-Growth Douglas Fir Trees With and Without Tags:

View of Backyard area proposed to be developed into Rest Stop:

View of Backyard area proposed to be developed into Rest Stop, note un-tagged Old-Growth Douglas Fir trees:

View of Trail with wood and metal fencing installed by homeowner:

Overview of Trail bisecting neighborhood:

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

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

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

Re: ADJACENT TRAIL PROPERTY OWNER.

Lindsey Ozbolt

Mon 2/6/2017 12:28 PM

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

Dear William,

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

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

Regards,

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

From: PORTER PORTER <PORTER.LP@hotmail.com>
Sent: Friday, January 27, 2017 7:42 PM
To: Lindsey Ozbolt; ELST Master Plan
Subject: ADJACENT TRAIL PROPERTY OWNER.

HI
HERE ARE MY COMMENTS.

THE 2 MAIN COMMENTS HAVE TO DO WITH MY WATER LINE THAT GOES UNDER THE TRAIL TO THE VPPCA BEACH. PLEASE DO NOT DESTROY THIS WATER PIPE.
AND
THE PICNIC AREA IN FRONT OF MY HOUSE IS NOT PREFERRED BUT IF REALLY NEED LEAVE IT WHERE IT IS ON THE WATER SIDE.

THANKS FOR YOUR TIME.

PORTER
All caps is called PORTER font - NOT YELLING.

Ms. Lindsey Ozbolt
City of Sammamish

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

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

1. Sections 339 to 342: There is currently a chain-link fence bordering the west side of the trail. Our understanding is that this fence will be removed during the clearing phase, and there does not appear to be a replacement fence in the design plans. There is a relatively steep slope to the west of the trail that presents a safety hazard here. It would be easy for a cyclist to ride off the trail while glancing up to enjoy the lake view, and tumble down 30 feet of embankment. We would like to see the chain-link fence re-installed or replaced.
2. Section 339: There is currently a small wooden fence bordering the east side of the trail. Our understanding is that this fence will also be removed during the clearing phase, and there does not appear to be a replacement fence in the design plans. This fence provides separation between the trail and a private driveway. We would like to see this fence re-installed or replaced in order to maintain the security of the private driveway.

3. Section 338+50: The Gate to the west of the trail provides access to private recreation areas on the lake. We would like to make sure that this gate is not blocked off by the security fencing installed during the construction process.

4. Section 341+50: There is currently a chain-link fence to the east of the trail that largely lies outside of the CG zone. This fence provides separation between the trail and a private driveway. At 341+50, the CG zone moves to the east and crosses this fence for approximately 50 feet. Therefore, that section of the fence will likely be removed for construction. We would like to see that section of chain-link fence re-installed in order to maintain the security of the private driveway.

5. Section 338: There is an intersection here where two private driveways cross the trail and go into two residences. The plan calls for this intersection to be re-built with patterned concrete. We currently have trail users wandering up the private driveways, either intentionally or unintentionally. We would like to see adequate signage placed here to ensure that trail users realize that the driveways are private (they look like roads leading up the hill) and that this area provides no ingress or egress to the trail.

Respectfully,

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

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

Lindsey Ozbolt

Mon 2/6/2017 12:24 PM

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

Dear Robert,

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

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

Regards,

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

From: Robert Hansen <rotamiser@gmail.com>
Sent: Friday, January 27, 2017 5:34 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

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

Please approve the permit, as submitted.

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

Robert Hansen
4441 190th Ave SE

Issaquah, WA 98027
425 641 8198

CITY of SAMMAMISH
ELST SEGMENT 2B COMMENTS
1-27-17

RAY SPENCER
133. E. LK. SAMM. SHLN NE
SAMMAMISH WASH

GENERAL COMMENTS

THE RAILROAD ROW OWNERSHIP IS HELD BY KING CO., THEY HAVE A RAILROAD RIGHT of WAY SURFACE EASEMENT, WHICH THEY BOUGHT from TLC, WHO BOUGHT THE EASEMENT FROM BURLINGTON NORTHERN. THE STB HAS AGRSED TO FORESTALL ABANDONMENT AND GRANT ADDITIONAL USE EASEMENT FOR TRAIL USE. IN MOST CASES THE LAND UNDER THE EASEMENT IS OWNED BY PRIVATE PARTIES OTHER THAN THE APPLICANT. TO THE EXTENT THE APPLICANT IS PROPOSING USE BEYOND RAIL ROAD OR TRAIL ACTIVITY, THEY ARE ASKING for APPROVAL for USE BEYOND THEIR LEGAL RIGHTS. IT IS SIMILAR TO ASKING for A PERMIT TO BUILD A GARAGE WITHIN AN EASEMENT GRANTED ON SOMEONE ELSE'S PROPERTY for A DRIVE WAY. IT IS OUT SIDE THE LIMITED USE GRANTED BY THE UNDERLYING LAND HOLDER for A SPECIFIC USE EASEMENT. WITHOUT PERMISSION from THE UNDERLYING PROPERTY OWNER THIS IS NOT A PERMITED USE ALLOWED BY THE OWNER of THE EASEMENT (APPLICANT).

RAYMOND C & LAEL S SPENCER
133. E. LK. SAMM. SHLN NE
SAMMAMISH WASH.
425-868-7625 HM
206-949-4962 CELL
RAYSPENCER@GMAIL.COM EMAIL

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

SPECIFIC COMMENTS ON THE FOLLOWING PAGES 2 & 3

1-27-17

1-27-17

RAY SPENCER
133 E. LK. SAMM. SHLN. NE.
SAMMAMISH WASH.

SPECIFIC COMMENTS.

PG. AL 28 - FROM DRIVE WAY #21 SOUTH TO THE QUARTER SECTION LINE, DIRECTLY EAST OF TRAIL IS A 2-3 foot BERM WITH 27 TREES MARKED AS SIGNIFICANT (TREE # 8340 - 8366). THE APPLICANT IS PROPOSING TO CUT EVERY TREE, CUT & FILL THE BERM AREA AND REPLACE WITH A DISPERSION AREA. DIRECTLY ACROSS THE TRAIL IS A LARGE LEVEL GRASS AREA. LOCATING THE DISPERSION AREA ON THE WEST SIDE of THE TRAIL VS THE EAST SIDE of THE TRAIL IS IN DIRECT CONFLICT WITH 25.07.100 SMC.

NORTH of DRIVE WAY #21 WEST of THE TRAIL IS A CONCRETE BLOCK RAISED GARDEN, APPLICANT IS SUGGESTING AN EXPANSION of THE CLEARING & GRUBBING LIMIT TO ENCROACH ON THE SE CORNER of THE GARDEN, THIS WOULD INTERFERE WITH PRIVATE USE of PRIVATE PROPERTY NOT IN CONFLICT WITH TRAIL USE AND SHOULD BE REDUCED TO THE SAME LIMITS of CUTTING & GRUBBING IMMEDIATELY TO THE NORTH.
THE CHAIN LINK FENCE ON BOTH SIDES of THE TRAIL IN SAME AREA PROVIDES NO PRIVACY OR SAFETY FUNCTION, AND SHOULD REMOVED.

PG. AL 29 - WEST of THE TRAIL ARE 23 TREES MARKED AS SIGNIFICANT, APPLICANT PROPOSES REMOVAL of ALL BUT 2 of THESE TREES. EVEN THOUGH MOST of THE EAST SIDE of THE TRAIL IS WETLANDS APPLICANT PROPOSES TO FILL THE WEST SIDE AND CREATE A DISPERSION AREA. THIS IS IN DIRECT CONFLICT WITH 25.07.100 SMC. IT FURTHER CONFLICTS WITH CURRENT PRIVATE USE for TEMPORARY PARKING AND GARDENS ON PRIVATE PROPERTY NOT IN CONFLICT WITH TRAIL USE. THE DISPERSION AREA SHOULD BE MOVED TO THE WETLAND AREA EAST of THE TRAIL.

RAY SPENCER
133 E. LK SAMM, SHLNNE
SAMMAMISH WA.

PG AL 30 - THE NORTH 3/4 of THE TRAIL HAS 15 TREES MARKED AS SIGNIFICANT. APPLICANT PROPOSES TO REMOVE ALL of THESE TREES. APPLICANT PROPOSES TO FILL, THEN CREATE A DISPERSION AREA ON THE WEST SIDE of THE TRAIL EVEN THOUGH WETLANDS CURRENTLY EXIST ON THE EAST SIDE of THE TRAIL. THIS IS IN DIRECT CONFLICT WITH 25.07.100 SMC. THE DISPERSION AREA CONFLICTS WITH CURRENT PRIVATE USE FOR TEMPORARY PARKING AND GARDENS ON PRIVATE PROPERTY NOT IN CONFLICT WITH TRAIL USE. THE TREES SHOULD REMAIN, NO FILLING SHOULD BE ALLOWED AND THE DISPERSION AREA SHOULD BE MOVED TO THE WETLAND TO THE EAST of THE TRAIL.

PG AL 31 - SAME COMMENTS AS ABOVE.

PG LA 16 & 17 - ON THE EAST SIDE of THE TRAIL NORTH of DRIVE WAY # 21 APPLICANT PROPOSES SIGNIFICANT WETLAND ENHANCEMENT, WETLAND BUFFER ENHANCEMENT AND WETLAND BUFFER ADDITION. THIS IS PRIVATE PROPERTY NOT OWNED BY APPLICANT. APPLICANT HAS NO RIGHT TO ASK FOR THIS CHANGE IN USE AFFECTING OTHER OWNERS' RIGHTS. IT IS NOT CRITICAL TO APPLICANTS INTENDED USE FOR A TRAIL. EXPANSION of USE ON OTHER OWNERS PROPERTY SHOULD NOT BE GRANTED.

CREATION of DISPERSION AREAS AND INCREASING WETLAND AREAS WILL EXPAND WETLAND SET BACK AREAS. THIS AFFECTS THE RIGHTS of PRIVATE PROPERTY OWNED BY OTHERS. IT IS AN EXPANSION of THE RIGHTS of THE APPLICANT BEYOND THOSE CURRENTLY HELD BY APPLICANT UNDER THE EASEMENTS IT CURRENTLY CONTROLLS.

CUTING AND GRUBBING BEYOND 3 FEET of THE TRAIL IS UNNECESSARY AND INTERFERES WITH PRIVATE USE of PRIVATE PROPERTY NOT OWNED BY THE APPLICANT. CURRENT USE DOES NOT CONFLICT WITH APPLICANTS TRAIL USE AND SHOULD NOT BE ALLOWED.

LAW OFFICE OF
SAMUEL A. RODABOUGH PLLC

SAMUEL A. RODABOUGH
ATTORNEY AT LAW
11820 NORTHUP WAY, STE. E200
BELLEVUE, WA 98004
(425) 440-2593
(425) 284-3051 (FAX)

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

January 27, 2017

Via Email & Hand Delivery

City of Sammamish
Department of Community Development
Attn: Lindsey Ozbolt, Associate Planner
801 228th Ave. SE
Sammamish WA, 98075
lozbolt@sammamish.us

King County
Department of Natural Resources and Parks
Attn: Gina Auld, Capital Project Manager IV
201 S. Jackson St., Ste. 700
Seattle, WA 98104-3855
gina.auld@kingcounty.gov

Re: Shoreline Substantial Development Permit 2016-00415
East Lake Sammamish Trail, South Sammamish B Segment
Hild Property, King County Tax Parcel No. 0624069123

Dear Ms. Ozbolt and Ms. Auld:

This Firm represents Robert & Janet Hild, the owners of a residence located at 1204 East Lake Sammamish Parkway SE, Sammamish, WA 98075. This residence is located on an uphill slope immediately east of East Lake Sammamish Parkway. Relevant for purposes of this letter, my clients also own a separate parcel that is located downslope from their residence and is currently used for recreational purposes. This parcel contains approximately 60 feet of frontage on Lake Sammamish and is improved with a dock, boathouse, and deck, the existence of which predate their purchase in May of 2000. This parcel is known as King County Tax Parcel No. 0624069123 ("Hild Property").

My clients are in receipt of the City's Notice of Application for the above SSDP and they have reviewed the 60% design plans for the Trail, dated on or about September 2016 ("Preliminary Plans"). The Hild Property will be adversely affected by the proposed modifications to the East Lake Sammamish Trail ("Trail") that have been proposed by King County ("County") in the above shoreline substantial development permit ("SSDP"). Please accept the following as (1) a response on behalf of my clients to the SSDP application, including the Preliminary Plans, and (2) a request for my clients to be included as parties of record for this SSDP and to receive future notifications and status updates regarding the SSDP application.

A. Property Interests

As an initial matter, is prudent to note that the nature of the property interests involved with respect to the Trail and adjoining properties have been the subject of various, and sometimes even conflicting, adjudications by state and federal courts. It is my clients' understanding that some of these judicial proceedings are still pending. Accordingly, nothing in this letter is intended to be construed as bearing on the status of those property interests and my clients

reserve, to the fullest extent of the law, any property interest that they may have in the area burdened by the Trail.

B. Incomplete Preliminary Plans

It is also necessary to observe that the ability to completely assess the full impact of the Preliminary Plans upon the Hild Property was necessarily limited by incomplete surveying work and/or an omission in the Preliminary Plans. In particular, as indicated above, the Hild Property is improved with a dock, boathouse, and deck. For unknown reasons, however, although all existing improvements on the adjoining parcels to the immediate north and south are depicted in the Preliminary Plans, my clients' boathouse and deck were omitted.[1] A data sheet from the King County Assessor regarding my clients' property, which includes a photo of the deck, is attached hereto.

In the absence of this rudimentary information from a complete and accurate survey, my clients are left to speculate regarding the true impacts of the Preliminary Plans upon their property. However, utilizing the tools available to them, including some aerial photography, the following comments have been prepared based upon the following assumptions, which are subject to change based upon more complete information: (1) all or most of the existing boathouse is located wholly within the boundaries of the Hild Property, (2) all or most of the associated deck is located within the right of way for the Trail.

C. Impacts of Preliminary Plans

A review of the Preliminary Plans indicates that the County's project will have adverse impacts on the Hild Property, including the following:

- **Impairment of Access** – My clients currently access their property via a stairway that commences from East Lake Sammamish Parkway and proceeds downslope to the Trail. This existing stairway is depicted on the Preliminary Plans between stations 373+00 and 374+00.[2] The Preliminary Plans propose the permanent elimination of this stairway.[3] The elimination of this stairway will require my clients to access their property further to the south by entering the Trail at the crossing at near station 371+00 and then backtracking to reach their property.[4] For obvious reasons, my clients do not support removal of this stairway. Moreover, the County has previously represented that retaining such access points would be a priority in the Trail design.

---

[1] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

[2] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

[3] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

[4] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

- **Safety/Privacy** – From the Trail, my clients currently access their property via a locked gate depicted on the Preliminary Plans between stations 373+00 and 374+00.[5] The Preliminary Plans propose widening the Trail, which will result in the construction of a block retaining wall on its west side.[6] This wall will be exposed approximately 5 feet above the existing grade when viewed from the west.[7] In order to bridge the elevation difference between the widened Trail and the lower portion of the County's right of way and the Hild Property, the Preliminary Plans depict the construction of a concrete stairway identified as "Stair #63."[8] It appears that this stairway is designed to both facilitate access by the County for maintenance of the new retaining wall and for private access to the Hild Property.

  As confirmed by the County, however, these stairs will not contain any gate, let alone a locked gate comparable to my clients' existing one. This gate has been necessary to maintain the safety of my clients' valuable boat (and other personal property) and maintain privacy in utilizing their recreational amenities. My clients recognize the necessity for widening the Trail and the accompanying need to construct a new access stairwell. However, they do not support the construction of an unlocked stairway that will facilitate, and perhaps even encourage, access to their property by Trail users. Although the County has suggested that my clients install a privacy and security fence at the east boundary line of the Hild Property, such a fence would be located within just a few feet of ordinary high water, which may not only be undesirable from a permitting standpoint, but may unnecessarily impede visual access to the water.

- **Wetland Mitigation** – The Preliminary Plans identify two alleged wetlands (Wetlands 23A and 23B) and one alleged jurisdictional ditch (Jurisdictional Ditch #14) in the vicinity of the Hild Property.[9] The limited time available for public comment has not afforded my clients an opportunity to retain a biologist to determine if he or she agrees with the wetland category and rating assigned to each of these wetlands and the alleged jurisdictional nature of the ditch. That being said, inasmuch as wetlands are identified by the presence of soils, hydrology, and vegetation, my clients do not believe that these wetlands meet the appropriate definitions to be regulated as such under local, state, and/or federal law.

  Not only are these areas generally lacking in these elements, but to the extent that said wetlands exist, they have been artificially created as a result of modifications to the

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[5] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

[6] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

[7] *See* Preliminary Plans, Wall Profiles, at pg. WP6 (attached hereto).

[8] *See* Preliminary Plans, Plan and Profile, at pg. AL19 (attached hereto).

[9] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX12 (attached hereto).

grade of the former rail corridor and current Trail. *See* SMC 21A.15.1415 ("Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway."). As such, they should not be regulation as wetlands and impacts to those alleged wetlands and/or accompanying buffers should not be required.

Unfortunately, the Preliminary Plans reveal that approximately 1,000 feet (or more) of "wetland buffer addition area" will be planted in the very location where my clients' longstanding deck is situated.[10] My clients are concerned that this mitigation may require the removal of their longstanding deck. As indicated, however, it does not appear that these wetlands meet the applicable criteria to be designated as such, so no such mitigation should be required. *See* SMC 21A.15.1415. Moreover, it appears that the County is largely exempt from mitigating wetland buffer impacts as a result of Trail. *See* SMC 21A.50.290(2)(a) ("Where…the East Lake Sammamish Trail transects a wetland buffer, the department may approve a modification of the standard buffer width to the edge of…the East Lake Sammamish Trail if the isolated part of the buffer does not provide additional protection of the wetland and provides insignificant biological, geological or hydrological buffer functions relating to the wetland."). In short, as a result of this provision, the Preliminary Plans should not depict or otherwise project buffers onto the opposite side of the Trail from the respective "wetlands," let alone mitigate for alleged impacts to their non-existent buffers. In summary, requiring mitigation in the proposed location of my clients' longstanding deck appears to be wholly unnecessary and an equally unwise use of taxpayer resources.

D. Preferred Resolutions

On January 27, 2017, the undersigned and Mr. Hild attended a productive meeting with County representatives to discuss the potential adverse impacts to the Hild Property as a result of the Preliminary Plans. The County representatives in attendance included Barbara Flemming, Senior Deputy Prosecuting Attorney and Frank Overton, Capital Projects Managing Supervisor for the King County Department of Natural Resources and Parks. My clients were very much appreciative of the tone of the meeting and the County's willingness to consider creative options for the Hild Property.

Although nothing concrete emerged from this meeting, Mr. Hild expressed a potential willingness to grant the County a covenant or easement that would allow the installation of a storm drainage pipe under and through the Hild Property for a direct discharge into the Lake. In turn, this would save taxpayers the installation of a very expensive infiltration trench depicted on the Preliminary Plans.

---

[10] *See* Preliminary Plans, Landscape Plan, at pg. LA12 (attached hereto).

Additionally, my clients are also considering the potential removal of their boathouse, which is constructed upon a retaining wall that now presumably represents the ordinary high water mark on that portion of the Hild Property. Removal of this bulkhead and the accompanying boathouse would presumably result in a net increase of shoreline ecological functions and values and allow for more meaningful mitigation than the seemingly arbitrary "wetland buffer addition area" currently depicted in the area containing my clients' longstanding deck. In turn, the County may be willing to grant my clients a special use permit to (1) retain their existing deck, (2) construct a new boathouse on the upland portion of right of way in the vicinity of the new retaining wall, and/or (3) install a locked gate to preserve the safety and privacy of the Hild Property.

In summary, to the extent that wetland mitigation is required in the vicinity of the Hild Property, my clients respectfully request that County and City staff employ some regulatory flexibility, creativity, and patience to determine if the parties can reach a mutually beneficial resolution.

CONCLUSION

My clients do not generally oppose the improvements to the Trail and hope that the County is able to fulfill its vision for the corridor. They openly recognize that the property and permitting issues involved in this segment of the Trail are complex and will necessarily require some time to analyze and resolve. My clients look forward to working with the City and County to successfully resolve their concerns.

Sincerely,

LAW OFFICE OF SAMUEL A. RODABOUGH PLLC

Samuel A. Rodabough
sam@rodaboughlaw.com

cc: Barbara Flemming, Senior Deputy Prosecuting Attorney

ADVERTISEMENT

New Search | Property Tax Bill | Map This Property | Glossary of Terms | Area Report | Property Detail

PARCEL

Parcel Number	062406-9123
Name	HILD ROBERT L & JANET M
Site Address	
Legal	S 58.70 FT OF POR OF GL 1 LY WLY OF NP R/W & SH LDS ADJ

BUILDING 1

Year Built	
Total Square Footage	
Number Of Bedrooms	
Number Of Baths	
Grade	
Condition	
Lot Size	804
Views	Yes
Waterfront	LAKE SAMM

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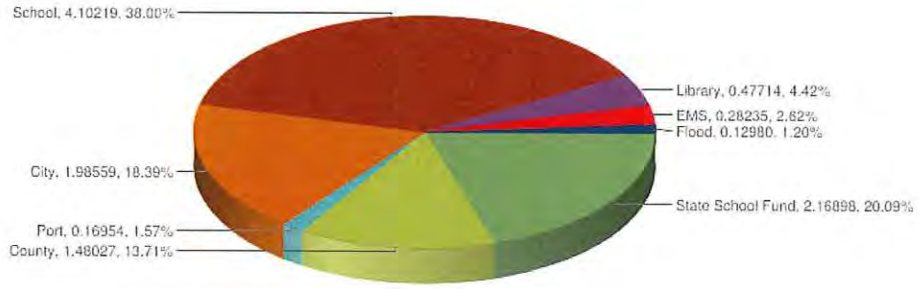
TOTAL LEVY RATE DISTRIBUTION

Tax Year: 2016 **Levy Code:** 2177 **Total Levy Rate:** $10.79587 **Total Senior Rate:** $6.60112



43.63% Voter Approved

Click here to see levy distribution comparison by year.

TAX ROLL HISTORY

Valued Year	Tax Year	Appraised Land Value ($)	Appraised Imps Value ($)	Appraised Total ($)	Taxable Land Value ($)	Taxable Imps Value ($)	Taxable Total ($)
2016	2017	100,000	48,000	148,000	100,000	48,000	148,000
2015	2016	100,000	45,000	145,000	100,000	45,000	145,000
2014	2015	100,000	39,000	139,000	100,000	39,000	139,000
2013	2014	100,000	18,000	118,000	100,000	18,000	118,000
2012	2013	100,000	10,000	110,000	100,000	10,000	110,000
2011	2012	100,000	10,000	110,000	100,000	10,000	110,000
2010	2011	156,000	0	156,000	156,000	0	156,000
2009	2010	156,000	0	156,000	156,000	0	156,000

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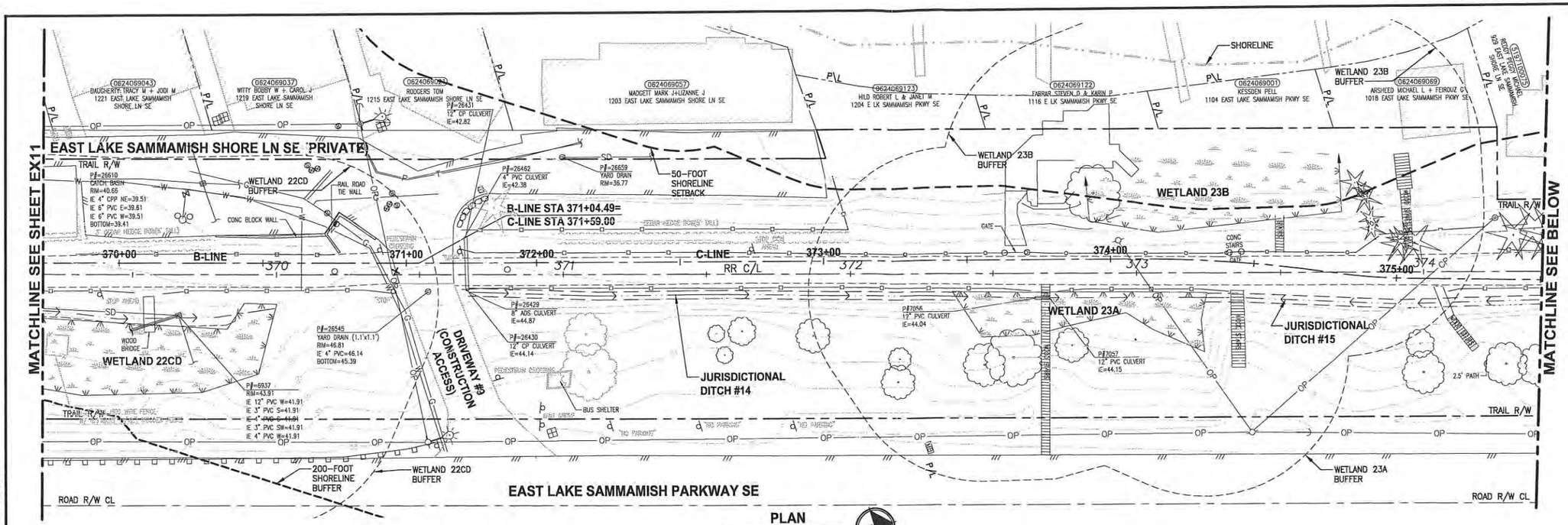

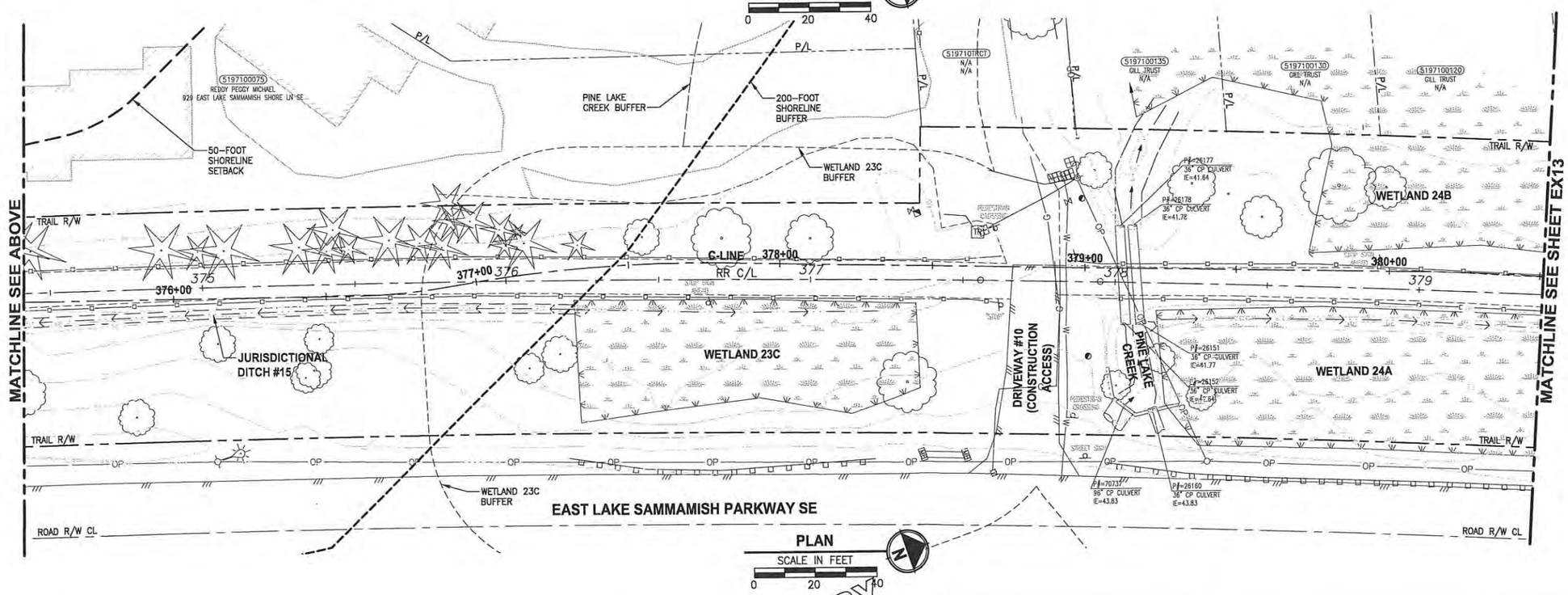

GENERAL NOTES:

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

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

ONE INCH AT FULL SCALE, IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03EX-03
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY

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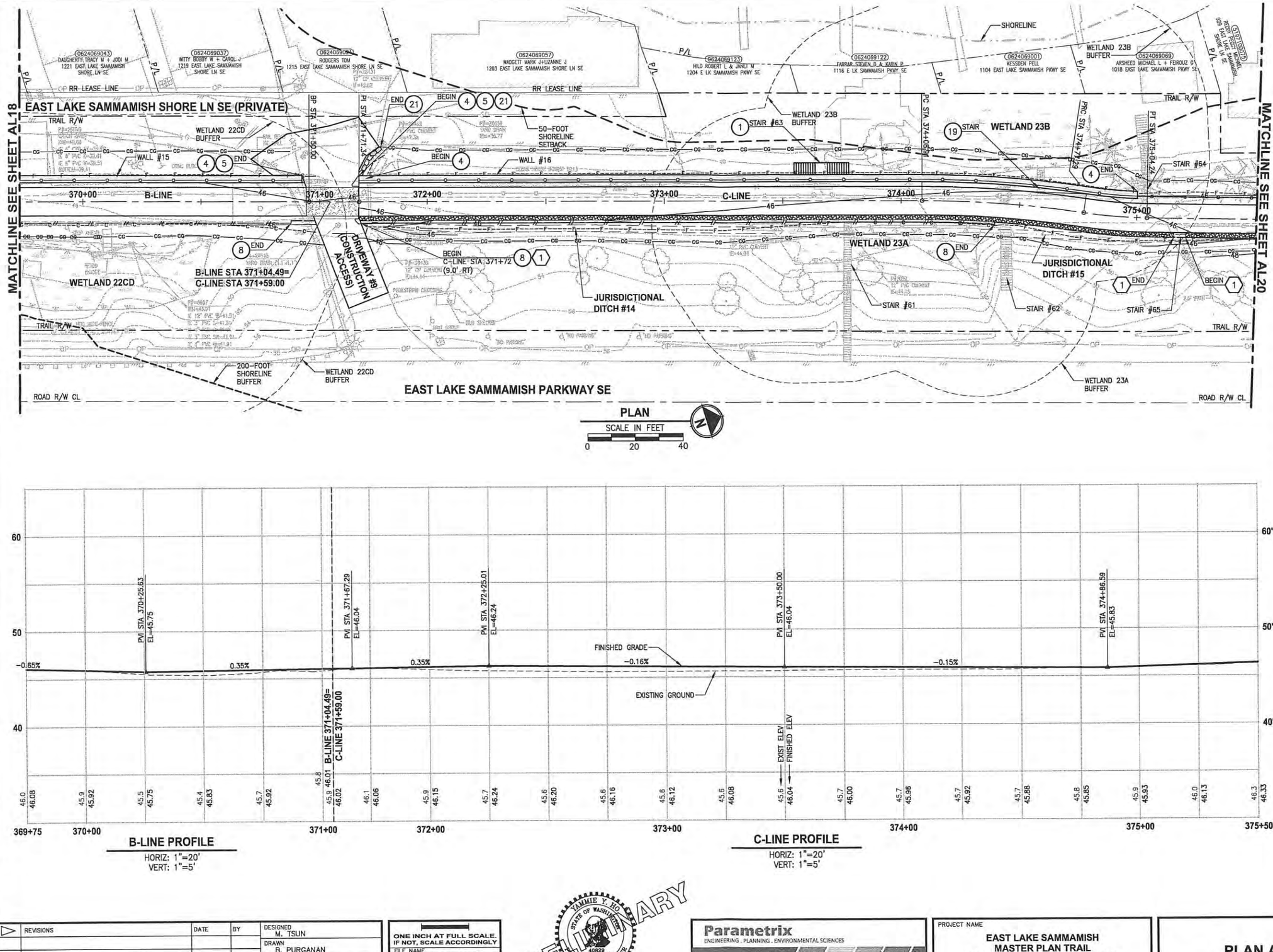
WWW.PARAMETRIX.COM

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

EXISTING CONDITIONS PLAN

SHEET NO. 20 OF 135
EX12

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purganbt DATE: Wednesday, October 12, 2016 8:37:53 PM
LAYOUT: EX12



PLAN

SCALE IN FEET 0 20 40

B-LINE PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

C-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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03AL-03
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
YAMMIE Y. HO STATE OF WASHINGTON 40829 REGISTERED PROFESSIONAL ENGINEER

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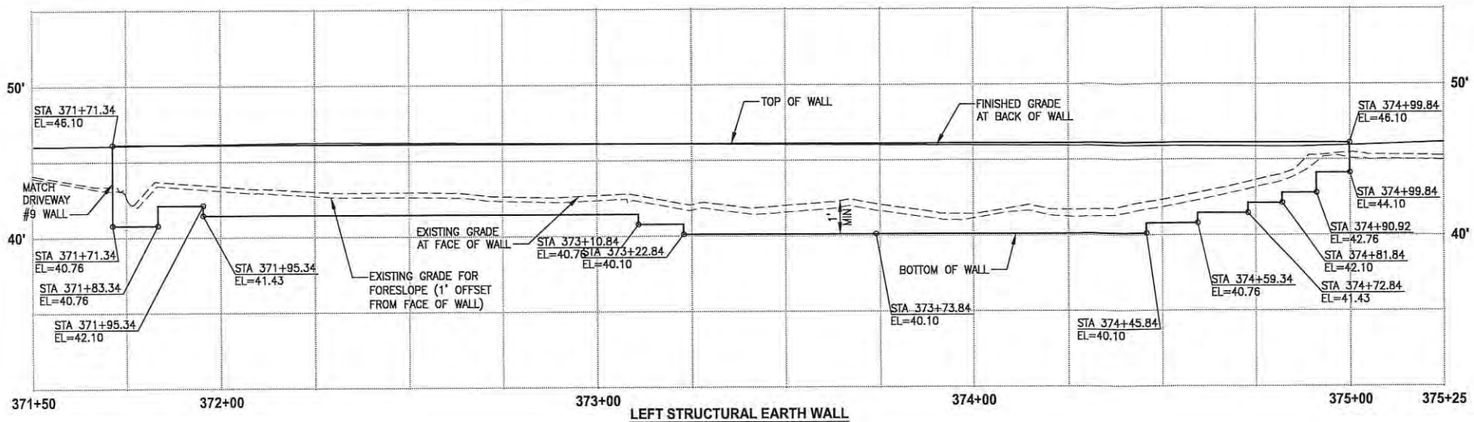
PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

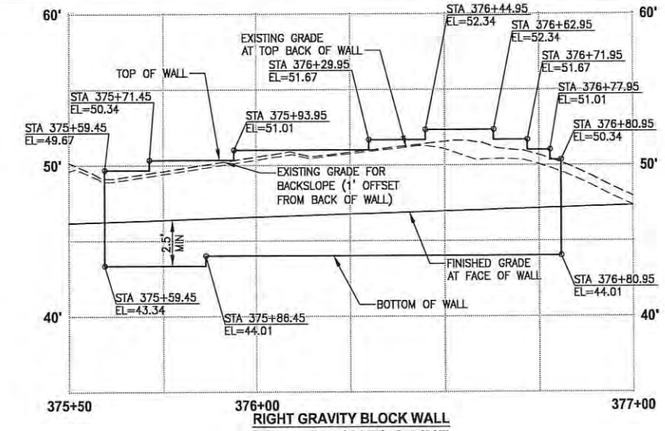
PLAN AND PROFILE

SHEET NO. 51 OF 135
AL19

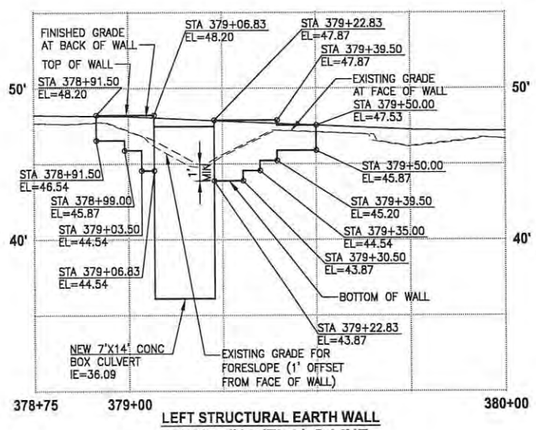
LAYOUT: AL19 PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svce\CADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 9:07:18 PM



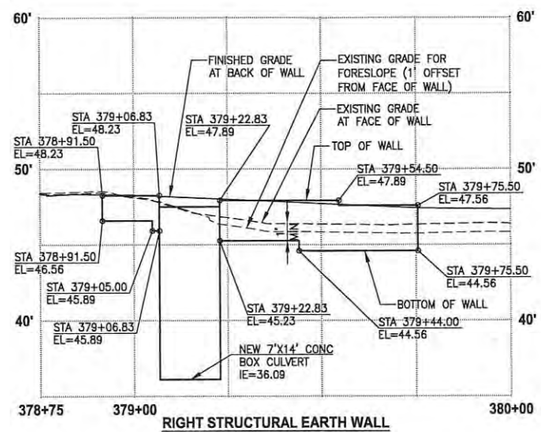
LEFT STRUCTURAL EARTH WALL
WALL #16 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



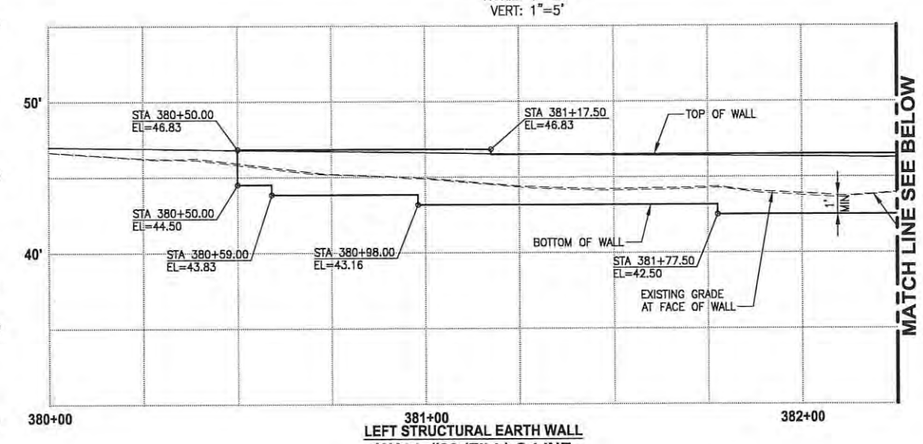
RIGHT GRAVITY BLOCK WALL
WALL #17 (CUT) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



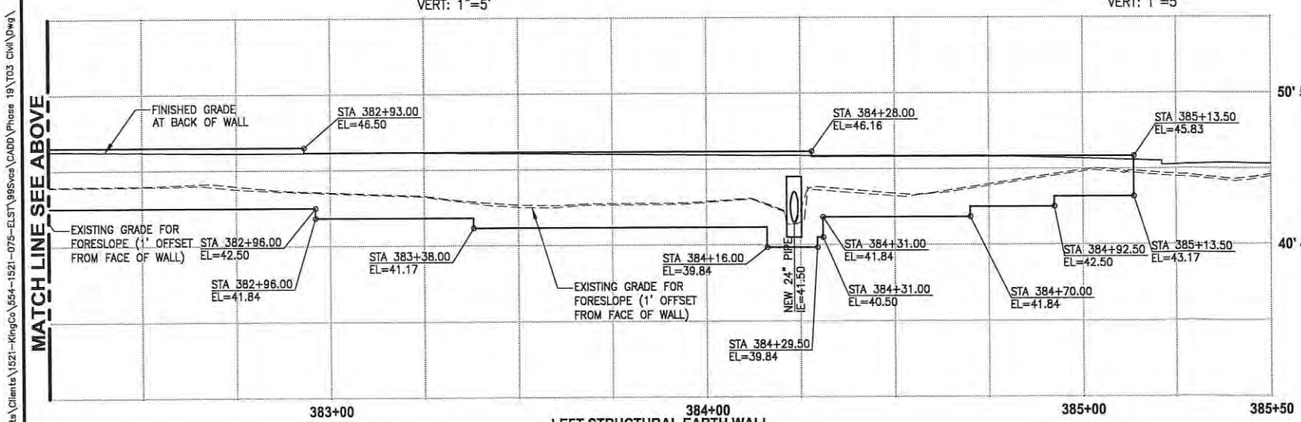
LEFT STRUCTURAL EARTH WALL
WALL #18 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



RIGHT STRUCTURAL EARTH WALL
WALL #19 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'



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



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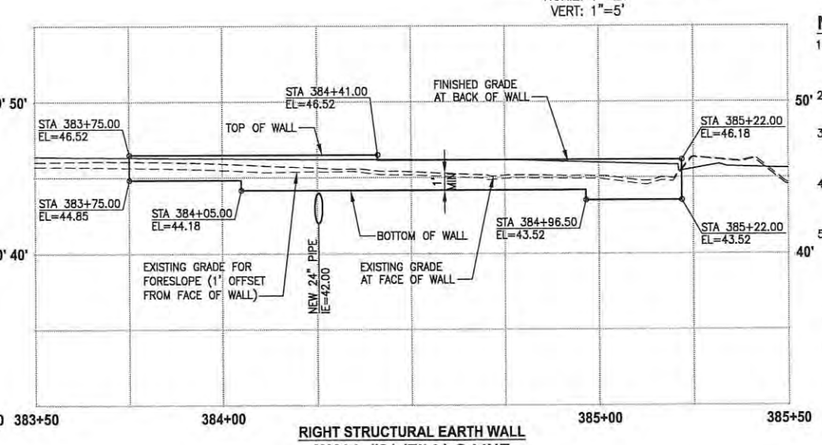
VERT: 1"=5'



RIGHT STRUCTURAL EARTH WALL
WALL #21 (FILL) C-LINE
HORIZ: 1"=20'
VERT: 1"=5'

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03WP-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
YAMMIE 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

WALL PROFILES

SHEET NO.
102 OF 135
WP6

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\995vca\CADD\Phase 19\T03 Civil\Dwg\
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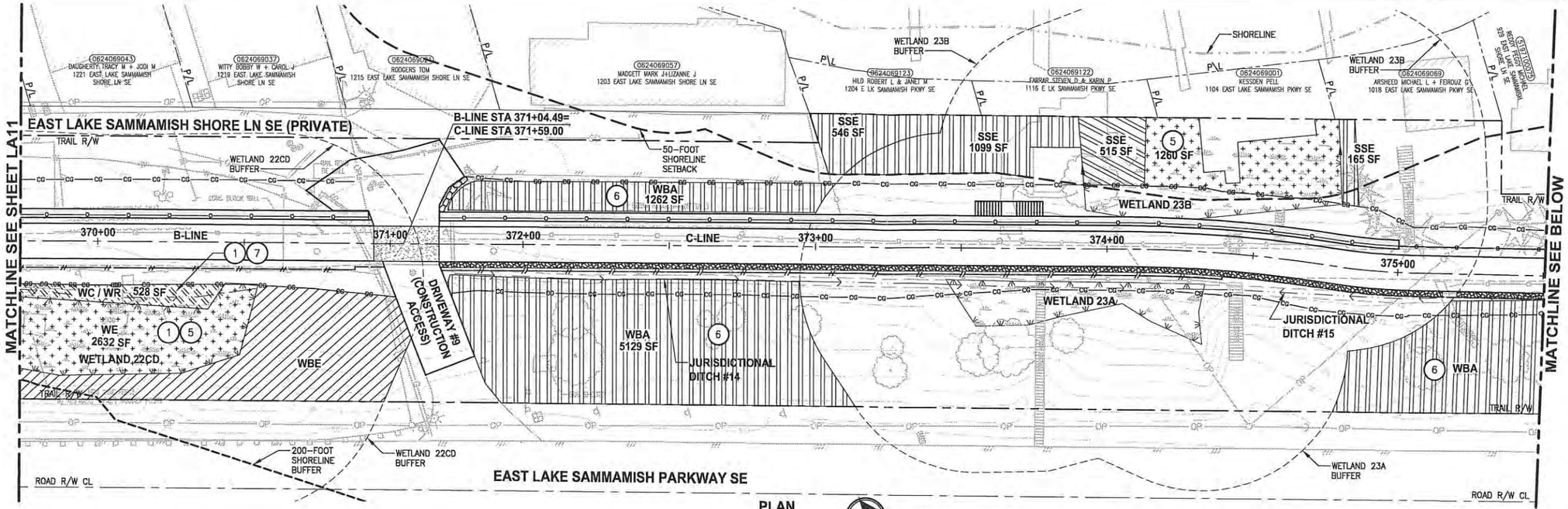
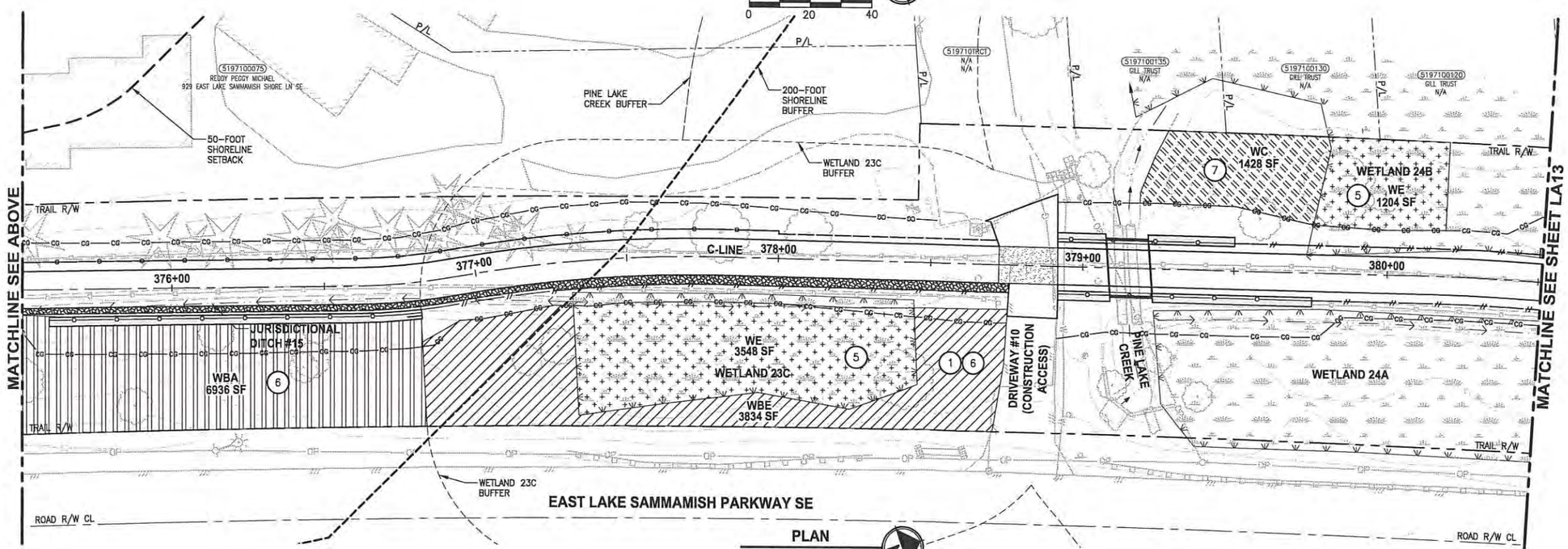
LAYOUT: WP6



PLAN

SCALE IN FEET 0 20 40



PLAN

SCALE IN FEET 0 20 40

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03LA-03
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
EAST LAKE SAMMAMISH MASTER PLAN TRAIL SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

LANDSCAPE PLAN

SHEET NO. 124 OF 135
LA12

PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Secs\ADD\Phase 19\T03 Civil\Dwg\ PLOTTED BY: purgabut DATE: Wednesday, October 12, 2016 10:16:45 PM
LAYOUT: LA12

LAW OFFICE OF
SAMUEL A. RODABOUGH PLLC

SAMUEL A. RODABOUGH
ATTORNEY AT LAW
11820 NORTHUP WAY, STE. E200
BELLEVUE, WA 98004
(425) 440-2593
(425) 284-3051 (FAX)

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

January 27, 2017

Via Email & U.S. Mail

City of Sammamish
Department of Community Development
Attn: Lindsey Ozbolt, Associate Planner
801 228th Ave. SE
Sammamish WA, 98075
lozbolt@sammamish.us

King County
Department of Natural Resources and Parks
Attn: Gina Auld, Capital Project Manager IV
201 S. Jackson St., Ste. 700
Seattle, WA 98104-3855
gina.auld@kingcounty.gov

Re: Shoreline Substantial Development Permit 2016-00415
East Lake Sammamish Trail, South Sammamish B Segment

Dear Ms. Ozbolt and Ms. Auld:

This Firm represents William & Debra Gottschalk (collectively "Gottschalk") and William & Kathryn Greve (collectively "Greve"), the owners of residential properties located within the City of Sammamish ("City"). My clients' properties will be adversely affected by the proposed modifications to the East Lake Sammamish Trail, South Sammamish B Segment ("Trail") that have been proposed by King County ("County") in the above shoreline substantial development permit ("SSDP"). My clients are in receipt of the City's Notice of Application for the above SSDP and they have reviewed the 60% design plans for the Trail, dated on or about September 2016 ("Preliminary Plans"). Please accept the following as (1) a response on behalf of my clients to the SSDP application, including the Preliminary Plans, and (2) a request for my clients to be included as parties of record for this SSDP and to receive future notifications and status updates regarding the SSDP application.

A. The Properties

Gottschalk owns and resides in the residence located at 2419 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075, also known as King County Tax Parcel No. 0724069055 ("Gottschalk Property"). Greve owns and resides in the adjoining residence located at 2417 E. Lk. Sammamish Pl. SE, Sammamish, WA 98075, also known as King County Tax Parcel No. 0724069059 ("Greve Property"). The Greve Property is located immediately north of the Gottschalk Property. As with many waterfront properties in this area, the Gottschalk Property and the Greve Property are physically constrained by Lake Sammamish to the west and the Trail to the east. Although these properties enjoy significant waterfront amenities, they are also characterized by significant access constraints and privacy concerns stemming from their proximity to the Trail.

By way of background, and for purposes of this letter, with the limited time available for public comment, my clients have been unable to undertake a comprehensive review of the titles to their respective properties to determine the origin of the County's right-of-way for the Trail. However, per maps available through the County's Department of Natural Resources and Parks, it appears that the origin of the right-of-way in this section of the Trail is the "Tibbetts Deed."[1] The map does not explain if the County believes it owns a fee simple interest in this section of the Trail, or a mere easement. In this limited time available for public comment, however, my clients have been unable to verify if the property interest conveyed by the Tibbetts Deed has previously been adjudicated by any state or federal court. Nonetheless, until demonstrated otherwise, similar to other sections of the Trail, my clients' necessarily take the position that the County's interest constitutes an easement and that my clients own the underlying fee simple interest.

B. Deficiencies in Preliminary Plans

As indicated, my clients have reviewed the Preliminary Plans for the Trail. In this regard, it is worth noting that Mr. Gottschalk has over 35 years of complex construction experience. He is currently the President of Lydig Construction, Inc., a regional commercial construction company whose project portfolios include federal, state, and local government buildings (*e.g.*, secondary and higher education buildings, courthouses, administration buildings, correction centers, civic halls, etc.) and private commercial buildings (*e.g.*, offices, hospitals, hotels, casinos, etc.). In short, Mr. Gottschalk is well-versed and highly qualified in reviewing construction drawings. Accordingly, my clients offer the following comments regarding the Preliminary Plans:

1. Unnecessary Waterward Realignment of Trail Centerline

Per the Preliminary Plans, it appears that the County is unnecessarily realigning the centerline of the Trail waterward (*i.e.*, closer to my clients' residences).[2] Notably, the County has previously published the criteria that it employs to determine if the existing centerline of the Trail should be realigned, which include the following: (1) "[m]inimizing costs where possible without impacting trail standards," and (2) "[m]inimizing impacts to adjacent homeowners."[3] As explained in greater detail below, it does not appear that the County's proposed realignment complies with either of these criteria.

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[1] *See* East Lake Sammamish Trail Railroad Right of Way Historical Acquisitions, King County Department of Natural Resources and Parks, Parks Division (July 29, 2014), at pg. 15.

[2] *Compare* Preliminary Plans, Existing Conditions Plan, at pg. EX6 (attached hereto as Exhibit 2) *with* Plan and Profile, at pg. AL10 (attached hereto as Exhibit 1).

[3] East Lake Sammamish Trail Project, King County Parks (Spring 2014), at pg. 5.

Specifically, the proposed realignment occurs between stations 327+31.99 and 326+71.62.[4] The realignment results in the following significant, adverse impacts, among others:

- **Reduced Utility of Shared and Separate Driveways** – The realignment shortens the approach to the shared portion of my clients' driveway and severely limits vehicle maneuverability and ingress and egress from the easternmost portions of their separate driveways. In particular, the turning radius of their driveways are significantly compromised and may require the owners to trespass onto each other's property for future, rudimentary driveway navigation.
- **Reduced Safety/Visibility** – The proposed Trail realignment creates an increased safety hazard for both vehicles and Trail users at this crossing. Specifically, the rather abrupt realignment near the north property line of the Greve Property appears to reduce sight distance for vehicles exiting the shared portion of my clients' driveway, which decreases safety for both my clients and Trail users.
- **Proximity, Loss of Privacy and Safety –** The proposed Trail realignment will undoubtedly negatively affect the values of my clients' residences, both of which are multi-million dollar residences. The proposed Trail realignment and accompanying widening will require the loss of most, if not all, of the existing privacy screening for these residences, including mature arborvitae hedges. In short, Trail users will not only be much closer to these residences, but will be staring through windows into their homes. Additionally, the increased proximity of the Trail to my clients' residences may encourage Trail users to engage in unauthorized use of the highly visible boat launch located on the Greve Property.

2. Inadequate Drainage Infrastructure

The existing elevated Trail corridor currently acts as a berm that collects surface water behind it during extreme weather conditions. This problem is exacerbated by excess hydraulic water pressure from Jurisdictional Ditch #11B and runoff from nearby impervious surfaces, including the existing semi-permeable gravel Trail.[5] Although the Preliminary Plans depict the existence of four, 6-inch culverts located near the north end of Jurisdictional Ditch #11B,[6] these culverts do not currently provide an outlet for the ponding water. Instead, because the ponding water currently has no outlet, it builds hydraulic pressure that adversely affects the foundations and sewer systems of both the Gottschalk and Greve residences. This hydraulic pressure has led to water infiltration through the foundations and into their respective residences.

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[4] *See* Preliminary Plans, Plan and Profile, at pg. AL10 (attached hereto as Exhibit 1).

[5] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX6 (attached hereto as Exhibit 2) with Plan and Profile, pg. AL10 (attached hereto as Exhibit 3).

[6] *See* Preliminary Plans, Existing Conditions Plan, at pg. EX6 (attached hereto as Exhibit 2).

The following photos depicts the water that ponds behind the Trail corridor in front of my clients' residences and the damage to these residences as a result of this ponding and associated hydraulic pressure:

*Note – The above photo was taken at approximately 3:00 p.m. on January 18, 2017. The ditch collects and retains water during extreme weather conditions. The ditch was water free 18 hours prior to the time that this photo was taken. As explained in greater detail herein, adopting my clients' recommended drainage improvements, will resolve the existing drainage issues and better protect any Trail improvements from unnecessary erosion and damage.

*Note – The above photo depicts the source of water forced up through the foundation of the residence as a result of hydraulic pressure.

*Note – The above photo depicts the pathway by which water, forced up through the foundation from hydraulic pressure, runs along the interior walls of the residence.

The proposed drainage improvements in the Preliminary Plans do not appear to adequately address these drainage concerns. In particular, changing the Trail from a semi-permeable gravel surface to an impervious paved surface, while simultaneously widening the Trail, will increase surface water runoff. Moreover, the Preliminary Plans do not depict any underdrain in the vicinity of my clients' properties that will allow for surface water collecting on the east side of the Trail to drain to the west side and ultimately be discharged into the Lake. In other words, it is likely that the existing ponding conditions will continue unless and until the Preliminary Plans are revised with respect to drainage.

3. Design

My clients, including Mr. Gottschalk with his extensive design and construction experience, believe that the Proposed Plans depict a Trail with poor design and a general lack of consideration to architectural exterior design. Specifically, the Preliminary Plans include a masonry retaining wall with a coated chain link for only a portion of affected property, and leaving the remainder with no protection at all. This total lack of architectural perspective by the County fails to follow any reasonable architectural standards for the proposed improvements. The County should have designed something more consistent with the existing improvements that takes into consideration that the two residents share one common entrance and the architectural barrier should be consistent along the affected property.

B. Proposed Resolutions for Deficiencies in Preliminary Plans

My clients believe that there are simple and cost-effective design solutions that would largely alleviate the above concerns that are both (1) consistent with the County's design objectives for the Trail, and (2) avoid negative impacts to adjacent property owners. These solutions are as follows:

1. Shift Proposed Realignment of Trail Centerline to the South

My clients propose that the abrupt transition for the Trail centerline realignment currently depicted as occurring between stations 327+31.99 and 326+71.62 be shifted to the south between stations 324+50 and 324+00.[7] It does not appear that shifting the transition to that location would impact any adjacent properties, as that location does not involve constraints that are similar to those in the immediate vicinity of my clients' property. For example, unlike the County's proposed location, my clients' proposed location is not in the vicinity of a Trail crossing, such as a driveway. Moreover, my client's proposed location for the transition would alleviate concerns regarding impaired sight lines at my clients' Trail crossing, as the Trail alignment could be straightened in the absence of the proposed transition. My clients' proposal would also accommodate the following:

- **Retaining Wall #10 –** My clients' preferred alignment would allow for Retaining Wall #10 to be moved east, closer to the alignment of the Trail, which could then be reengineered to be either a smaller retaining wall, or be eliminated altogether as a result of existing elevations. This common sense change would result in considerable savings to taxpayers.[8]
- **Clearing and Grubbing Limits** – My clients also propose that the clearing and grubbing lines be modified to correspond to my clients' preferred Trail realignment. My clients' proposed modifications are depicted on the attached Exhibit 3. Further, the clearing limits should be adjusted to follow the course of the Trail in order to prevent and/or limit, any adverse impacts to my clients' existing stamped concrete driveway, irrigation, drainage, and landscape lighting.
- **Drainage Revisions** – My clients also request that certain changes be made to the Preliminary Design with respect to drainage, as depicted in the attached Exhibit 4. These proposed changes are summarized as follows:

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[7] *See* Preliminary Plans, Existing Conditions Plan, pg. EX6 (attached hereto as Exhibit 2).

[8] *See* Preliminary Plans, Existing Conditions Plan, Plan and Profile, pg. AL10 (attached hereto as Exhibit 3).

(1) Continue the underdrain depicted for installation south of station 326+00 on the east side of the Trail through to station 327+31.99. Tie the underdrain to Catch Basin #9 located at station 327+34.

(2) To address the additional ponding that will be expected from increasing the impervious surface from the Trail due to widening, my clients request the installation of a CMP slotted trench drain in the existing driveway, such as the product available from Contech Engineering Solutions depicted in Exhibit 6.

- **Fencing** – My clients also request that they be allowed to maintain the existing level of safety and security that exists for their properties, which will be significantly compromised by the removal of their vegetative privacy screening, existing fence, and electric gate. Maintaining the same level of security will also eliminate the potential for unauthorized use of the highly visible boat launch located on the Greve Property. My clients recommend realigning the chain link fence depicted in the Proposed Plans consistent with their preferred Trail realignment and extending said fence across both properties as depicted in Exhibit 5. Further, they request permission to install an electric rolling security gate similar to existing one serving the properties. Doing so will also maintain a reasonable resemblance of the exterior architecture of these multi-million dollar homes.

CONCLUSION

The Trail constitutes a regional asset that is beneficial to the greater public. As such, my clients do not oppose improvements to the Trail and sincerely desire that the project will be successful and completed in a timely manner. However, my clients justifiably believe that the proposed Trail improvements should consider the adverse impacts to adjoining properties (as expressly set forth in the County's own criteria), including the Gottschalk Property and Greve Property. My clients respectively request that the County give their proposed improvements serious and thoughtful consideration, as the adoption of those proposals would remedy their concerns.

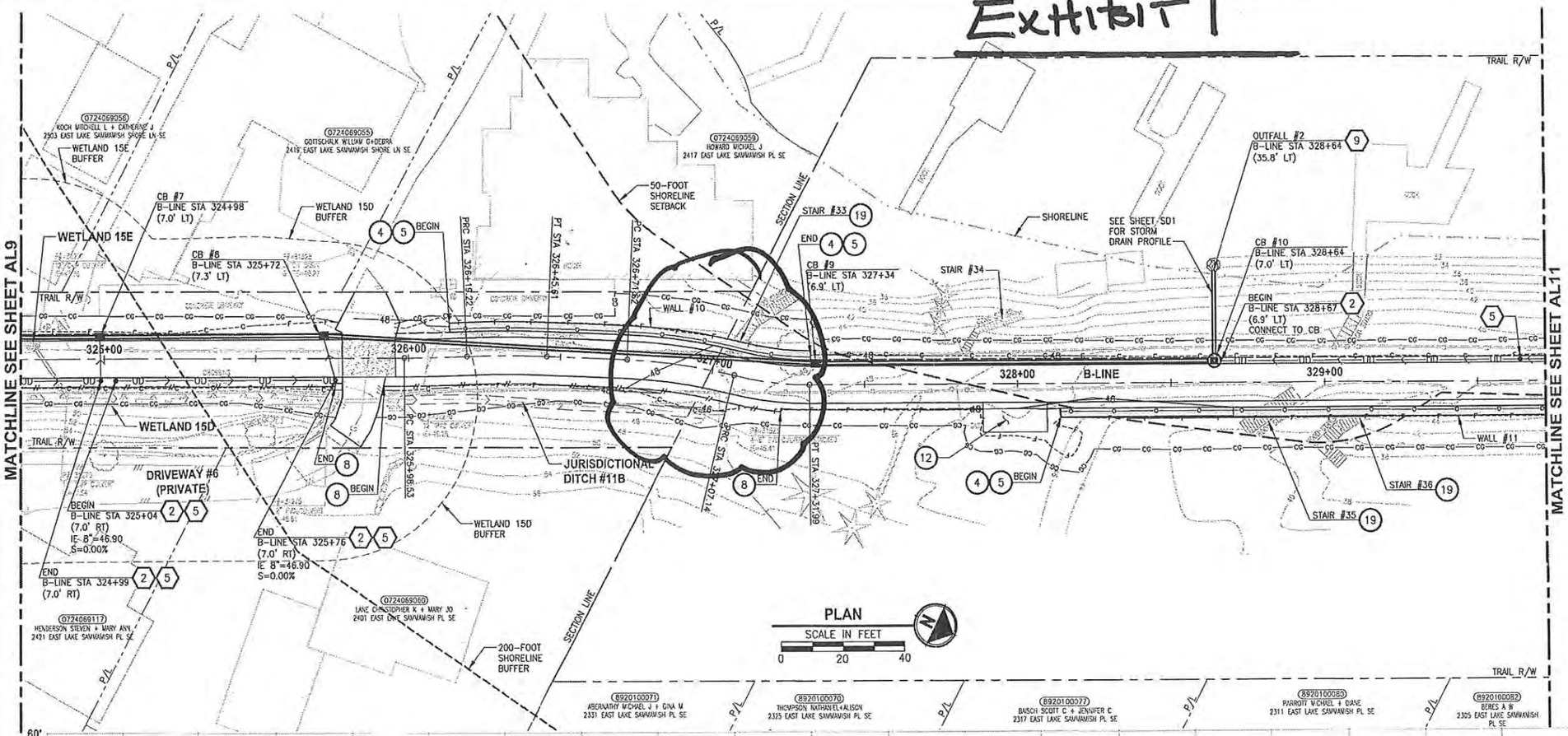
Sincerely,

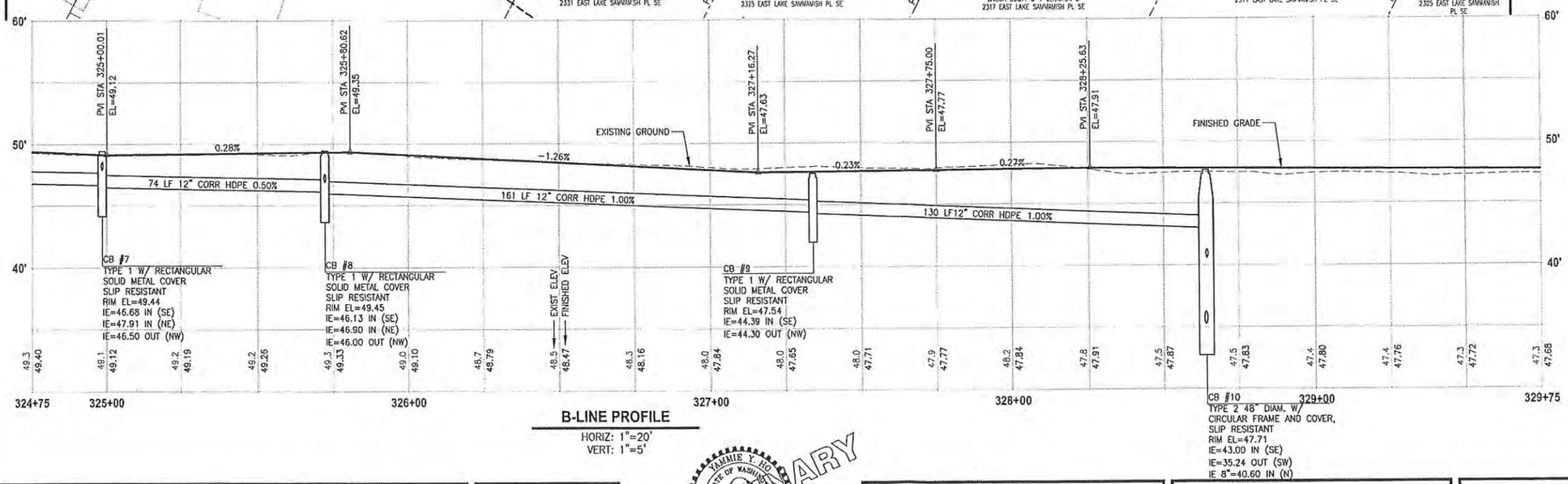
LAW OFFICE OF SAMUEL A. RODABOUGH PLLC

Samuel A. Rodabough
sam@rodaboughlaw.com

cc: Barbara Flemming, Senior Deputy Prosecuting Attorney

EXHIBIT 1





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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03AL-01
JOB No. 554-1521-075 P19 T03
DATE SEPTEMBER 2016

PRELIMINARY
JAMIE Y. HO
STATE OF WASHINGTON
40629
REGISTERED PROFESSIONAL ENGINEER

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ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES
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WWW.PARAMETRIX.COM

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

PLAN AND PLAN

SHEET NO.
42 OF 135
AL10

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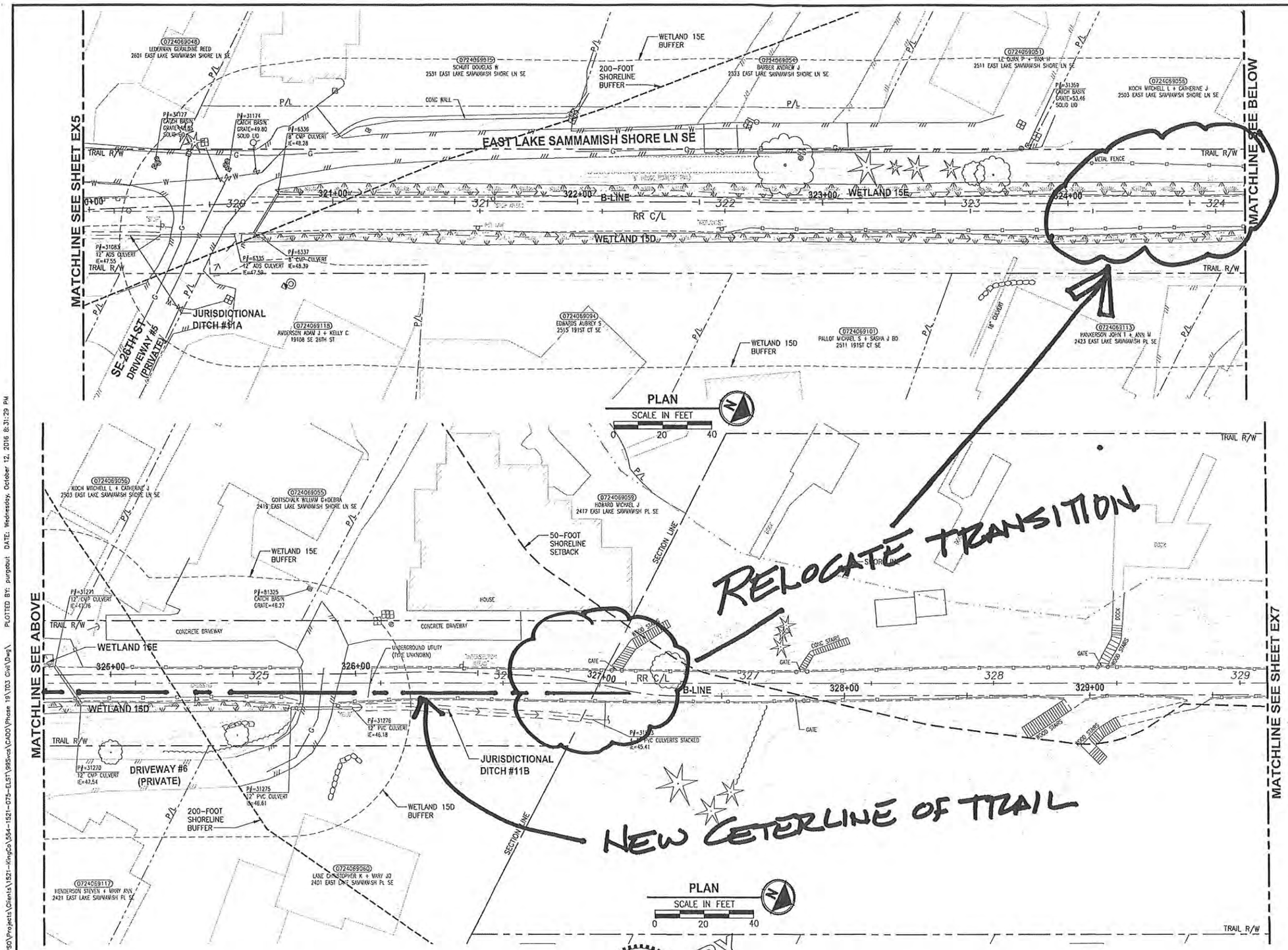

GENERAL NOTES:

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

EXHIBIT 2

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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DATE SEPTEMBER 2016

PRELIMINARY — YAMMIE 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. 14 OF 135
EX6

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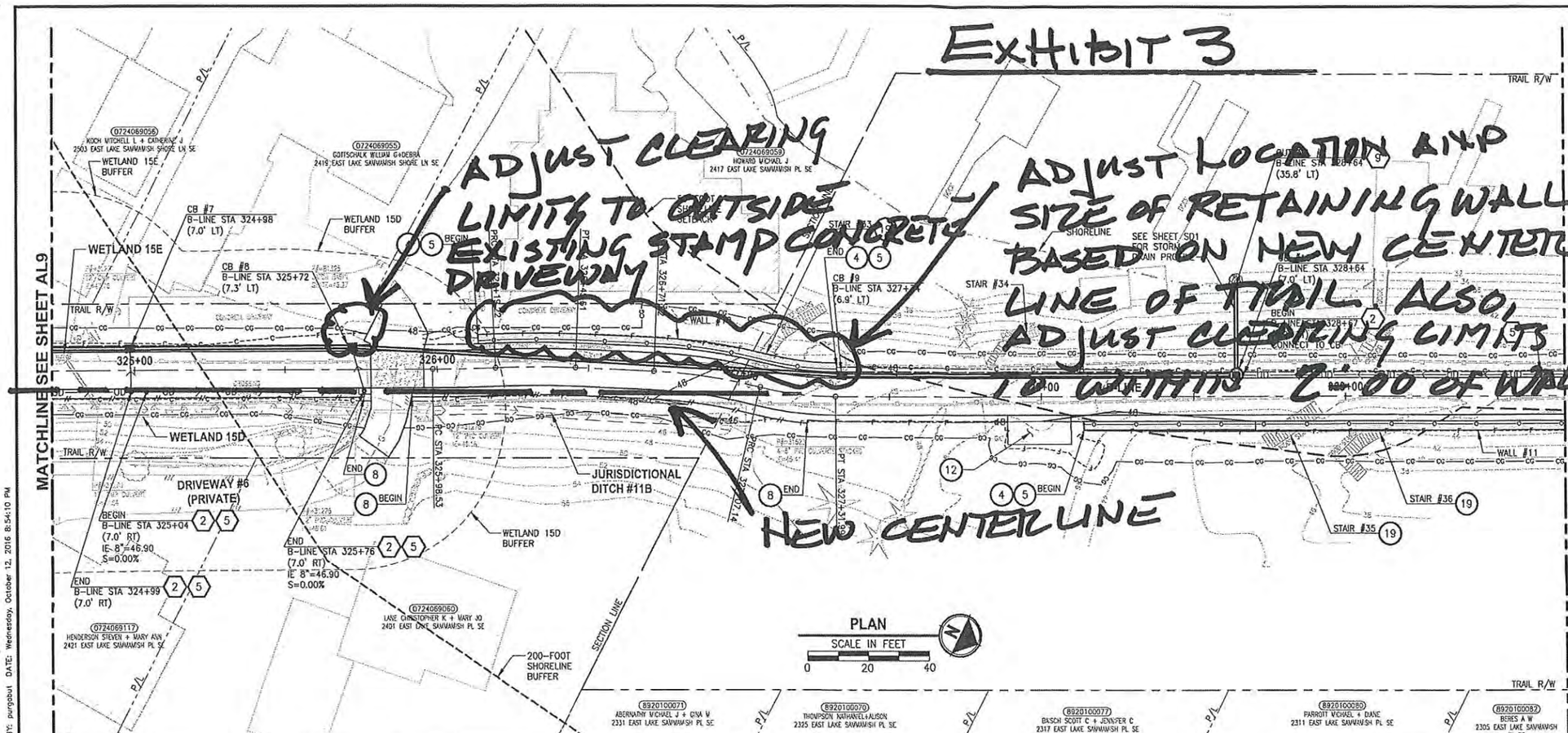

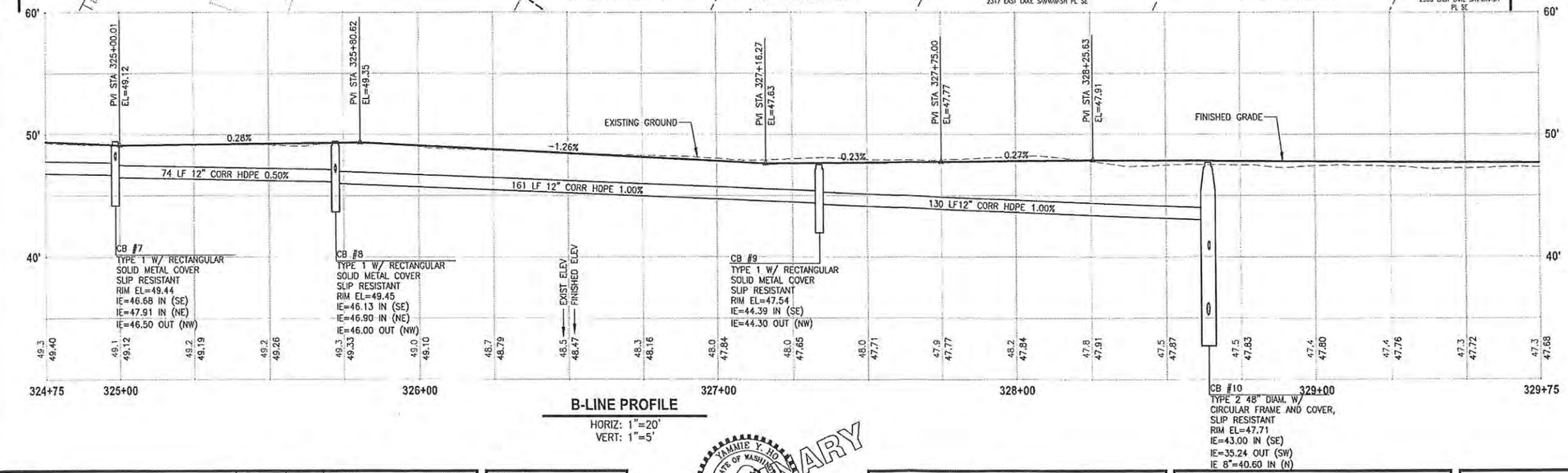

B-LINE PROFILE

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.
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9. INSTALL GRAVITY BLOCK WALL. SEE WALL DETAILS ON SHEET WD1. SEE WALL PROFILES ON WP SHEETS.
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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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03AL-01
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DATE SEPTEMBER 2016

PRELIMINARY — YAMMIE Y. HO, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER 40828

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

PLAN AND PROFILE

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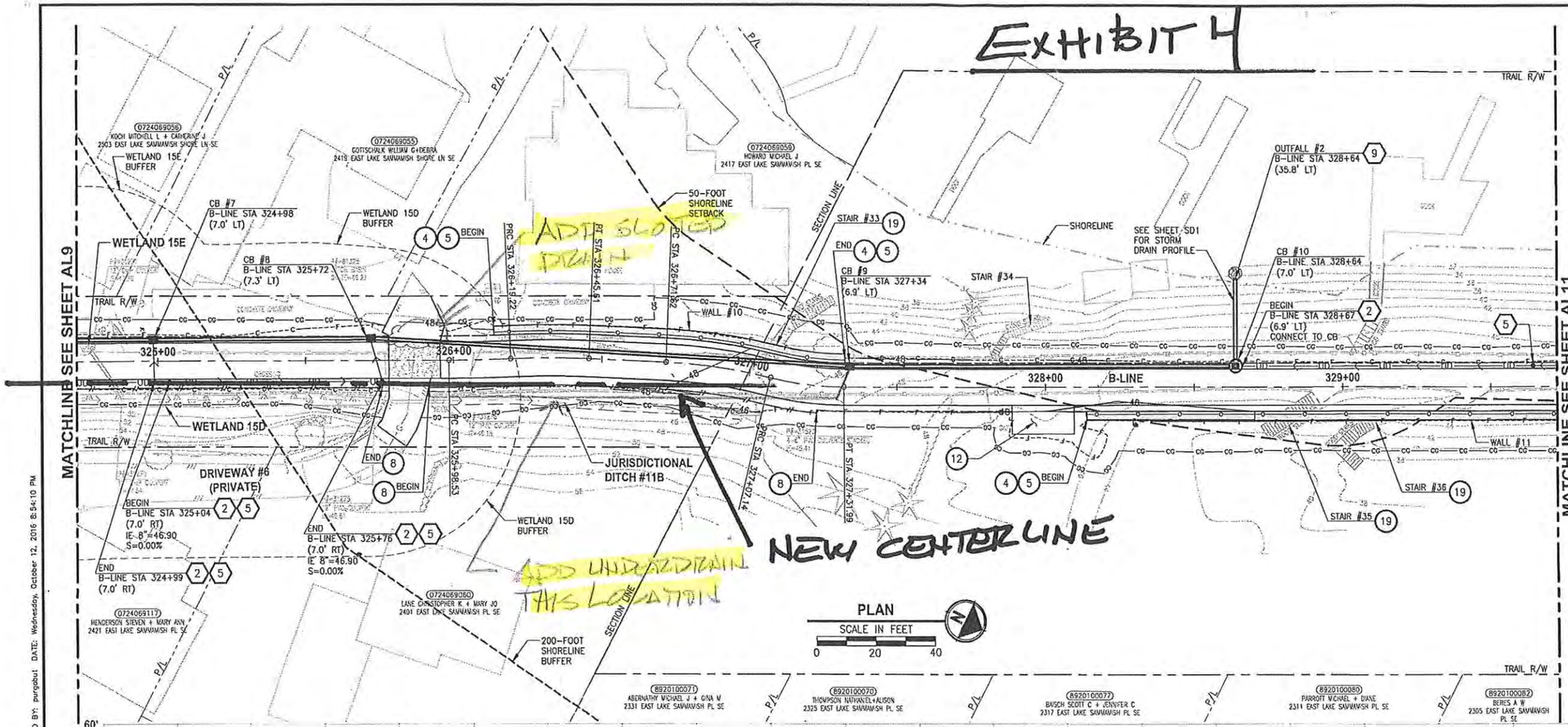
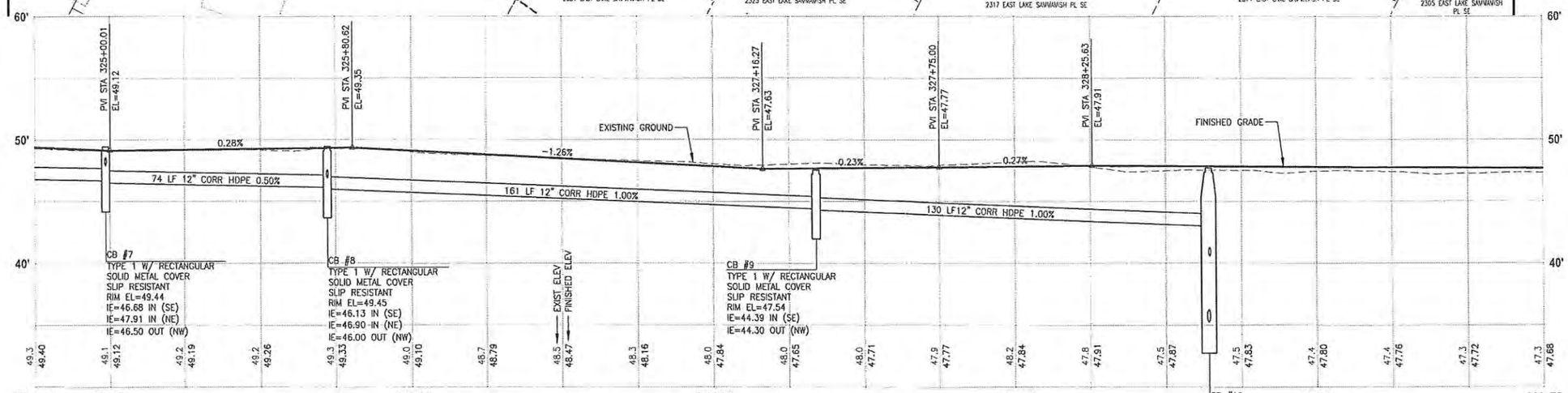
EXHIBIT 4





B-LINE PROFILE

HORIZ: 1"=20'
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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
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY

DESIGNED M. TSUN
DRAWN B. PURGANAN
CHECKED P. JOHANNESSEN
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ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
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PROJECT NAME
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
SOUTH SAMMAMISH SEGMENT B
SAMMAMISH, WA

PLAN AND PROFILE

SHEET NO. 42 OF 135
AL10

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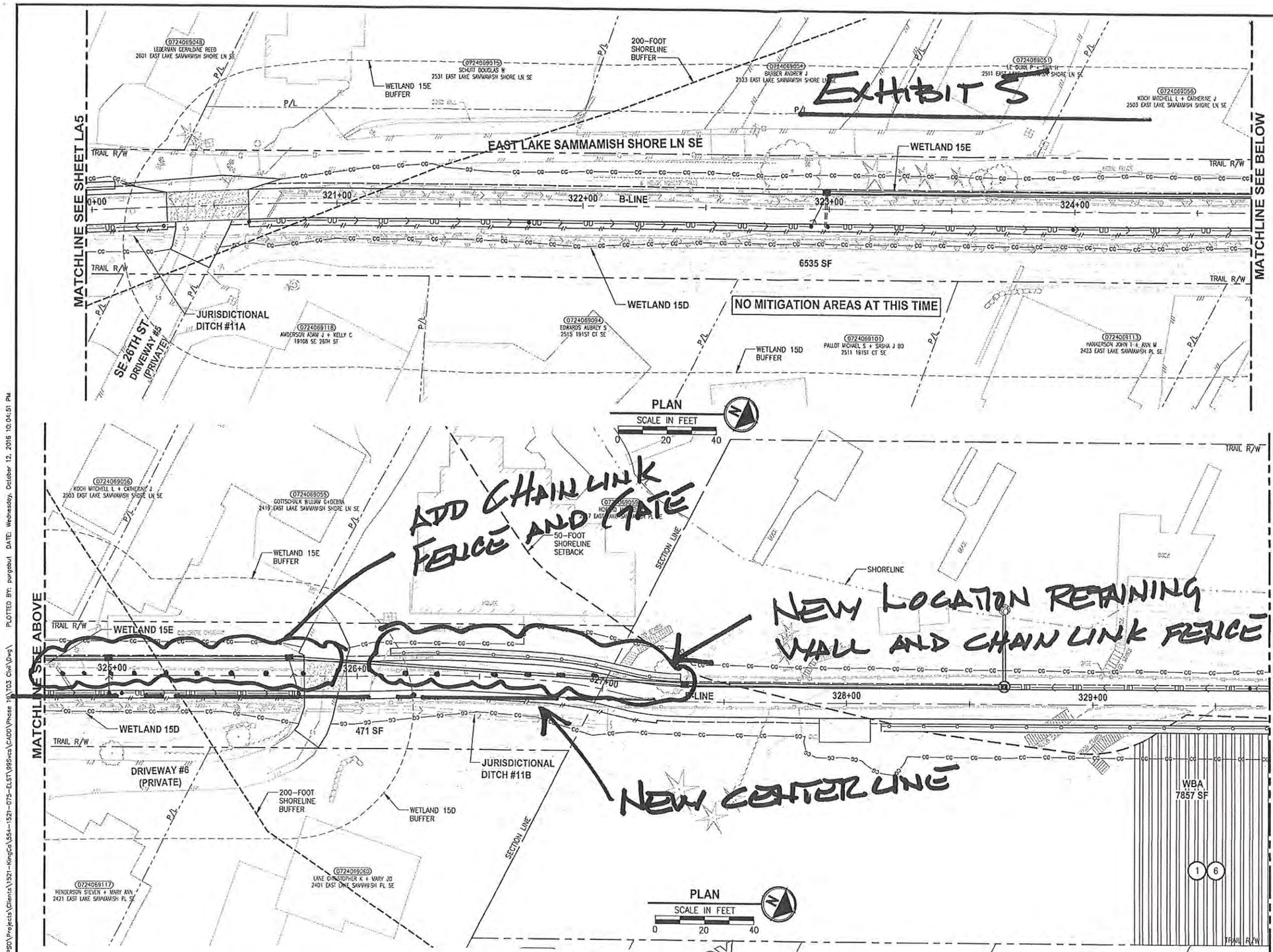
LAYOUT: AL10



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

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P19T03LA-01
JOB No 554-1521-075 P19 T03
DATE SEPTEMBER 2016

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

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

LANDSCAPE PLAN

SHEET NO. 118 OF 135
LA6

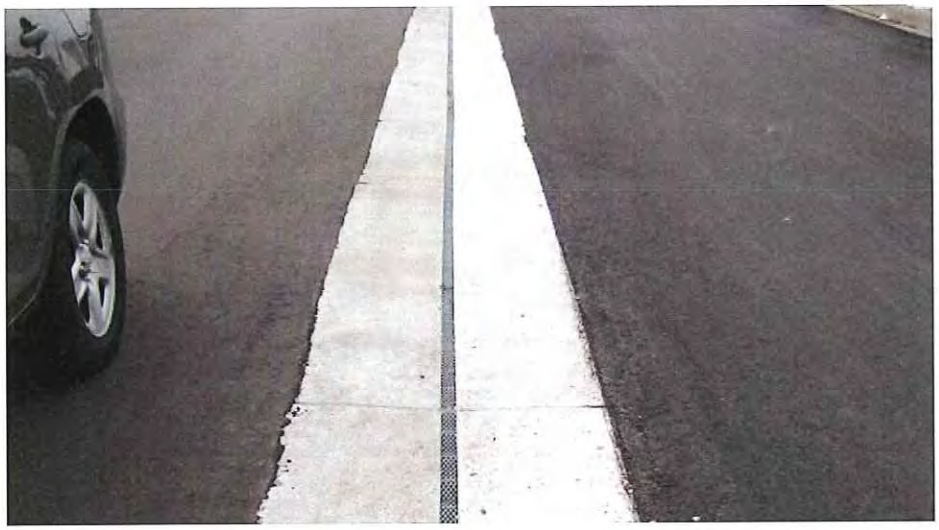
PATH: U:\PSO\Projects\Clients\1521-KingCo\554-1521-075-ELST\99Svcs\CADD\Phase 19\T03 Civil\Dwg\
PLOTTED BY: purganbd DATE: Wednesday, October 12, 2016 10:04:51 PM
LAYOUT: LA6

Exhibit 6

CONTECH®
ENGINEERED SOLUTIONS

PRODUCTS | MARKETS | START A PROJECT | KNOWLEDGE CENTER | COMPANY

Products > Pipe > Corrugated Metal (CMP) > Slotted Drain



Slotted Drain™

Slotted Drain pipe removes sheet flow from streets, highways, and parking lots without multiple grades or water channeling devices. The result is an aesthetically pleasing inlet that is safer and easier to install and maintain.

City of Sammamish City Hall
Attn: Lindsey Ozbolt, Associate Planner
801 228th Avenue SE
Sammamish, WA 98075

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

January 26, 2017

Re: E. Lake Sammamish Trail South Segment 2B – King County's 60% Design Plan
File Number: SSDP2016-00415
Request Permit Denial

Lindsey Ozbolt:

We have several concerns regarding how the 60% Design Plans will very negatively affect our property at 2305 E. Lake Sammamish Place SE, Sammamish, WA 98075. Our property tax account number is 892010-0082-09. We have been paying taxes on this waterfront parcel since 1975.

In the design plan the station #for our parcel is approximately 330.00 to approximately 330.50.

We purchased our property in 1975. We have title to the Second Class Shorelands Adjoining - which begins at the high water mark and runs out into the lake. Our dock sits on the Second Class Shorelands Adjoining that we own. We have a 1976 permit for our dock from King County, Washington State, and the Federal Government. We have won 2 Federal Court of Claims decisions on our ownership of the 200' wide 1875 Federal Right of Way Grant (Beres vs. US #1 and Beres vs. US #2) and 1 Federal Supreme Court decision that used the two Beres vs. US decisions as a reference (Brandt vs. US concerning who owns 1875 Right of Way Grant deeds). There is no question of our ownership! See Court Decisions attachments.

King County's plan as proposed will deny us access to our beach and dock. They propose a retaining wall (wall #11) topped with a tall cyclone fence that will run a length of 550 feet cutting off our access. Since our property is 70' wide we will be prevented from reaching the other side of our own property! Our underground utilities, our gate, and our 80' long decorative pedestrian bridge to our beach and dock that we have used for 42 years is proposed to be demolished with no replacement! This is an outrage – we will be looking at a 'Berlin Wall' with no way to get through to our waterfront and boats that we have owned for 42 years! We demand that our historic access to our beach/dock be restored as it has existed!

King County's plan will also remove all of the existing security fencing that is waterward of the trail that King County installed some years ago to prevent the public from trespassing onto our docks, boats and beach properties! They are leaving us totally exposed to public trespassing, theft, vandalism, destruction, and liability. We demand that the security fencing as it has existed for several years be retained and included in the plan.

King County's plan will also demolish and remove all of our beautiful, valuable, mature magnolia trees and shrubs and 2000 square feet of green lawn! Why?? Our landscaping is already a wildlife and bird haven and a trail enhancement. Trail users frequently stop to take photos of the beautiful trees and shrubs. In the past King County said they would allow preservation of attractive private landscaping because it would save them money and maintenance. Instead King County is going to destroy it all and create an unneeded 'wetland buffer addition'!!! What a ridiculous waste for no gain! A terrible loss for all! We demand that our existing landscaping should be allowed to remain for the public to enjoy!

Since the highest court in the land has confirmed our ownership we have a right to have our above demands met.

The City of Sammamish should deny King County's permit request because of King County's abusive intentions to the adjacent property owners' legitimate concerns, problems and issues.

Attached are 10 photos representing our property affected by King County's proposed trail plans.

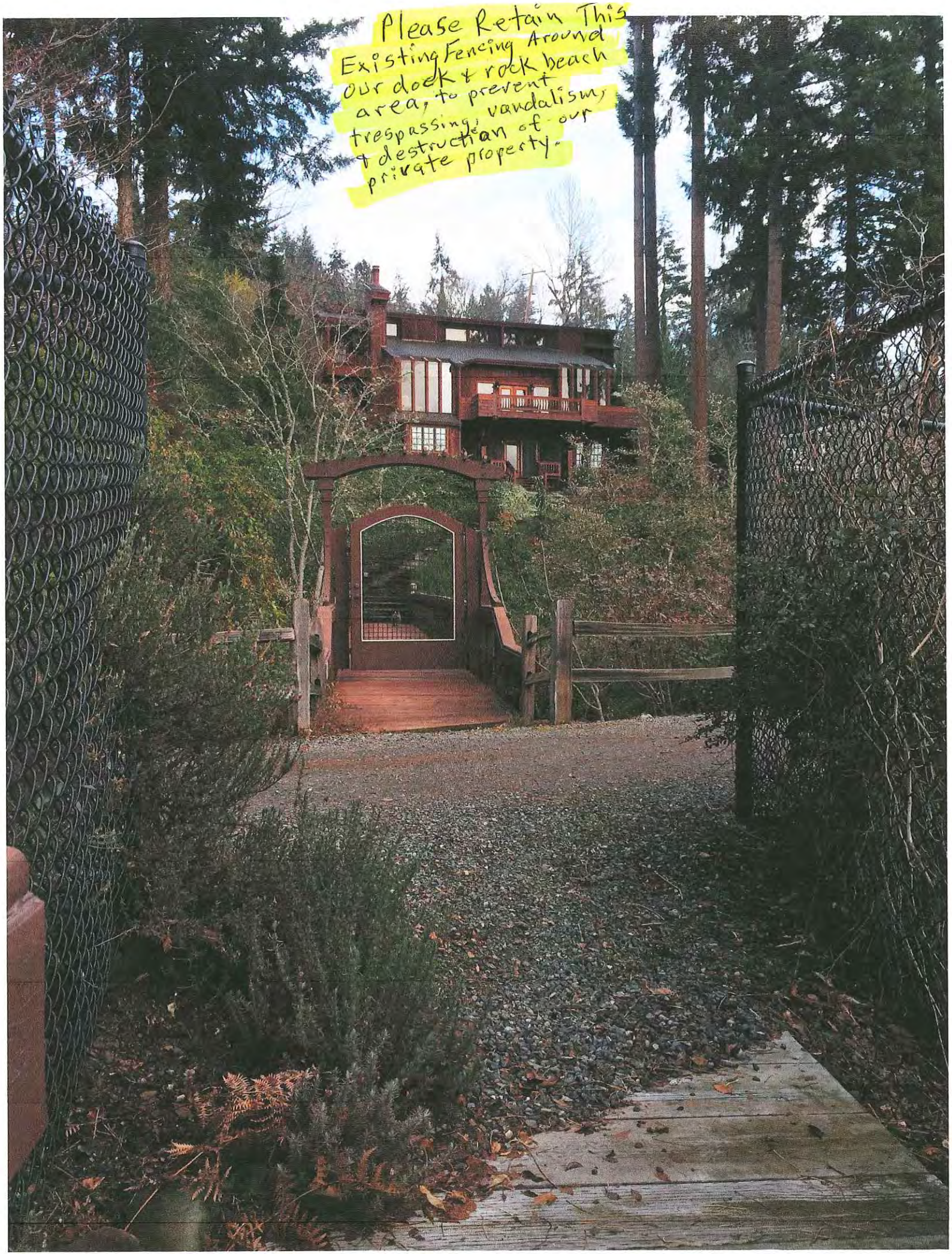
Attached also are 3 Federal Court Decisions referenced in paragraph 3.

Warren and Vicki Beres
2305 E. Lake Sammamish Place S.E.
Sammamish, WA 98075

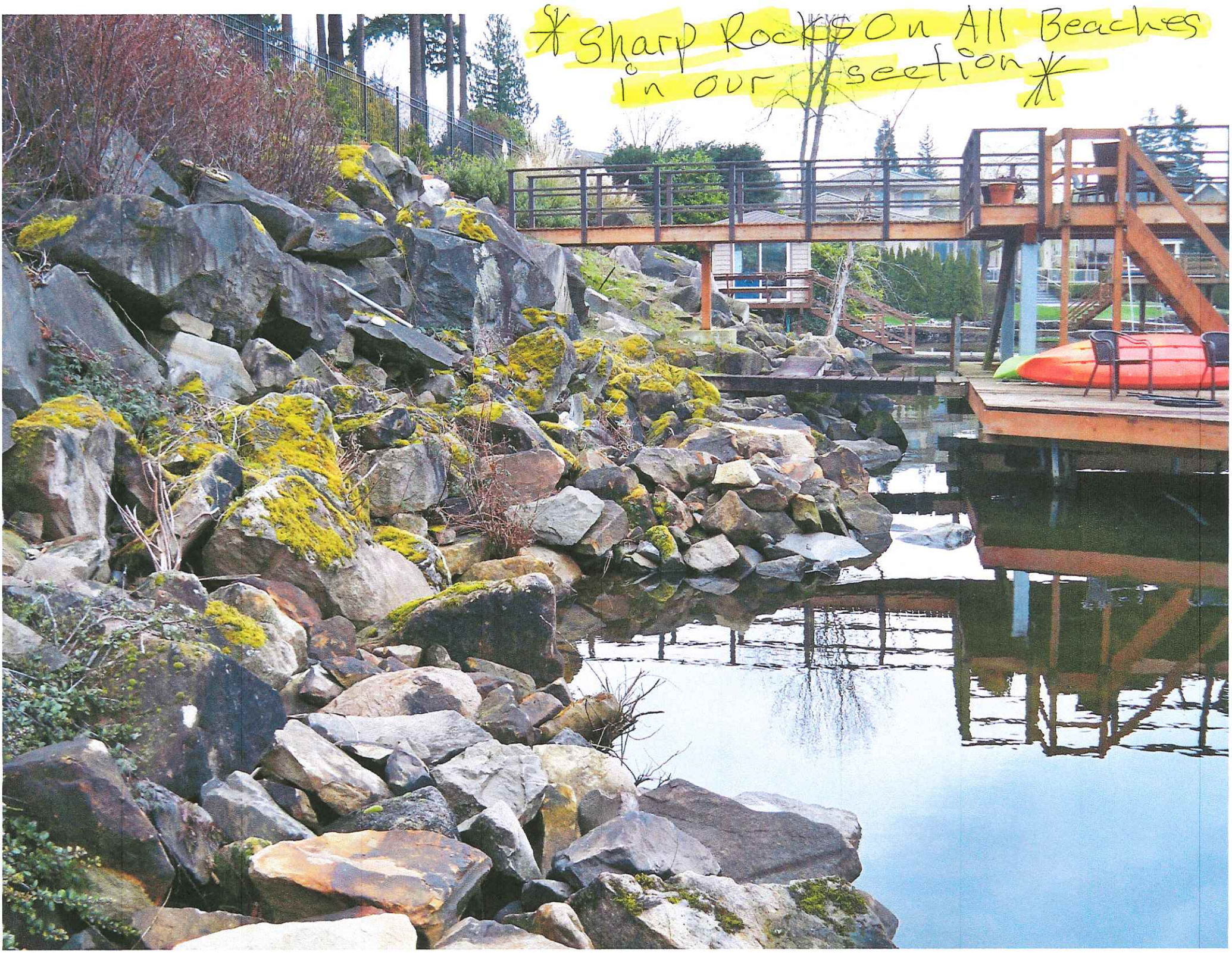
Vicki Beres
Warren Beres

10 Beres Property Photos

Please Retain This Landscaping & Bridge


Please Retain This
Existing Fencing Around
our dock & rock beach
area, to prevent
trespassing, vandalism,
& destruction of our
private property.

BERES


* Sharp Rocks On All Beaches
in our section *

BERES

Beres
Lake Sammamish Pl SE
190th Pl SE
Fullscreen
Share

ACKERSON KAUFFMAN FEX
ATTORNEYS, PC

MEMORANDUM

RECEIVED
JAN 27 2017
CITY OF SAMMAMISH

FROM: Nels Ackerson, on behalf of Ackerson Kauffman Fex, pc

TO: Friends who Support Landowners' Rights

DATE: April 9, 2014

RE: Landmark U.S. Supreme Court Decision for Landowners
And Application of that Decision to Current and Future Cases

The U.S. Supreme Court handed down a landmark decision last month that will benefit hundreds of thousands of private property owners across the nation. In *Marvin M. Brandt Revocable Trust v. United States*, the Court upheld the landowner's claim of ownership of land where a railroad right-of-way had been abandoned. The Court rejected the government's argument that it owned the land.

The Court's rationale goes far beyond ownership rights on a specific abandoned railroad. The opinion states categorically that "essential features of easements . . . are well settled as a matter of property law," and explains that "granting an easement merely gives the grantee the right to enter and use the grantor's land for a certain purpose."

Our firm filed an *amicus* brief in the *Brandt* case as *pro bono* counsel for the National Association of Reversionary Property Owners and on behalf of landowners nationwide. The issues were familiar to us because Cecilia Fex and other lawyers in our firm prevailed for landowners in earlier cases involving the same issues before the U.S. Court of Appeals for the 7th Circuit and the U.S. Court of Appeals for the Federal Circuit. The *Brandt* case reached the Supreme Court on an appeal from a 10th Circuit Court decision that reached the opposite conclusion, holding that the government owned the land. The Supreme Court often accepts cases for decision when there is a split in the circuits.

A central issue in all three Court of Appeals cases was whether the government or private landowners own land where railroad use had been abandoned and where a railroad once had received an easement limited to railroad use under an 1875 federal program that incentivized railroad companies to build transcontinental railroads. The Supreme Court reversed the unfavorable 10th Circuit decision, with an opinion that is aligned with the favorable results received in the 7th Circuit and Federal Circuit decisions, and also aligned with the positions that we took for landowners in our *amicus* brief.

More than a century ago, the federal government granted an easement for a railroad across the Brandt family's property. In 2004, railroad operations were abandoned, leaving a disputed 200-foot-wide strip of land that severed the Brandt family's property. The United States

claimed it owned the abandoned 200-foot strip and sought to quiet title which would allow a trails organization to use the land for a recreational trail.

The *Brandt* decision directly affects thousands of miles of railroad rights of way where the federal government, under the 1875 law, granted railroad right-of-way easements. Ownership rights other than for railroad uses were generally transferred to or retained separately by underlying and adjoining landowners.

Importantly, owners of land on tens of thousands of additional miles of right-of-way may also be affected the Court's *Brandt* analysis—far more than the thousands of miles of 1875 railroad right-of-way easements. Indeed, the *Brandt* Court's language quoted in the second paragraph above may be cited by landowners in cases involving railroad rights of way that did not arise under the 1875 federal law.

Still more, the *Brandt* language quoted above and the Court's analysis may be cited as precedent for landowners who assert reversionary rights and rights that are outside the scope of any easement that is for a limited use. Issues involving the scope of an easement typically arise when the owner of the easement attempts to benefit from use of the land for a different or additional purpose. Examples include a railroad selling rights for trail use on abandoned railroad right-of-way land; or a railroad, power transmission company or pipeline company selling rights to install fiber optic cable on land that is subject to an easement limited to the company's single use.

Our firm and three allied law firms plus affiliated local firms across the country are not the only law firms who have represented landowners in disputes over the scope of right-of-way easements. But our work on behalf of landowners for more than two decades has included litigation against the federal government, railroads, fiber telecommunications companies, power companies, pipe lines, recreational trails groups and others who have asserted control over land in which they either have no rights or who have wrongly asserted and profited from rights that are outside of the limited use of their easements.

A current example of a case where *Brandt* language may be cited by landowners is pending in Texas. Our firm and others represent landowners who have requested approval of a class settlement covering some 3,200 miles of railroad rights of way in Texas where telecommunications companies paid railroads for rights to install fiber-optic cable, but did not ask for or receive the consent of landowners.

The attached press release is focused on that concerning the status of the Texas class settlement that is pending approval. It has taken us nearly 15 years of litigation to achieve final approval of parallel cases in 40 other states. Only with court approval of the Texas settlement can tens of thousands of Texas landowners receive the payments and other benefits of the settlement, including restrictions on the scope of future use of the right-of-way land.

Syllabus

NOTE: Where it is feasible, a syllabus (headnote) will be released, as is being done in connection with this case, at the time the opinion is issued. The syllabus constitutes no part of the opinion of the Court but has been prepared by the Reporter of Decisions for the convenience of the reader. See United States v. Detroit Timber & Lumber Co., 200 U. S. 321, 337.

SUPREME COURT OF THE UNITED STATES

Syllabus

MARVIN M. BRANDT REVOCABLE TRUST ET AL. v. UNITED STATES

CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE TENTH CIRCUIT

No. 12–1173. Argued January 14, 2014—Decided March 10, 2014

Congress passed the General Railroad Right-of-Way Act of 1875 to provide railroad companies "right[s] of way through the public lands of the United States," 43 U. S. C. §934. One such right of way, obtained by a railroad in 1908, crosses land that the United States conveyed to the Brandt family in a 1976 land patent. That patent stated, as relevant here, that the land was granted subject to the railroad's rights in the 1875 Act right of way, but it did not specify what would occur if the railroad later relinquished those rights. Years later, a successor railroad abandoned the right of way with federal approval. The Government then sought a judicial declaration of abandonment and an order quieting title in the United States to the abandoned right of way, including the stretch that crossed the land conveyed in the Brandt patent. Petitioners contested the claim, asserting that the right of way was a mere easement that was extinguished when the railroad abandoned it, so that Brandt now enjoys full title to his land without the burden of the easement. The Government countered that the 1875 Act granted the railroad something more than a mere easement, and that the United States retained a reversionary interest in that land once the railroad abandoned it. The District Court granted summary judgment to the Government and quieted title in the United States to the right of way. The Tenth Circuit affirmed.

Held: The right of way was an easement that was terminated by the railroad's abandonment, leaving Brandt's land unburdened. Pp. 8–17.

(a) The Government loses this case in large part because it won when it argued the opposite in Great Northern R. Co. v. United States, 315 U. S. 262. There, the Government contended that the

TABLE OF AUTHORITIES

Page

CASES

Amoco Prod. Co. v. S. Ute Indian Tribe, 526 U.S. 865 (1999) 3, 32, 41

Beres v. United States, 64 Fed. Cl. 403 (2005) 14, 38, 40, 42, 58

Brandt v. United States, 102 Fed. Cl. 72 (2011) 13

Brandt v. United States, 710 F.3d 1369 (Fed. Cir. 2013) 13

Chicago & N. W. Ry. Co. v. Continental Oil Co., 253 F.2d 468 (10th Cir. 1958) 28, 52

Chickasaw Nation v. United States, 534 U.S. 84 (2001) 56

Choctaw, O. & G. R.R. Co. v. Mackey, 256 U.S. 531 (1921) 23

Circuit City Stores, Inc. v. Adams, 532 U.S. 105 (2001) 56

City of Aberdeen v. Chicago & N. W. Transp. Co., 602 F. Supp. 589 (D.S.D. 1984) 34, 44

Denver & R.G. Railway Co. v. Alling, 99 U.S. 463 (1878) 23, 41

Dominguez De Guyer v. Banning, 167 U.S. 723 (1897) 31

Grainger v. United States, 197 Ct. Cl. 1018 (1972) 31

Great Northern Ry. Co. v. United States, 315 U.S. 262 (1942) ..... *passim*

1988—12 years after the United States patented the Fox Park parcel to the Brandts—that Congress did an about face and attempted to reserve the rights of way to the United States. That policy shift cannot operate to create an interest in land that the Government had already given away.[5]

* * *

More than 70 years ago, the Government argued before this Court that a right of way granted under the 1875 Act was a simple easement. The Court was persuaded, and so ruled. Now the Government argues that such a right of way is tantamount to a limited fee with an implied reversionary interest. We decline to endorse such a stark change in position, especially given "the special need for certainty and predictability where land titles are concerned." Leo Sheep Co., supra, at 687.

The judgment of the United States Court of Appeals for the Tenth Circuit is reversed, and the case is remanded for further proceedings consistent with this opinion.

It is so ordered.

---

[5]The dissent invokes the principle that "any ambiguity in land grants 'is to be resolved favorably to a sovereign grantor,'" post, at 1 (quoting Great Northern R. Co. v. United States, 315 U. S. 262, 272 (1942)), but the Solicitor General does not—for a very good reason. The Government's argument here is that it gave away more in the land grant than an easement, so that more should revert to it now. A principle that ambiguous grants should be construed in favor of the sovereign hurts rather than helps that argument. The dissent's quotation is indeed from Great Northern, where the principle was cited in support of the Government's argument that its 1875 Act grant conveyed "only an easement, and not a fee." Id., at 271.

In the United States Court of Federal Claims

Nos. 03-785L, 04-1456L, 04-1457L, 04-1458L, 04-1459L, 04-1463L, 04-1465L, 04-1466L, 04-1467L, 04-1468L, 04-1469L, 04-1471L, 04-1472L, 04-1473L, 04-1474L

Filed: April 5, 2012

RECEIVED
JAN 2 / 2017
CITY OF SAMMAMISH

* * * * * * * * * * * * * *

WARREN BERES and VICKI BERES, et al.,

Plaintiffs,

v.

UNITED STATES,

Defendant.

* * * * * * * * * * * * * *

Fifth Amendment Taking; Rails to Trails; Scope of Easement; Railbanking; Deed Interpretation.

John M. Groen, Groen Stephens & Klinge LLP, Bellevue, Wash. and **Cecilia C. Fex**, Ackerson Kauffman Fex, P.C., Washington, D.C., for the plaintiffs.

Bruce K. Trauben, Trial Attorney, Natural Resources Section, Environment and Natural Resources Division, United States Department of Justice, Washington, D.C., for the defendant. With him was **Ignacia S. Moreno**, Assistant Attorney General, Environment and Natural Resources Division.

OPINION

HORN, J.

At issue is the scope of the rights of way in these multifaceted takings cases, involving numerous plaintiffs, multiple statutory land grants, different deed types, a prescriptive easement and subsequent conveyances over a more than one hundred year time period for property located along the eastern shore of Lake Sammamish in King County, Washington. The plaintiffs in these consolidated[1] lawsuits allege that

[1] For case management purposes all of the above captioned cases were consolidated under the lead case, Beres v. United States, No. 03-785L. Originally seventeen separate cases were consolidated, and as of the date of this opinion, fifteen cases are now consolidated.

CONCLUSION

For the reasons discussed above, the court finds that the scope of the easements in the SLS&E Deeds, the 1904 Reeves Quit Claim Deed, the prescriptive easement, and the 1875 Act easements, were exceeded by the establishment of the public recreational trail. Therefore, the court **DENIES** the defendant's cross-motion for partial summary judgment, and **GRANTS** the plaintiffs' cross-motion for partial summary judgment. The plaintiffs in the above captioned consolidated cases may proceed with their causes of action for Fifth Amendment takings. The parties shall consult and propose procedures for the further proceedings to resolve all of the above captioned consolidated cases.

IT IS SO ORDERED.

s/Marian Blank Horn
MARIAN BLANK HORN
Judge

Re: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 12:29 PM

To:maatnosniw@gmail.com <maatnosniw@gmail.com>;

Dear Winson,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Although the official comment period has closed, as of January 27, 2017 at 5:00 p.m., your comments have been received an will be considered.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Winson Taam <maatnosniw@gmail.com>
Sent: Friday, January 27, 2017 8:10 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I, a resident of Sammamish for 17 years, urge you to approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail and can enjoy this wonderful northwest outdoor. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail. It is completely unfair and will resemble a third world country where the rich can buy their public land for their personal use. Residents along this trail should not monopolize this old railway which belongs the public.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Winson Taam
217th Ave SE
Sammamish, WA 98075
4257616233

RE: Comments for Sammamish Trail section 2B

Lindsey Ozbolt

Fri 2/3/2017 3:23 PM

To:Angela Jobe <angelajobechalkdesigns@gmail.com>;

Dear Angela,

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) and Inglewood Hill Parking Lot (SSDP2016-00414).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----
From: Angela Jobe [mailto:angelajobechalkdesigns@gmail.com]
Sent: Friday, January 27, 2017 11:03 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Comments for Sammamish Trail section 2B

Dear Ms. Ozbolt,

I am writing this letter to show great concern for the removal of the gravel driveway at trail markers 470-473. This driveway diverts traffic away from the steep driveway of my inlaw's house, my children's grandparents front yard/entry.

My family and I are concerned this is a great safety hazard. Our children have been accustomed to playing in the front yard, driveway area. Rerouting all traffic through this area will be a safety issue and a nuisance.

In addition, the gravel driveway provides easy and safe access for emergency vehicles, large delivery trucks, and boat trailers.

We urge you to revise the trail plans and keep the gravel driveway in tact for the safety and convenience of all.

Sincerely,

Angela Jobe, M.ED

RE: ELST South Samm B Segment

Lindsey Ozbolt

Fri 2/3/2017 3:16 PM

To:Cathy L. Anderson <canderson@hansonbaker.com>;

Dear Cathy,

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) and Inglewood Hill Parking Lot (SSDP2016-00414).

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: Cathy L. Anderson [mailto:canderson@hansonbaker.com]
Sent: Friday, January 27, 2017 10:48 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; kcparks@subscriptions.kingcounty.gov
Cc: jeff jobe <jeffjobe15@gmail.com>; John T. Ludlow <jludlow@hansonbaker.com>
Subject: ELST South Samm B Segment

Ms. Ozbolt,

Attached please find correspondence and attachments from John Ludlow, attorney for Alex Jobe, Jeff Jobe and Nick Jobe, related to the ELST South Sammamish B Segment.

Thank you.

Cathy Anderson
Legal Assistant to John T. Ludlow

HANSON BAKER | 2229 - 112th Ave NE, Suite 200, Bellevue, Washington 98004
* canderson@hansonbaker.com | ' phone: (425) 454-3374 | 7 fax: (425) 454-0087

This e-mail and any attachments are confidential, privileged and intended only for the use of the intended recipient(s).

If you have received this e-mail in error, please notify us immediately.

HB
HANSON BAKER
ATTORNEYS

John E. Hanson, Retired
John M. Baker (1945-2001)

Magnus Andersson
Britney K. Bergen
Sandy Cairns
Joseph C. Calmes
Douglas R. Cameron
Timothy J. Graham
Keaton G. Hille
John T. Ludlow
Merrilee A. MacLean
Rachel L. Merrill
Joshua Rosenstein

January 27, 2017

Via Email: lozbolt@sammamish.us

Lindsey Ozbolt
Associate Planner
City of Sammamish
801 228th Avenue SE
Sammamish, WA 98075

Re: ELST South Samm Segment B

Dear Sir or Madame:

This office represents the families of Alex Jobe, Jeff Jobe and Nick Jobe (collectively the "Jobes"). Alex lives at 1539 East Lake Sammamish Pkwy S.E. Jeff lives immediately south of Alex at 1537 East Lake Sammamish Pkwy S.E. and a business owned by Jeff also owns the vacant lot south of his home, which is improved with a sports court/recreational helicopter take-off and landing pad (Tax Parcel No. 3575300210). Nick lives immediately south of the landing pad at 1533 East Lake Sammamish Pkwy S.E. Nick's home is above a helicopter hangar. All four of the Jobes' properties lie between the ELST and Lake Sammamish.

The Jobes have asked me to prepare a letter to the County that does two things: (a) reports their opposition to some of the construction of the Inglewood Hill Road Parking Area proposed in the County's 60% design plans (extending between markers 468+00 and 474+00); and (b) offers an alternative plan that preserves the existing—and safer—-access to all four of their properties and a neighboring property at 1531 East Lake Sammamish Property S.E., which is south of Nick's home. For your reference I have attached to this letter copies of Sheet Nos. 23 and 24 (PS1 and PS2) of the 60% plans, along with a County aerial photo showing the four Jobe properties. The Sheets are attached as Exhibit 1 and the aerial photo is attached as Exhibit 2. The four Jobe properties are labeled in both Exhibits.

Legal Challenges

As other property owners on the east side of the Lake have done, the Jobes challenge the County's legal right to make any improvements outside the former 10' to 14' width of the tracks, ties and ballast. The County does not own the land on which it proposes to build the parking lot and construction of the lot, within the former railroad right of way, is beyond the scope of uses permitted by the "rails to trails" legislation.

Objections to Plans

Several years ago the Jobes retained a surveyor to survey their east property lines and, after comparing that survey with the 60% plans, they are convinced that the Sheets in Exhibit 1 mistakenly report the west line of the former right of way. Before proceeding any further with plan revisions the Jobes request that the County meet with the Jobes' surveyor, with the goal of either agreeing or disagreeing on the common boundary line that separates the former right of way and the Jobe properties.

The 60% Plans indicate that the County plans to eliminate the existing gravel access road, which extends from Kokomo Road on the north to the vacant lot/helicopter pad to the south. The gravel road is highlighted in yellow in attached Exhibit 3. The Jobes' oppose elimination of this access road because:

1. Jeff, Nick and the 1531 owner have used the gravel road, almost exclusively, to access their homes. Nick and the 1531 owner have used it because it is the most direct, convenient and safest route, and Jeff has used it because the garage to his house was designed and oriented for entry and exit from the south, rather than the north.

2. Eliminating the gravel road will more than double the amount of traffic that passes directly past Alex's home, which will increase the risk of injury to his young children who play in his driveway. Eliminating the gravel road will also force Nick and the 1531 owner to cross beside the helicopter landing/take off area each time they leave from, or return to, their homes. As can be seen in the aerial photos, the helicopter landing area is fairly small and abuts the paved driveway to the east, which would become the only access route to Nick's home and the 1531 property. Again, safe access to and from Nick's home and the 1531 owner's home is best achieved by preserving the gravel access road, outside the reach of helicopter blades.

3. The grade of the paved driveway east of Jeff's home does not allow for passage of a truck that has a lengthy overhang over the rear axle. Several trucks have dragged their rear bumpers on the driveway and gotten "hung-up" because of the steep, uphill pitch of the drive north of a flat section of the driveway. As a consequence, Jeff, Nick and the 1531 owner have needed to direct delivery people to use the gravel road, rather than the paved driveways to the west, to make deliveries.

4. Curbside garbage and recycling trucks currently use the gravel road to collect waste from the Jobes' homes. If the gravel road is eliminated that service will either be lost or the large trucks will have to back up or down the much narrower paved driveways east of their homes, posing more risk of property damage and/or personal injury.

5. Fortunately, Jobes have not needed to call emergency vehicles to their homes. Their experiences with delivery trucks and construction vehicles have convinced them that emergency vehicular access to Nick's home and the 1531 property will be lost if the gravel road is eliminated.

6. If the 60% plans are not modified the paved driveway (extending past Jeff's house, the helicopter landing area and Nick's house) will be crossed daily by three families instead of one. The paved surface is not wide enough for two cars to pass without pulling out. Forcing three home owners to use a section of the driveway that has previously been used primarily by one homeowner, will result in more pull-outs and backing-up, which is more than inconvenient. It is unsafe.

Jobes' Alternative Proposal Preserving Gravel Access Road

The Jobes have met with a civil engineer who has concluded that the northerly 50'+/- of the gravel access road can be modified to allow vehicles to cross the trail at the same location as Kokomo Road; essentially crossing the trail at the same angle as, and immediately south of, the existing paved driveway the County has proposed to leave in place. I have attached as Exhibit 4 an aerial photo that illustrates the proposed modifications. The relocated section of the gravel road is shaded gray and appears in the area highlighted by dashed red lines. The Exhibit includes an outline of new parking area, rest rooms and picnic area. As you can see, the northern portion of the road veers to the west slightly, and would require removal of some existing landscaped areas, the addition of some fill and the construction of a retaining wall along the west side of the road. As you can also see, the County could extend its existing fence to the north, crossing the vacated portion of the gravel road. The County could also add new landscaping on either side of the extended fence and the east side of the relocated road.

The Jobes' goals in proposing this change are to (a) provide a wider and safer place for traffic to cross the trail, (b) reduce the amount of traffic that crosses the very narrow paved driveways immediately east of their homes; (c) avoid the dangers of accidental helicopter and vehicle contact; (d) assure that delivery trucks and emergency vehicles can reach all four for their properties (and the 1531 property); and (e) minimize the risk of injury to Alex's children by preserving the existing bypass of his driveway provided by the gravel road.

Summary

The Jobes respectfully request that the County modify its 60% plans for the Parking Area to allow access to their homes over the re-located gravel road as displayed in Exhibit 4. If their request is not granted they stand ready to make this same request in appeals of the permitting process, and will likely make the legal challenges as well.

Thank you for your time and consideration of these issues.

Very truly yours,

HANSON BAKER LUDLOW
DRUMHELLER P.S.

John T. Ludlow

JTL:jtl
jludlow@hansonbaker.com
Enclosures
cc: King County Parks (via email) kcparks@subscriptions.kingcounty.gov
Jeff Jobe (via email)

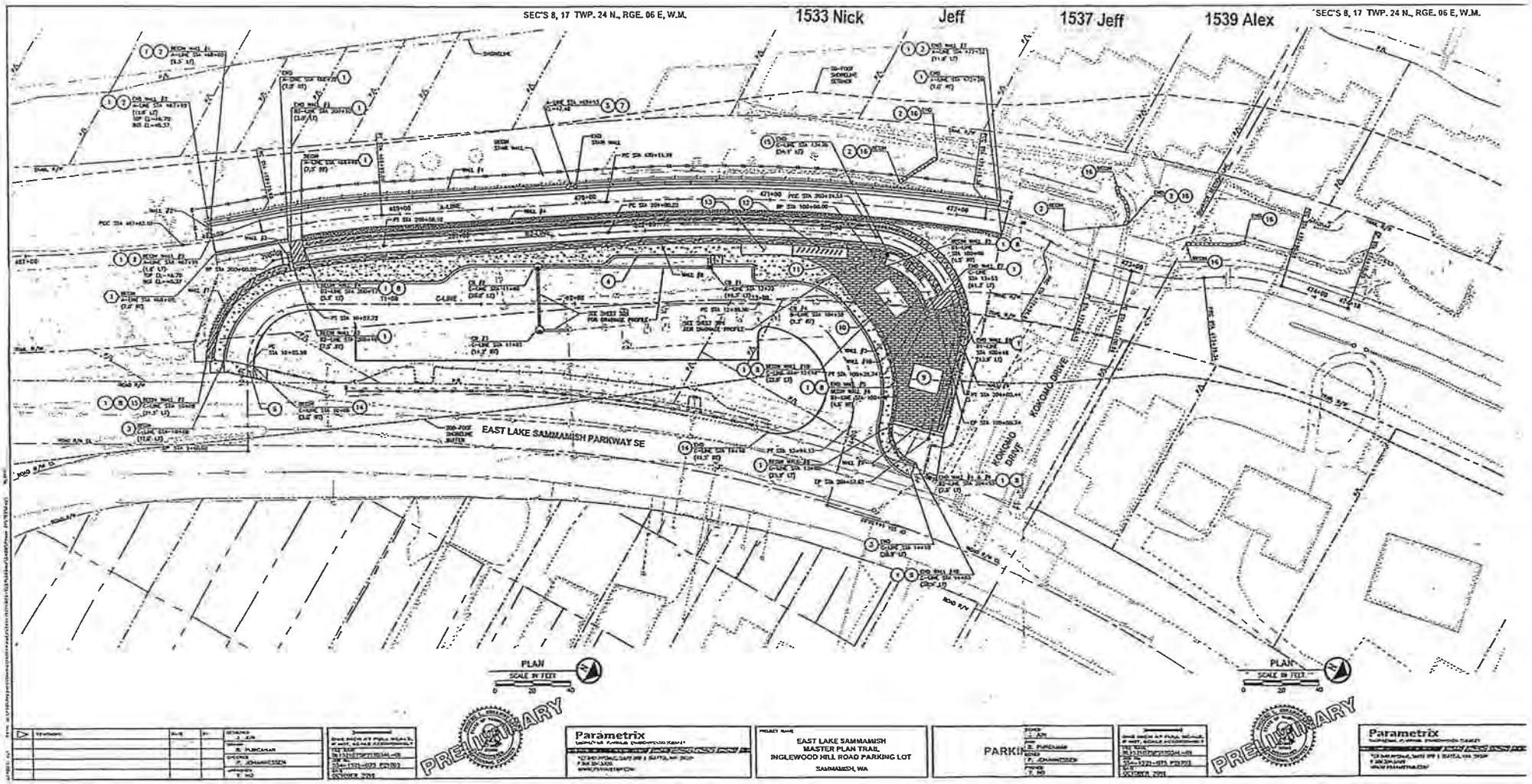
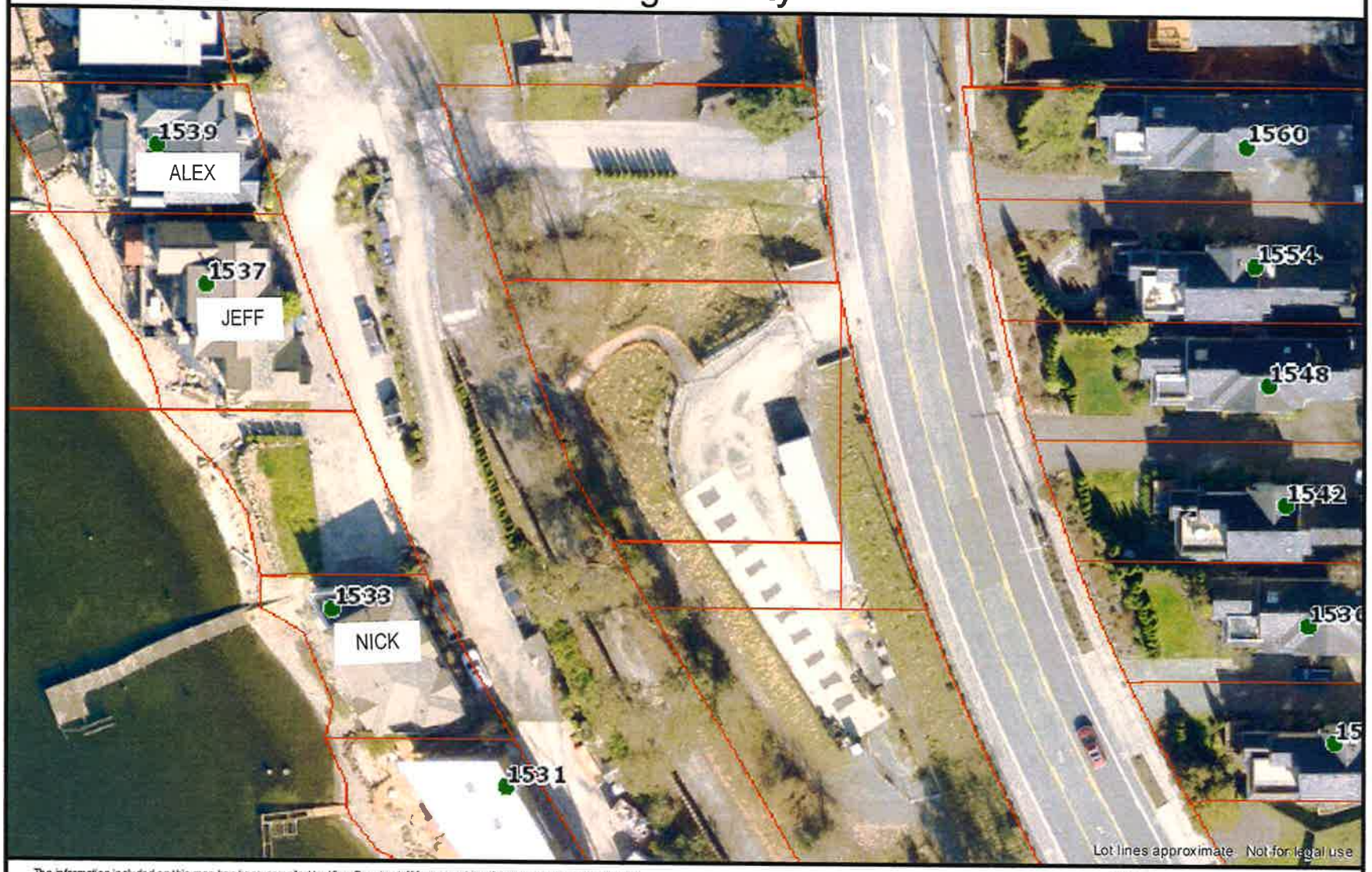

SEC'S 8, 17 TWP. 24 N., RGE. 06 E, W.M.
1533 Nick
Jeff
1537 Jeff
1539 Alex
SEC'S 8, 17 TWP. 24 N., RGE. 06 E, W.M.
EAST LAKE SAMMAMISH PARKWAY SE
KOKOMO DRIVE
PLAN
SCALE IN FEET
0 20 40
PLAN
SCALE IN FEET
0 20 40
PRELIMINARY
Parametrix
EAST LAKE SAMMAMISH
MASTER PLAN TRAIL
INGLEWOOD HILL ROAD PARKING LOT
SAMMAMISH, WA
PARKIN
PRELIMINARY
Parametrix

EXHIBIT 1

King County



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Date: 1/25/2017

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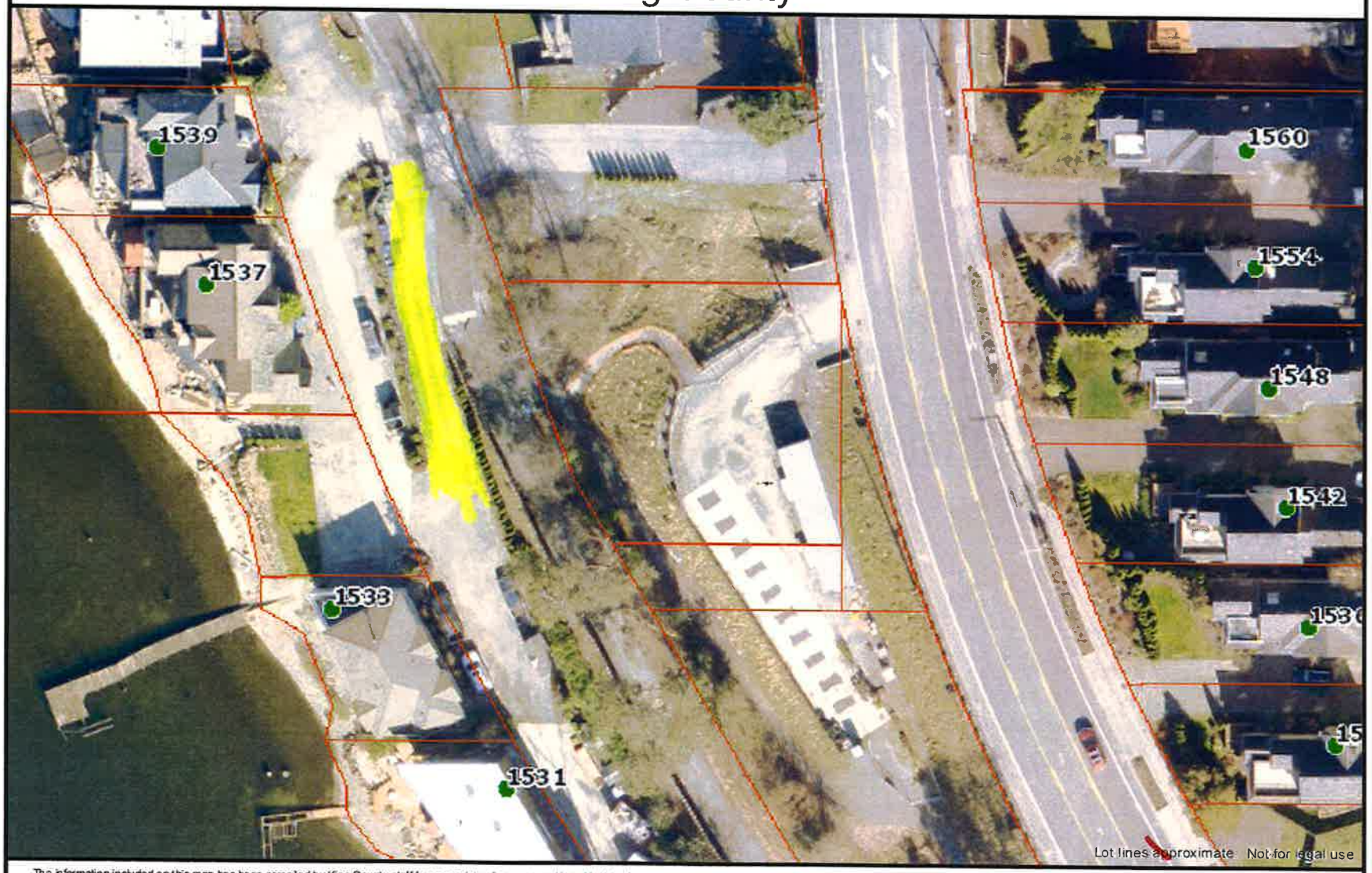
King County
GIS Center

EXHIBIT 2

King County



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Date: 1/25/2017

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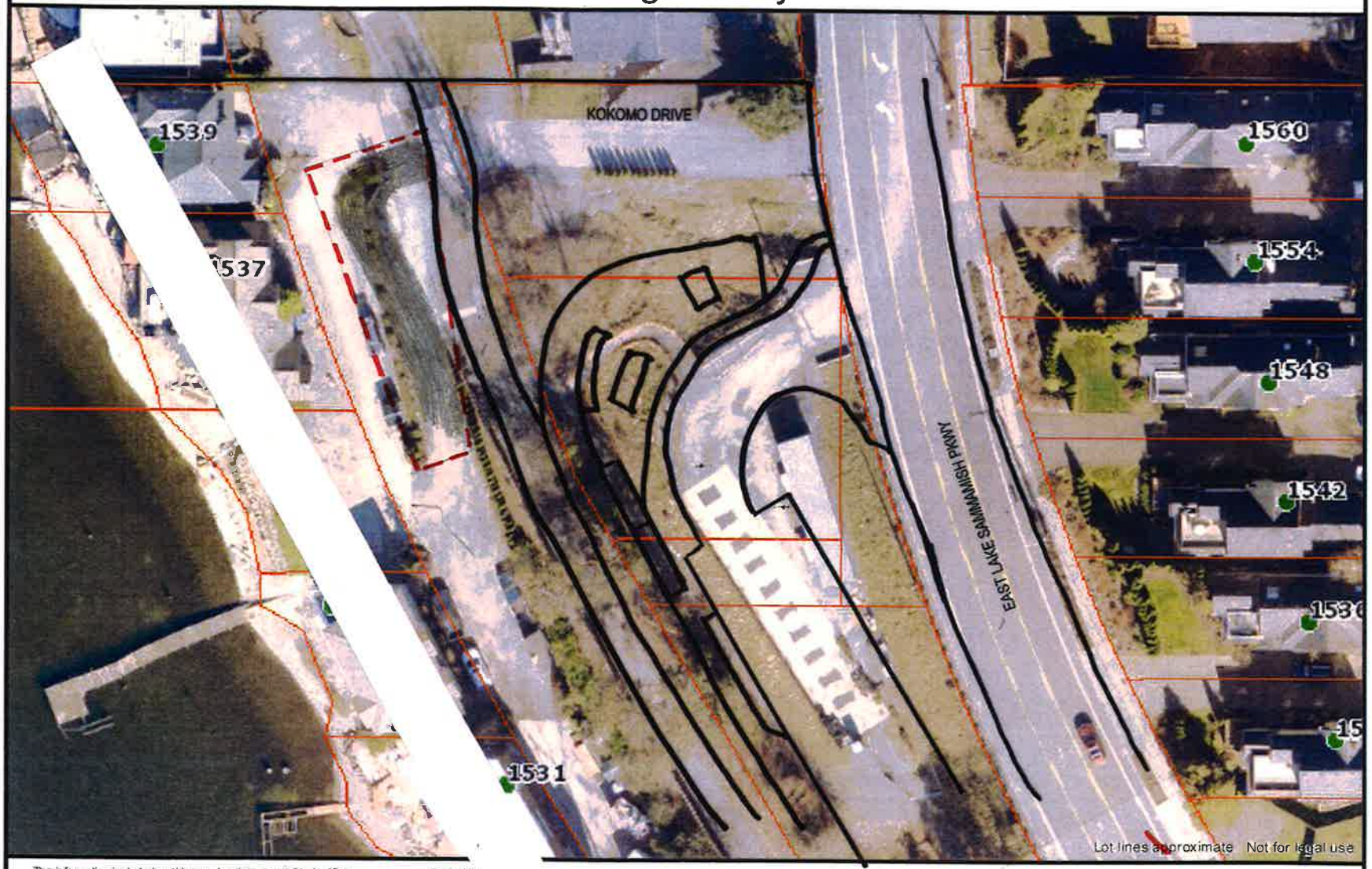
King County
GIS Center

EXHIBIT 3

King County



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Date: 1/25/2017

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King County
GIS CENTER

EXHIBIT 4

RE: comments on Sammamish Trail permitting

Lindsey Ozbolt

Fri 2/3/2017 3:48 PM

To:Chris Tuohy <chris@advantagesportstherapy.com>;

Dear Chris,

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) and Inglewood Hill Parking Lot (SSDP2016-00414).

Your comments have been received and will be included in the project records. 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: Chris Tuohy [mailto:chris@advantagesportstherapy.com]
Sent: Friday, January 27, 2017 1:27 PM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: comments on Sammamish Trail permitting

Lindsey,

We appreciate the city taking the time to review and organize the concerns of the trail neighbors as this project moves forward. Attached are our comments and please don't hesitate to contact us with any questions, concerns or clarifications. We feel the same as many others and would request that the city refrain from approval of the plan until it is determined how King County addresses the concerns of it's neighbors.

Thank you!

Chris Tuohy
(425) 503-3544

Lindsey Ozbolt January 27, 2017
Associate Planner
City of Sammamish

RE: East Lake Sammamish Master Plan Trail
South Sammamish Segment B and Inglewood Hill Parking Lot and Restroom Facility

Dear Lindsey:

We are owners of recreational lot PL 38, which sits between Stations 466 and 467 and between Stairs 90 and 91 on the Master Plan. On the current plans, our lot (3575300141) is currently labeled Marchand (the previous owner) and the existing stairs are not indicated. We are also avid trail users. After reviewing the Master Plan and talking with King County representatives at City Hall, we have some questions and concerns regarding the proposed Plan.

- STAIRS AND SHARED ACCESS

  The current Plan proposes 2 shared access points /stairways for at least 6 privately owned lots that are adjacent to the King County trail buffer. When the North Sammamish trail segment was improved in recent years, each property was provided an individual access point via a gate and stairs. What factors impacted the decision to propose shared access for the South trail segment?

  We are concerned about the shared access points /stairways as currently proposed for three main reasons:

  1. The current Plan includes limited access points that pose a challenge to our access to our property due to the topography of and vegetation on the trail buffer. That land is not flat and it is filled with vines, bushes and trees. Traversing the uneven terrain and climbing around existing vegetation to access our lot is not safe. Furthermore, it makes it difficult for our family to reach our property with the recreation and maintenance supplies and equipment we utilize at our lot and on our boat. What are the proposed plans to ensure that property owners have safe, adequate and accessible routes to access to their property?

  2. The current Plan does not include any gates at the shared access stairways and this causes serious security concerns. When the North Sammamish trail segment was

improved, gates were installed at each individual property point, allowing individual property owners to add a lock to the gate in order to deter trespassing, loitering and illicit behavior on their personal property. We know firsthand that such locks do indeed deter such behavior. For a period of time the gate to a recreational lot north of our lot was left unlocked. During that timeframe we consistently found articles of clothing, drug paraphernalia and empty cans and bottles on our property. When the gate was locked, the evidence of trespassing, loitering and illicit behavior decreased almost completely. As neighbors of King County, we are concerned about security and safety on both King County property and our own. What are the proposed plans for deterring trespassing, loitering and illicit behavior along the trail buffer?

3. The current Plan does not specify how the stairways are designed or configured. It is unclear if property owners will be able to access their property with recreation and maintenance supplies and equipment in hand. For instance, will the stairs accommodate a kayak? What are the proposed plans to ensure the stairways can accommodate recreational equipment?

We hope you would consider individual gates and stairs to our property and others along that area in a direct replacement of the current configuration to preserve ease of access and security on both King County and our property. This would also be consistent with the provision of access to the recreational lots on the previous trail improvements of the North segment.

- PARKING LOT AND RESTROOM FACILITY

As trail users, we occasionally run on the trail in the early hours before dawn. As property owners, we occasionally use our boat and access our recreational lot after dark. Historically we have been able to utilize that parking lot both before dawn and after dusk. Will we still be able to access the trail and our lot before dawn and after dusk? Will the parking lot be closed to cars before dawn and after dusk? If we have a car parked in the parking lot after dark will we be able to get out of the parking lot or will it be locked in somehow?

With respect to the restrooms and the ramped trail leading from the parking lot and restrooms down to the trail, are there proposed plans for lighting? Will the plans aim to limit light pollution onto adjacent properties, similar to contained/downward lighting used on athletic fields that are located near residential homes?

Thank you for opening up the project for public comment. We look forward to the new trail and hope that you will consider our concerns and help us maintain ease of access and security of our property as you finalize these plans.

Please let us know when and how we should expect to receive a response to our questions and concerns.

Best,

Chris and Kari Anne Tuohy
24037 SE 10th Court
Sammamish, WA 98075
425-503-3544

RE: Comments for the Proposed ELST Design

Lindsey Ozbolt

Fri 1/27/2017 4:23 PM

To:Denise Bernard <denisekhbernard@hotmail.com>;

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) and Inglewood Hill Parking Lot (SSDP2016-00414).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----
From: Denise Bernard [mailto:denisekhbernard@hotmail.com]
Sent: Friday, January 27, 2017 8:46 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Tim Bernard <bernardtrj@gmail.com>
Subject: Comments for the Proposed ELST Design

Lindsey,

We are the future homeowners (under contract) for a home being built adjacent to the trail at 2653 East Lake Sammamish Parkway. The area of concern is between markers 314 + 46.38- 314+74.22 regarding the private driveway #4 on our property. Both of the trail project's existing plans and proposed plans are not reflective of the current easement road and driveway locations on our property. In addition, an electrical gate is to be installed where the driveway meets the trail crossing to the other two new homes being built on the water for this gated community. Also, there is a large green utility box that has been installed last year at the end of the driveway. We have been told by the developer, Upinder Dhinsa from Lake Sammamish Estates, LLC that he has been working closely with both the county and the City of Sammamish regarding this design.

As the future homeowners moving in this spring, we want to make sure the project is aware of the current new road design and that an electric gate is to be installed on our property for this developing gated community.

Can you please keep us abreast of any concerns or changes regarding this driveway crossing design.

Denise & Tim Bernard

425-443-8663
425-445-5500

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Thursday, February 16, 2017 10:10 AM
To: 'Denise Bernard'
Subject: RE: Comments for the Proposed ELST Design

Hi Denise.
I did receive your original email, it is shown lower in the chain of this email. My apologies for the incorrect name in my response.

Best,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

-----Original Message-----
From: Denise Bernard [mailto:denisekhbernard@hotmail.com]
Sent: Tuesday, February 14, 2017 11:13 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Re: Comments for the Proposed ELST Design

Lindsey,

You had sent this reply back to my email that I sent regarding our input on the new trail proposal. You have my correct email address yet. My name is Denise Bernard.

Please confirm you have me listed as the future homeowner at the address of 2653 East Lake Sammamish Parkway SE.

If you need the previous email that I sent with our concerns, I can forward the email.

Denise Bernard

Sent from my iPhone

> On Jan 27, 2017, at 7:23 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:
>
> 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) and Inglewood Hill Parking Lot (SSDP2016-00414).
>
> Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.
>
> Regards,
>

> Lindsey Ozbolt
> Associate Planner | City of Sammamish | Department of Community Development
> 425.295.0527
>
>
> -----Original Message-----
> From: Denise Bernard [mailto:denisekhbernard@hotmail.com]
> Sent: Friday, January 27, 2017 8:46 AM
> To: Lindsey Ozbolt <LOzbolt@sammamish.us>
> Cc: Tim Bernard <bernardtrj@gmail.com>
> Subject: Comments for the Proposed ELST Design
>
> Lindsey,
>
> We are the future homeowners (under contract) for a home being built adjacent to the trail at 2653 East Lake Sammamish Parkway. The area of concern is between markers 314 + 46.38- 314+74.22 regarding the private driveway #4 on our property. Both of the trail project's existing plans and proposed plans are not reflective of the current easement road and driveway locations on our property. In addition, an electrical gate is to be installed where the driveway meets the trail crossing to the other two new homes being built on the water for this gated community. Also, there is a large green utility box that has been installed last year at the end of the driveway. We have been told by the developer, Upinder Dhinsa from Lake Sammamish Estates, LLC that he has been working closely with both the county and the City of Sammamish regarding this design.
>
> As the future homeowners moving in this spring, we want to make sure the project is aware of the current new road design and that an electric gate is to be installed on our property for this developing gated community.
>
> Can you please keep us abreast of any concerns or changes regarding this driveway crossing design.
>
> Denise & Tim Bernard
> 425-443-8663
> 425-445-5500

RE: Comments on permits SSDP2016-00415 for the ELST Section South B trail and SSDP2016-00414 for the Inglewood Hill Parking Lot.

Lindsey Ozbolt

Fri 2/3/2017 3:17 PM

To:Jan <birdandcat@aol.com>;

Dear Jan,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415) and Inglewood Hill Parking Lot (SSDP2016-00414).

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: Jan [mailto:birdandcat@aol.com]
Sent: Friday, January 27, 2017 10:50 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Cc: Lyman Howard <lhoward@sammamish.us>; City Council <citycouncil@sammamish.us>; kelly.donahue@kingcounty.gov
Subject: Comments on permits SSDP2016-00415 for the ELST Section South B trail and SSDP2016-00414 for the Inglewood Hill Parking Lot.

Comments on permits SSDP2016-00415 for the ELST Section South B trail and SSDP2016-00414 for the Inglewood Hill Parking Lot.

I previously wrote to you on behalf of the Friends of the East Lake Sammamish Trail. This time I am writing on my own behalf only.

I am in full support of the comments I submitted on behalf of the Friends of the East Lake Sammamish Trail on 1/26/17. I do want to add a comment on my own behalf, **not** representing any group.

There is one section (377-378), the 900 block of East Lake Sammamish Shore Lane of the South Section B segment where the County has tried to avoid removing the Douglas firs that are just outside the current trail. However, there are trees 8645 to 8650 and 8654 that are to be removed and I assume all the shrubs underneath it as well. This is one section where I would be willing to settle for elimination or narrowing of the shoulder for a short distance if a 12' wide trail can still be built there. This is the one area that already has nice native vegetation. It's the one place I always stop and linger when I walk it.

Please understand, I believe the overall trail needs to be 18' wide (12' trail, 2' shoulders and 1' clear and grub) to accommodate multi-use. But if narrowing the shoulder in this one section for a very short distance to avoid the wetlands and allow the trees and vegetation below it to stay, that would be a reasonable compromise. If a 12' trail cannot be built here, then the trees and vegetation will, unfortunately, need to be removed and other native vegetation will be planted.

Most of the vegetation in the South B segment was put up as soon as the interim trail was completed to block all views from trail users and to provide privacy for homeowners. However, most is arborvitae and Leyland cypress which has very limited wildlife value. As I have mentioned before, birds will go blocks out of their way to get to native trees which provide the insects they need to eat and feed their young. There also is a lot of invasive laurel, blackberries and ivy which are not good wildlife habitat. The county will be replanting native plants, trees and shrubs which will improve sight lines as well as improve wildlife habitat. Pacific wax myrtle is an evergreen native shrub with good habitat value and also grows relatively quickly and would be so much better than most of the current vegetation in South B that people are using for screening.

Thank you for the opportunity to comment.

Jan Bird
3310 221st Ave SE
Sammamish, WA 98075

Re: trail concerns

M J Mathy <mathymj@yahoo.com>

Fri 1/27/2017 10:50 AM

To:Lindsey Ozbolt <LOzbolt@sammamish.us>;

Cc:mathymj@yahoo.com <mathymj@yahoo.com>;

Thank you Lindsey, but it's not just King County that we would like to respond, it's the City as well, as the city is issuing the permit and representing us as citizens.

Sent from my iPhone

On Jan 27, 2017, at 10:14 AM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

> Dear Mike and Sara,
>
> Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B and Inglewood Hill Parking Lot (SSDP2016-00415 & SSDP2016-00414).
>
> 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:** M J Mathy [mailto:mathymj@yahoo.com]
> **Sent:** Thursday, January 26, 2017 6:49 AM
> **To:** Lindsey Ozbolt <LOzbolt@sammamish.us>
> **Subject:** trail concerns
>
> Dear Lindsey-
>
> I am writing you today to express my concern over the expansion and pavement of the trail in the city of Sammamish.

What has been frustrating is the apparent lack of concern regarding effected Sammamish homeowners that there appears to be in dealing with King County and this project. We have tried and tried to express our concerns to the city and the county, only to have them time and time again dismissed, and the trail continues to move forward with few changes.

Our biggest concern remains the removing of the buffer between the trail and homeowners to the West of the trail. This will involve the removing of countless trees, natural areas, and space that have been in place for hundreds of years. This will also raise additional safety concerns since the hedges, and buffer areas will no longer exist, and instead give readily access to our property by anyone walking down the trail.

The buffer exist for a reason--much like minimum setback for building permits the city and county issue. It was put there to separate the railroad from the adjacent property owners. Building the trail against one side of the easement completely undermines the reason for the buffer. As a property owner yourself, how would you like it if the county built a road or a trail 10 feet in front of your front door?

The county already does a horrible job keeping up the existing trail. Maintenance and upkeep are virtually non-existent. The trail is littered with garbage, animal waste, and overgrown weeds. And no one at any level enforces the "rules" of the trial that exist today (in particular -- stop signs, dog waste, leash laws, speed, staying on the trail, access to the trail, and adherence to hours of operation during daylight hours only). Expansion of the trail will only exacerbate these issues, and become a bigger headache for property owners and city officials in the future.

We homeowners feel duped by King County when back in 2005 they said the trail would be an asset to our community, and that neighboring homeowners would not be adversely affected. Its is too bad that one cannot count on our local government officials to protect our property and privacy.

We urge the city and the county to work together in order to do the right thing, and represent the best interest of our tax-paying constituents to push back on the destruction caused by the movement of the trail West toward the lake.

Mike & Sara Mathy, Sammamish residents
425-802-8012

RE: 60% ELST Park Plan

Susan Cezar

Fri 1/27/2017 10:46 AM

To:Grams, Ryan <rg@gisinternational.com>;

Cc:Lindsey Ozbolt <LOzbolt@sammamish.us>;

Good morning Mr. Grams,

Thank you for your comments and suggestions. Lindsey Ozbolt is the City planner assigned to the King County East Lake Sammamish Trail project, so you have sent your permit-related comments to the correct city staff person. She will be compiling all the comments and transmitting them to King County after the comment period is complete. Any further permit-related comments can also be sent to Lindsey (comment period ends today).

You can also send your design-related and other comments directly to King County at **ELST@kingcounty.gov** Here is some additional contact information on the King County East Lake Sammamish Trail website in case this is helpful:

Questions? Comments?
Read our Frequently Asked Questions
Hotline: 1-888-668-4886
Email: ELST@kingcounty.gov
www.parksfeedback.com

City notices are also below, for your information:

Segment B:
http://www.sammamish.us/attachments/legalnotices/42074/SSDP2016-00415%20ELST%20Segment%202B_Notice_of_Application_NOA_Final.pdf
Parking lot:
http://www.sammamish.us/attachments/legalnotices/42073/SSDP2016-00414%20ELST%20Inglewood%20Parking%20Lot_Notice_of_Application_Final.pdf"

Thank you again, and I hope this information is helpful.

Susan

From: Grams, Ryan [mailto:rg@gisinternational.com]
Sent: Friday, January 27, 2017 1:22 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>; Susan Cezar <scezar@sammamish.us>
Cc: Martin Bohanan <mbohanan@sammamish.us>
Subject: 60% ELST Park Plan
Importance: High

Dear Lindsey Ozbolt and Susan Cezar,

All I ask is someone take the time to thoughtfully hear our concerns and forward them accordingly to whoever is responsible for the current proposed 60% plan. As proposed the 60% plan is unacceptable.

As a preface, we love the trail. For the most part all it is does is bring trouble for us in the form of

trespassers, litters, as well as folks that let their dogs poop in our yard and on the trail adjacent to us without picking it up. In the contents that follow I will only address the proposed future issues that will arise if this 60% plan is carried forward, and I will not address our previous and day to day issues that are outstanding. Additionally, if this letter was not sent to the correct parties at the city of Sammamish, please be so kind as to direct me to the correct personnel and kindly forward this message on.

The main points associated with the ELST Park 60% plan are as follows:

Everyone I know on that lives on East Lake Sammamish Parkway NE near Inglewood Hills Road is very concerned. For some it is the fear of unknown, traffic issues associated with construction, lack of understanding of why this undertaking is going on in the first place, as for most of us the trail is just fine as it is. For others like us the problem is very tangible.

There are many issues that will be caused by the current design. A life and safety issue at the top of the list. Our driveway essentially becomes a planter box, for an ununderstood benefit, and to whom we do not know. Our trailers will no longer make it down to our homes. Children play every day in the current proposed redirected space. The proposed access to our home according the plan is very dangerous, and more than likely non-conforming to current code conditions. Finally, does the county really have rights up to everyone in my neighborhoods' front doors?

With our existing driveway residents, guests, and service vehicles can easily access our home. This is imperative. If my home catches on fire, or there is another first responder emergency, I want to rest assure that we will get help. A real example, a few months ago one of the county's diseased madrona tress fell and destroyed a fence section and my shed in my driveway; just missing my infant by minutes. The city sent a response team to clear our driveway. For the record, the county did not assume fault and did not compensate us for our losses. The result is a lack of trust and in general we have witnessed far too many occasions where our rights have been overlooked unnecessarily.

Just last week we had strangers entered our property multiple times without notice. Someone appeared to do survey work, but no one saw fit to tell us anyone was coming. Additionally, anyone with only an orange vest and no credentials will no longer be a sufficient means to come on to our property for any reason.

How are we to know who works for the city/county and so on, if we are never informed?

As proposed the current plan will strip our ability to be served by any large vehicles. Many of my family members that often stay here are quite old. My father just last week fell on the current proposed driveway. We need to be able to accessed by fire responder vehicles- that is our right as residents of this fair city.

I must ask the question straight up, why is our driveway in the proposed plan to be converted in to a glorified planter box?

Who stands to benefit from this, and at what costs?

What method/s are being used to determine not only the right to take our driveway away for the proposed purpose, but how is the utility of doing so being calculated?

Where am I supposed to park my trailer and how am I supposed to get my tools down to my home for the maintenance of my home?

The most important issue is that the neighborhood children play in the proposed drive aisle, and it is just plain dangerous. The non-conformity of the current proposed driveway is unacceptable for ingress purpose. Line of site on children is extremely difficult.

I do however think that a comprise can be reached. My understanding is that our current driveway may have an egress line of site issue as it stands. I propose that the neighborhood use the current driveway exclusively for ingress, and the proposed driveway for egress. This will effectively make both driveways a one-way route to protect the neighborhood from the very real aforementioned problems.

Going forward we demand to be informed if anyone is going to enter our property. We are happy to grant access to those who have the right/s to be there.

Our voice must be heard. We are reasonable people and what is being proposed does not consider us to any degree. Please do not steal our driveway from us and endanger our families' livelihoods in the process.

Thank you very much for your time and attention,

Ryan Grams, on behalf of The Gershman & Grams Family
1531 East Lake Sammamish Parkway NE
Sammamish, WA 98074

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 10:12 AM
To: R Johnson
Subject: Re: ELST section B comments

Dear Mr. Johnson,

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: R Johnson <richjx33@gmail.com>
Sent: Friday, January 27, 2017 4:09 PM
To: Lindsey Ozbolt
Cc: Cheryl Wagner; kelly.donahue@kingcounty.gov; Lyman Howard
Subject: ELST section B comments

Hello Lindsey,

Our comments on the permit are attached.

Thanks

Comments on permits SSDP2016-00415 for the ELST Section South B trail and SSDP2016-00414 for the Inglewood Hill Parking Lot.

We are writing as citizens of Sammamish to strongly urge completing the East Lake Sammamish Trail (ELST) by issuing the permits for section South B (permits SSDP2016-00415 for the trail and SSDP2016-00414 for the Inglewood Hill Parking Lot.).

The completed trail will be a tremendous asset for our community. In addition to offering a significant recreational opportunity, it will be a great and overdue safety boost for walkers, runners, and bicyclists who now “share” the road with motor vehicles.

Some trees and shrubs will be removed in establishing the right of way, but the county plans to plant a substantial amount of environmentally appropriate vegetation.

The county plan includes improvements for many, if not most, adjacent homeowners. Of course in a project of this scale, there are some issues with a few of the private properties. We sincerely hope that these can be worked out individually.

Any effort by the city to take legal action against the county would be a waste of public funds. The county has prevailed in more than 10 legal actions and lost none. This is clearly a case where working together is the best way to proceed.

The already completed parts of the trail are a fine resource. Just one more link to go!

Sincerely,

Richard Johnson and Cheryl Wagner
20035 SE 27th Pl
Sammamish, WA 98075

RE: Letter of Support for King County Permit for East Lake Sammamish Trail

Lindsey Ozbolt

Fri 1/27/2017 4:37 PM

To:Steve Oien <steveoien2015@gmail.com>;

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) and Inglewood Hill Parking Lot (SSDP2016-00414).

Your comments have been received and will be included in the project records. 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 these proposals.

Regards,

Lindsey Ozbolt
Associate Planner | City of Sammamish | Department of Community Development
425.295.0527

From: Steve Oien [mailto:steveoien2015@gmail.com]
Sent: Friday, January 27, 2017 10:00 AM
To: Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Letter of Support for King County Permit for East Lake Sammamish Trail

Lindsay Ozbolt
Staff Project Planner
City of Sammamish City Hall
801 228th Avenue SE
Sammamish, WA 98074

Dear Lindsay Ozbolt,

I am writing in support of King County's permit applications for the East Lake Sammamish Trail (ELST). My support is for both Segment B of the trail and the parking lot at the bottom of Inglewood Hill Road. I strongly believe that the permit should be approved as submitted.

My wife and I have been residents of Sammamish since 1982 (well before it was incorporated as a city), and we raised our two children in Sammamish. We were very pleased when the county first acquired the old rail right-of-way back in the late 1990's and were delighted when the county opened the interim trail for public use. We regularly use the trail, which is a tremendous asset for both city residents and people throughout the region.

It is important that the City of Sammamish permit this final section of the ELST which serves as an important link to regional trails. The county has an excellent track record in building high quality trails that are both safe and esthetically pleasing for users of all ages whether they be cyclists or pedestrians. The outstanding quality of the county's work is evidenced by the recently completed northern portion of the ELST in Sammamish. These same design concepts should be applied through the remaining portions of the trail, especially the proposed width and surfacing proposed by the county.

I am also concerned about what appear to be encroachments in the county's right-of-way in the form of structures, bulkheads and docks. I believe the public should be able to enjoy the recreation potential of the land which has been acquired by King County.

Sincerely,

Steve Oien
1633 209th Place NE
Sammamish, WA 98074

Re: Comment for permit for East Lake Sammamish Trail Inglewood Hill Parking Lot (SSDP2016-00414)

Lindsey Ozbolt

Mon 2/6/2017 10:14 AM

To:Sarah M Sternoff <sternoff@gmail.com>;

Dear Sarah,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415) and Inglewood Hill Parking Lot (SSDP2016-00414).

Your comments have been received and will be included in the project records. 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: Sarah M Sternoff <sternoff@gmail.com>
Sent: Friday, January 27, 2017 4:18 PM
To: Lindsey Ozbolt
Subject: Comment for permit for East Lake Sammamish Trail Inglewood Hill Parking Lot (SSDP2016-00414)

> Dear Lindsey and City of Sammamish,
>
> I live at 1601 E Lk Samm Pkwy NE and was notified of the proposed Inglewood Hill Road Parking Lot and trail plans. I'm an almost daily user of the East Lake Sammamish Trail, however as a Sammamish resident caught in the middle of two city projects (the trail and now the new parking lot), I look forward to the completion of construction that we've been in the middle of for quite some time.
>
> I wanted to share some insights and concerns about our unique neighborhood and how the proposal impacts our quality of life. As a new mother, my concerns are primarily around my growing family's privacy and safety.
>
> On the subject of privacy- when the first portion of the trail was paved, our permitted fence and

healthy landscaping was removed. In its place; the city has allowed weeds to flourish, along with contributing the occasional cigarette butt tossed from the city maintenance crew. How do I know this? The removal of our permitted fence created a clear line of sight from the trail into two of our bedrooms and our family room, where I spend a lot of time with our 7-month-old baby. I'd ask the city to reconsider its landscaping plans for this area, taking into account our privacy and permitted fence that was demolished.

On the subject of safety- I have two concerns. First, I understand that the proposal includes rerouting traffic from the two existing driveways down to one point of access for all eight homes on our street. I'm very concerned about this because we have 18 children between the ages of seven months and nine years who use the space between our homes for recreation. Most of us don't have backyards, so the driveways offer a safe gathering space out of the way of the trail.

We affectionately refer to the buildable (but currently vacant) lot at 1555 as the 'sport court'. My husband and I were married on the sport court so I have sentimental attachment to it, but it's also used as a community gathering place for our families and the 18 children in our neighborhood to gather. We use this space as an outdoor movie theater, we've hosted live music, held countless multi-family BBQs, kids parties, bubble blowing contests, bike races.. it's our communal backyard. This was a key consideration my family took into account when deciding to buy in Sammamish. The current plan has traffic rerouted to drive through the sport court, creating a significant safety risk for our children's play area and community gathering space.

My second safety concern is around cyclists. When the first portion of the trail was paved, the paved trail ended at our private driveway. This created a natural funnel coming down Inglewood Hill on to the paved trail and the reverse- coming from Redmond up to East Lake Sammamish Parkway. The city took great care in placing multiple large street signs on our private property reminding us to stop for trail traffic, but only placed a single 'paved trail ends' sign past our driveway on the gravel side of the travel. We've had countless conversations with cyclists who wanted to continue on the most direct paved path which led them up our private driveway. This is especially concerning because of the steep pitch of our driveway, making it very difficult to see a surprise cyclist coming up the driveway as you're turning off of the busy East Lake Sammamish Parkway. We're very concerned about a collision and have been documenting instances of cyclists using our private driveway. We will continue to document cyclists using our private drive but also hope the city will take this issue into account as construction continues on both the trail and parking lot.

Thank you for your time and consideration of my concerns.

Sincerely,

Sarah Schwab
Sammamish Homeowner