

From: [Perkins, Matthew](#)
To: karen.walter@muckleshoot.nsn.us
Cc: [Overton, Frank](#); [Lindsey Ozbolt](#); [Peterson, Bob](#); [Brown, Kevin](#); [Auld, Gina](#)
Subject: Letter RE: ELST Segment 2B
Date: Monday, February 13, 2017 1:56:03 PM
Attachments: [February 13 - Letter - Karen Walter - ELST Segment 2B.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.PDF](#)
[Attachment 3.PDF](#)

Dear Ms. Walter:

Please find attached the subject letter and attachments sent on behalf of Frank Overton, King County Parks. A paper copy of the letter and attachments have been placed in the mail today.

Note that courtesy copies will be sent electronically only.

If you have any questions, please contact Frank Overton at frank.overton@kingcounty.gov or at 206-477-3552.

Thank you and have a nice afternoon.

Sincerely,

Matthew Perkins
Parks and Recreation Division
p: 477-4527
e: matthew.perkins@kingcounty.gov
201 South Jackson Street, Suite 700
Seattle WA 98104
www.kingcounty.gov/parks | [Facebook](#) | [Blog](#)
200 parks, 175 miles of trails, 28,000 acres of open space



King County

Parks and Recreation Division

Department of Natural Resources and Parks

King Street Center, KSC-NR-0700

201 South Jackson Street

Seattle, WA 98104-3855

206-477-4527 Fax 206-588-8011

TTY Relay: 711

February 13, 2017

Karen Walter

Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division Habitat Program

39015 172nd Ave SE

Auburn, WA 98092

Sent via US Mail and Email to karen.walter@muckleshoot.nsn.us

Dear Karen:

Thank you for submitting comments pursuant to the East Lake Sammamish Segment 2B Shoreline Substantial Development Permit (SSDP2016-00415). I am sorry to hear that there was difficulty in accessing some of the supporting information. I am recapping some of our previous communications in this letter, providing updated links to some of the files for review, and offering another opportunity to meet to go over all of the information.

Culverts

This segment of the East Lake Sammamish Trail offers a number of opportunities to make important fish passage improvements. King County is proposing to construct eight such improvements, with preliminary designs included in the 60-percent plans on the "FP" sheets at the link on the attached document (Attachment 1).

To arrive at this plan, King County and its Consultant, Parametrix, have been coordinating with the Muckleshoot Indian Tribe Fisheries Department (MITFD) regarding culvert replacement since 2008. In 2014-2015, we conducted an extensive analysis of the culverts in the ELST corridor in response to MITFD comments and concerns. That analysis was conducted by Paul Fendt of Parametrix and examined the culverts in both South Segment A and South Segment B. Paul's report is attached here for reference (Attachments 2 and 3). In addition, I met with you, Paul Fendt, and Bob Peterson for a site visit in April 15, 2015, and discussed King County's culvert replacement plan at that time. There was a follow up meeting on October 14, 2016, at the Tribal offices and at which the ELST segment B and other Regional Trail Projects were described.

Wetlands, Streams, Buffers - Impacts and Mitigation

King County has worked throughout the design process to minimize impacts to wetlands, streams, and buffers. For those unavoidable impacts, we are proposing onsite compensatory mitigation. This approach is consistent with the preference communicated in your comments on the previous segment: "...we generally prefer that all onsite opportunities be exhausted before any mitigation is ported offsite" (email dated October 29, 2014).

The Draft Critical Areas Study describes this approach and includes the information requested regarding existing conditions and classifications of streams, wetlands, and their buffers; impact analysis for streams, wetlands, and buffers; and the mitigation plans for unavoidable impacts to streams, wetlands and buffers. The report can be accessed at the link on the attached document (Attachment 1). The areas for onsite mitigation are shown on the 60-percent plans in the "LA" sheets at the link on the attached document (Attachment 1).

Opportunity to Meet

After MITFD review of these materials, King County would welcome the opportunity to meet to discuss the details of the proposed plans for compensatory mitigation and to provide updates on the culvert replacement plan for this project. Please provide availability to meet over the next six weeks. King County looks forward to continuing to work collaboratively on this important issue. Please contact me directly at 206-477-3552 or by email at frank.overton@kingcounty.gov.

Thank you.

Sincerely,



Frank D. Overton
Capital Projects Managing Supervisor

Attachments (3)

cc: Lindsey Ozbolt, Associate Planner, Department of Community Development, City of Sammamish
Bob Peterson, Tribal Relations Liaison, King County Department of Natural Resources and Parks (DNRP)
Kevin Brown, Division Director, Parks and Recreation Division, DNRP
Gina Auld, Capital Project Manager, Parks and Recreation Division, DNRP

Links to Documents related to East Lake Sammamish Trail, South Sammamish Segment B

1. [60-Percent Plans](http://bit.ly/2lsYJEQ), “FP” Sheets - <http://bit.ly/2lsYJEQ>
2. [Draft Critical Areas Study](http://bit.ly/2kcLJTB) - <http://bit.ly/2kcLJTB>
3. [60-Percent Plans](http://bit.ly/2lsYJEQ), “LA” Sheets - <http://bit.ly/2lsYJEQ>

TECHNICAL MEMORANDUM

DATE: February 26, 2015
TO: King County
FROM: Paul Fendt
SUBJECT: Evaluation of Existing Drainage Structures for Replacement in the South Sammamish Segment
CC: Craig Buitrago, Jenny Bailey
PROJECT NUMBER: 554-1521-075 (20/05)
PROJECT NAME: East Lake Sammamish Trail

INTRODUCTION

King County received feedback on its assessment of trail culverts from commenters to the critical areas permit applications with the City of Sammamish. King County Parks has directed that an enhanced, supplemental analysis be made to collect data and evaluate the existing drainage structures located on the East Lake Sammamish Trail (ELST) South Sammamish Segment to further identify drainage structures requiring and suited for potential fish passage improvements. The process consists of screening criteria, each of which evaluates a critical characteristic for considering a viable structure replacement with a fish-passable culvert and removes from consideration those structures that do not serve a natural or modified stream.

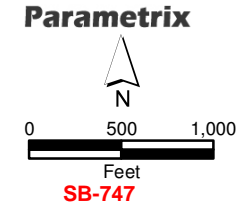
The term “drainage structure” is used to refer to any pipe, storm sewer, culvert, bridge, or other water conveyance device or path that moves water from one side of the trail embankment to the other. This term is used so as to not presuppose that every water conveyance device is a “culvert” that conveys natural or modified streams and waterways. Conveyance devices also provide local land and roadway drainage, prevent standing water from collecting along constructed embankments, or are a continuation of a storm sewer system from a developed area. Developed and constructed artificial drainage systems often necessarily have the same dimensions and characteristics of waterways meeting the stream definitions. While usually only flowing in response to rain and runoff from developed areas, at times these built systems collect drainage from seeps and springs or stormwater facilities, thereby flowing seasonally for more extended times. The purpose of this evaluation is to inform a clearer distinction between natural streams and constructed drainage systems and identify segments that have characteristics (i.e. hydrology, catchment area, adequate channel and buffer width, etc.) that could support a viable enhanced stream or restore a lost stream, thus supporting a structure replacement.

Each of the screening steps were performed on all 41 structures in the South Sammamish Segment (Figures 1A and 1B), which includes nine structures in South Sammamish Segment A, shown as the southern-most nine structures on Figure 1A (stations 218+45 through 276+00). Consequently, if additional data is found that may change a decision on a culvert for one screen, other screens may be reviewed to confirm the original decision. This analysis was a combination of desk top reviews of maps and plans, site photographs, and personal knowledge of the sites based on multiple field visits. Additional field verification may be needed to confirm findings in selected areas.

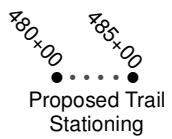


Path: P:\554 1521 075 SammamishTrail\Figures 1A 1B\Figure 1A_SSamamish TDA Segment A Basins.mxd

Source: King County, City of Sammamish, National Geographic Society, I-cubed.

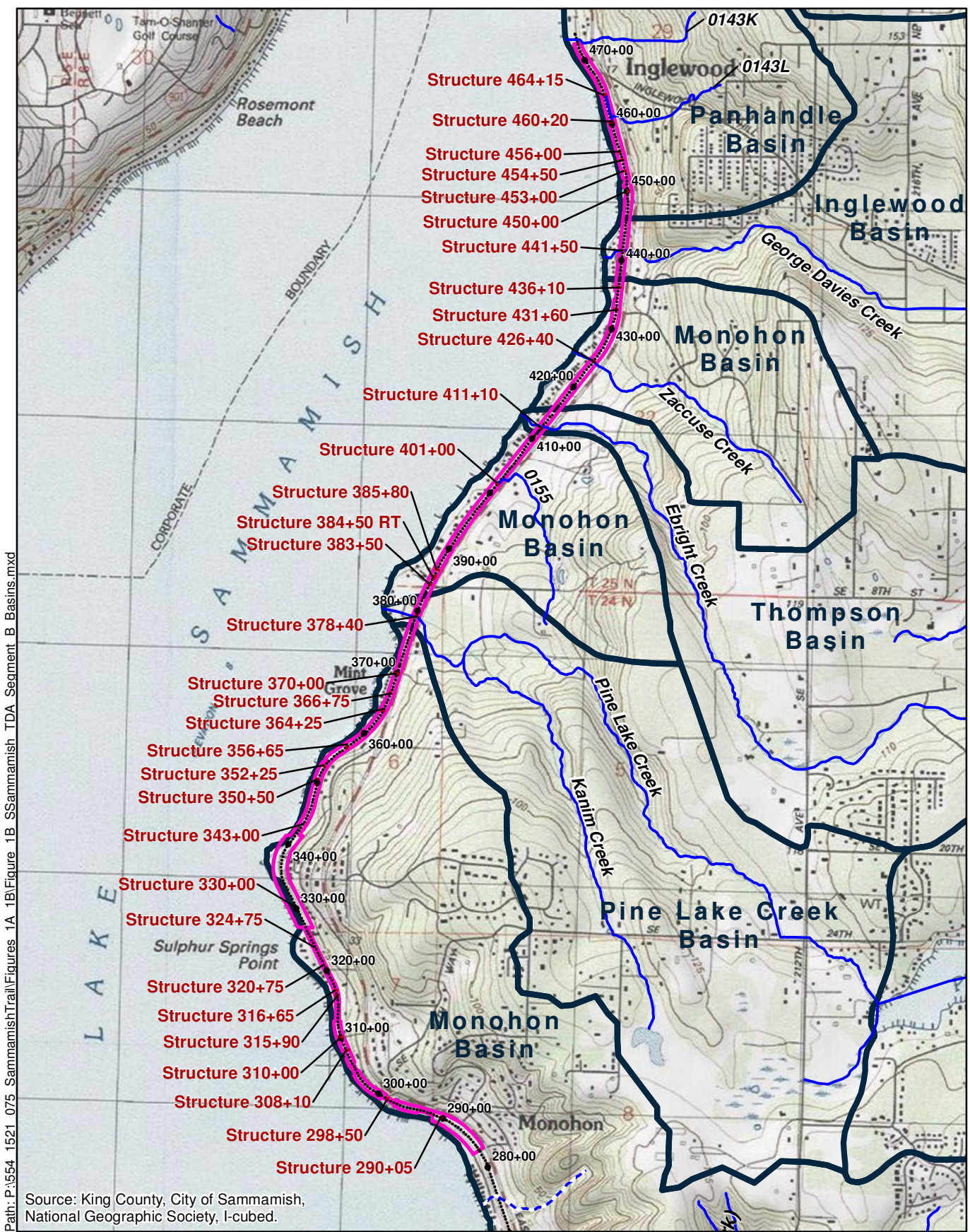


- ▭ South Sammamish Segment A Project Location
- Stream Crossing Field-verified by Parametrix
- - - Stream Crossing Not Found within Trail Corridor
- City of Sammamish Drainage Basin



**Figure 1A
Drainage Structure
Locations**

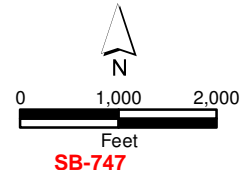
SB-747



Path: P:\554 1521 075 SammamishTrail\Figures 1A 1B\Figure 1B_Ssamamish IDA Segment B Basins.mxd

Source: King County, City of Sammamish, National Geographic Society, I-cubed.

Parametrix



- ▭ South Sammamish Segment B Project Location
- Stream Crossing Field-verified by Parametrix
- - - Stream Crossing Not Found within Trail Corridor
- City of Sammamish Drainage Basin

- 480+00 485+00
- ● ● ● ●
- Proposed Trail Stationing

**Figure 1B
 Drainage Structure Locations**

Structures remaining after the screening are subject to detailed site-specific evaluations. The characteristics evaluated in the screens would still be used to further consider replacement or exclusion - additional information may come to light that would change the conclusions of the screening process. In addition, further evaluation will consider the overall benefits to the entire system provided by replacing the trail structure, which will either make the improvements impracticable (no benefits can be realized because of other permanent constraints in the system) or more favorable when other replacements can be included as mitigation that provide significant access to habitat.

The 41 structures in South Sammamish have been identified by their station location along the corridor to provide a unique identifier for each drainage path. Figures 1A and 1B shows the trail stationing, location of the 41 structures, and general drainage catchment areas as defined in the King County GIS hydrography layer.

Screening Steps

Multiple screening steps were performed for each structure: natural systems; stream length and basin area; and conditions for a restorable habitat. In the description of each screening process, conditions for including or excluding a structure from replacement consideration is described. The process is intended to remove structures from further consideration for replacement using multiple lines of evidence so that the focus remains on structures that should be replaced to enhance accessible quality habitat.

Natural Systems Screen

This screen focuses first on whether or not the existing drainage system has indicators or remnants that a natural stream system was in place prior to basin development and construction of the railroad grade and East Lake Sammamish Parkway (ELSP). If a natural system existed or is still present, the benefits of improved fish passage can be realized and there is potential that restored habitat will be successful. If the conditions did not exist, such as no channels present or a basin of insufficient size to provide appropriate flows and hydrology, the likelihood of a successful habitat improvement is low.

The basin delineations of streams and catchments along the Lake Sammamish shore indicate a typical pattern often found along lakes and shorelines. Typically, a combination of larger named-stream watersheds are found interspersed with very small catchments that drain directly to the lake without forming notable perennial streams or defined drainageways. These small catchments are often grouped together into a single 'drainage basin', in this case the "Monohan Subbasin" (see Figures 1A and 1B). In most existing circumstances, the road and railroad grade collect and concentrate runoff and define the basin, and the existing structures are in place to pass collected drainage to the lake.

The primary indicator of a natural drainage basin used in the desk-top screen is the presence or absence of natural contours that would indicate a stream or drainage channel. The size of the drainage basins not meeting this screen is less than 32 acres for all but one structure; there are, however, some smaller basins showing contours indicating historic drainage. This initial screen includes no evaluation of annual flow regimes for small catchments, although very small and modified basins would be expected to have minimal flow, if any, during the dry season. Only those structures with no apparent historic streams or basins were screened out of further consideration for replacement; the basin size is used as an additional line of evidence that supports the exclusion. Table 1 lists the structures and the presence or absence of natural drainage basin characteristics along with the approximate drainage catchment area to each structure. Structures with no natural drainage basin are shown in red and will be removed from consideration for replacement. Figures 2A-2F show the approximate catchment areas to the trail structures.

Table 1. Structures with Historic Natural Drainage Basin Features

Structure Location Station Number	Natural drainage basin features?	Catchment Area (ac)
218+45	NO	31.7
220+00RT ¹	NO	16.4
224+00	NO	1.8
229+85	YES	6.0
239+60	YES	117.0
241+15	YES	28.2
256+40	YES	42.0
270+00	YES	34.7
276+00	YES	76.2
290+05	YES	135.7
298+50	NO	0.8
308+10	NO	1.3
310+00	YES	3.9
315+90	NO	47.5
316+65	YES	24.7
320+75 ²	NO	n/a ²
324+75 ²	NO	n/a ²
330+00 ³	YES	65.4
343+00 ³	YES	30.6
350+50	NO	1.0
352+25	NO	1.0
356+65	YES	60.6
364+25	YES	8.1
366+75	NO	13.5
370+00	NO	4.2
378+40	YES	1206.3
383+50 ²	NO	n/a ²
384+50RT ^{1,4}	NO	31.9
385+80 ⁴	NO	31.9
401+00	YES	128.7
411+10	YES	427.8
426+40	YES	160.1
431+60	YES	27.5
436+10	NO	18.0
441+50	YES	1717.9
450+00	NO	17.4
453+00	NO	7.3
454+50	NO	17.6
456+00	NO	7.8
460+20 ⁴	YES	100.3
464+15 ⁴	YES	100.3

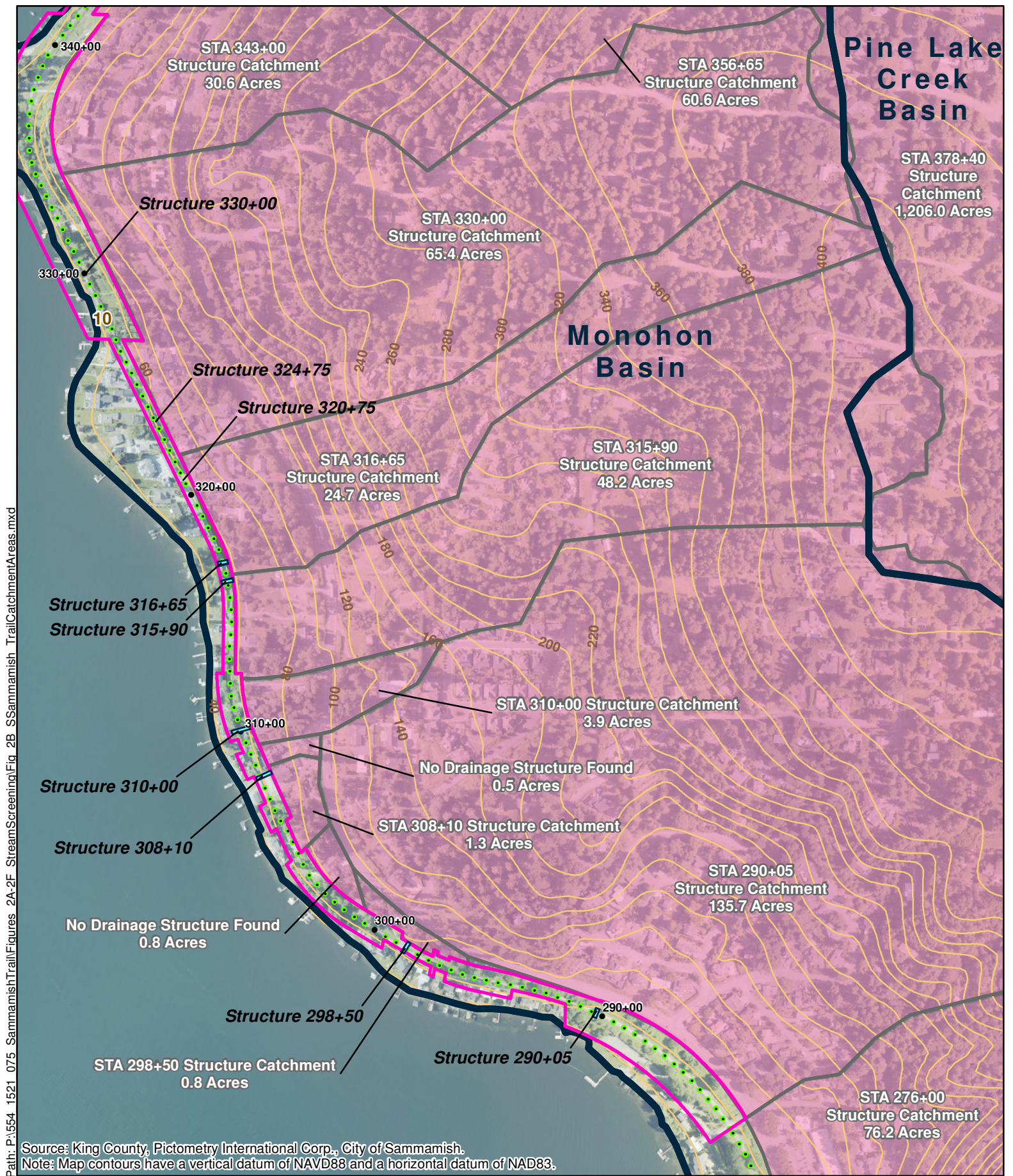
¹ Structure is in trail section but does not cross under the trail

² There is no catchment draining to these structures – they serve local drainage only

³ No structure was found. This structure location is the approximate location of catchment low point to where the catchment drains

⁴ This structure drains the same catchment as adjacent structure

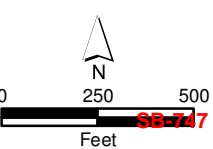
Based on this screen alone, 20 of 41 structures are removed from replacement consideration, of which three are located in South Sammamish Segment A.



Path: P:\554_1521_075_SammamishTrail\Figures_2A-2F_StreamScreening\Fig_2B_Sammamish_TrailCatchmentAreas.mxd

Source: King County, Pictometry International Corp., City of Sammamish.
 Note: Map contours have a vertical datum of NAVD88 and a horizontal datum of NAD83.

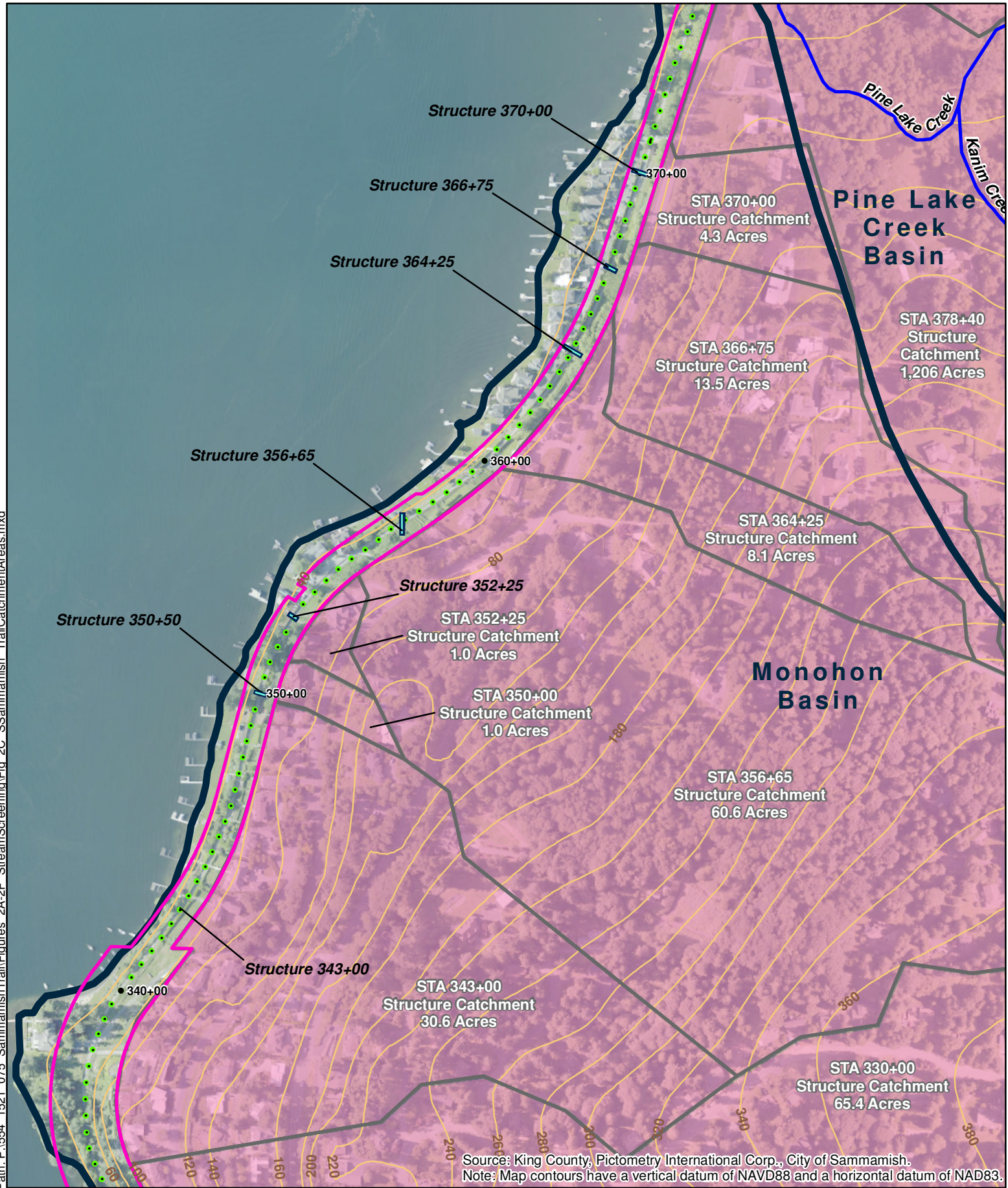
Parametrix



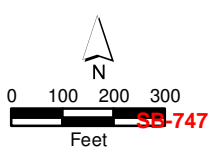
- South Sammamish Segment B Project Location
- Stream Crossing Field-Verified by Parametrix
- Stream Crossing Not Found Within Trail Corridor
- City of Sammamish Drainage Basin
- Catchment Area
- Contour - 20ft
- Drainage Structure
- Proposed Trail Stationing

Figure 2B
Trail Drainage Structure
Catchment Areas

Path: P:\1554_1521_075_SammamishTrail\Figures_2A-2F_StreamScreening\Fig_2C_Sammamish_TrailCatchmentAreas.mxd



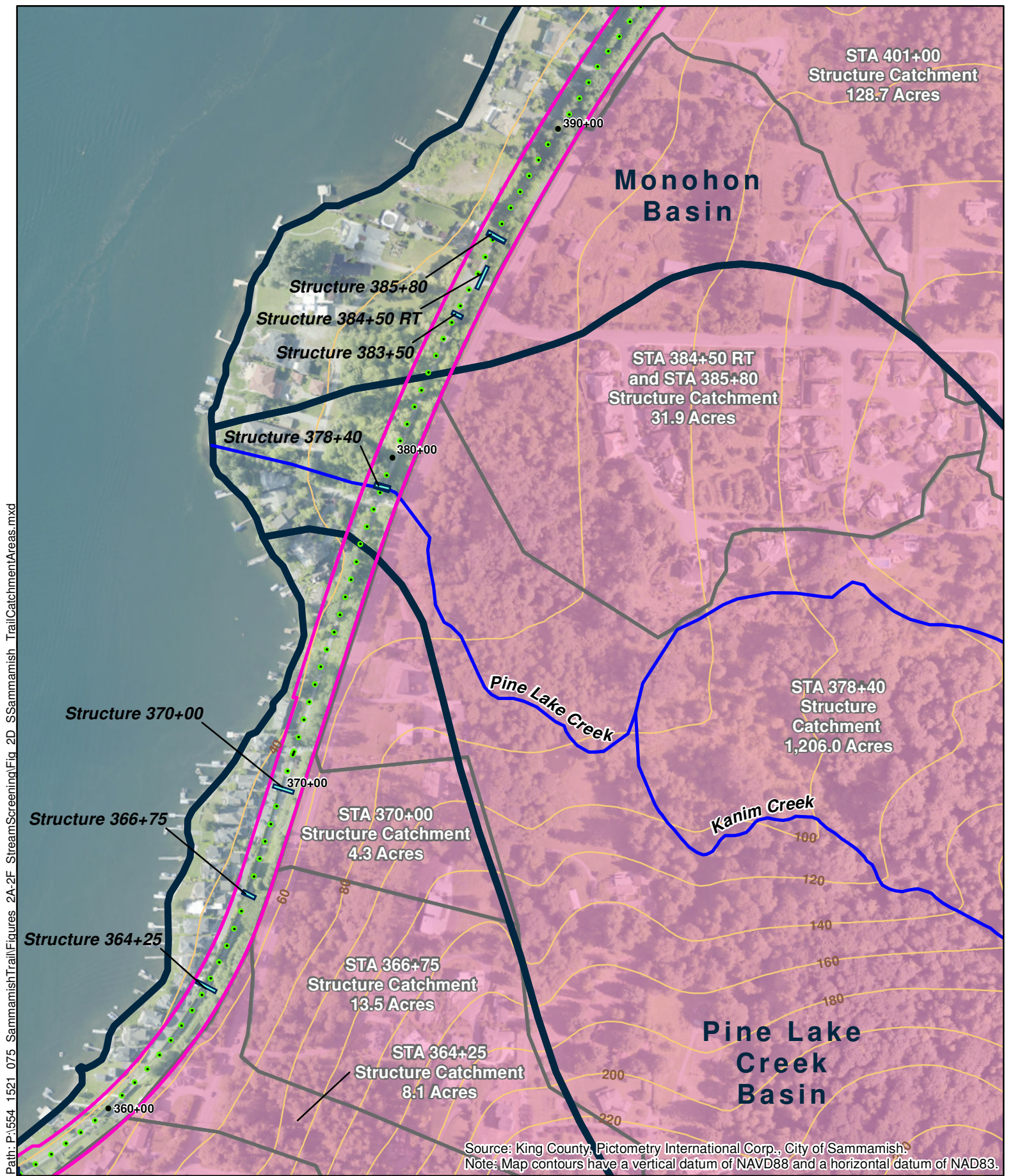
Parametrix



- South Sammamish Segment A Project Location
- Stream Crossing Field-Verified by Parametrix
- Stream Crossing Not Found Within Trail Corridor
- City of Sammamish Drainage Basin
- Catchment Area
- Contour - 20ft
- Drainage Structure

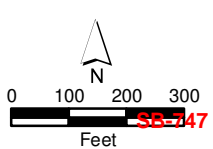


Figure 2C
Trail Drainage Structure
Catchment Areas



Path: P:\1554_1521_075_SammamishTrail\Figures_2A-2F_StreamScreening\Fig_2D_Sammamish_TrailCatchmentAreas.mxd

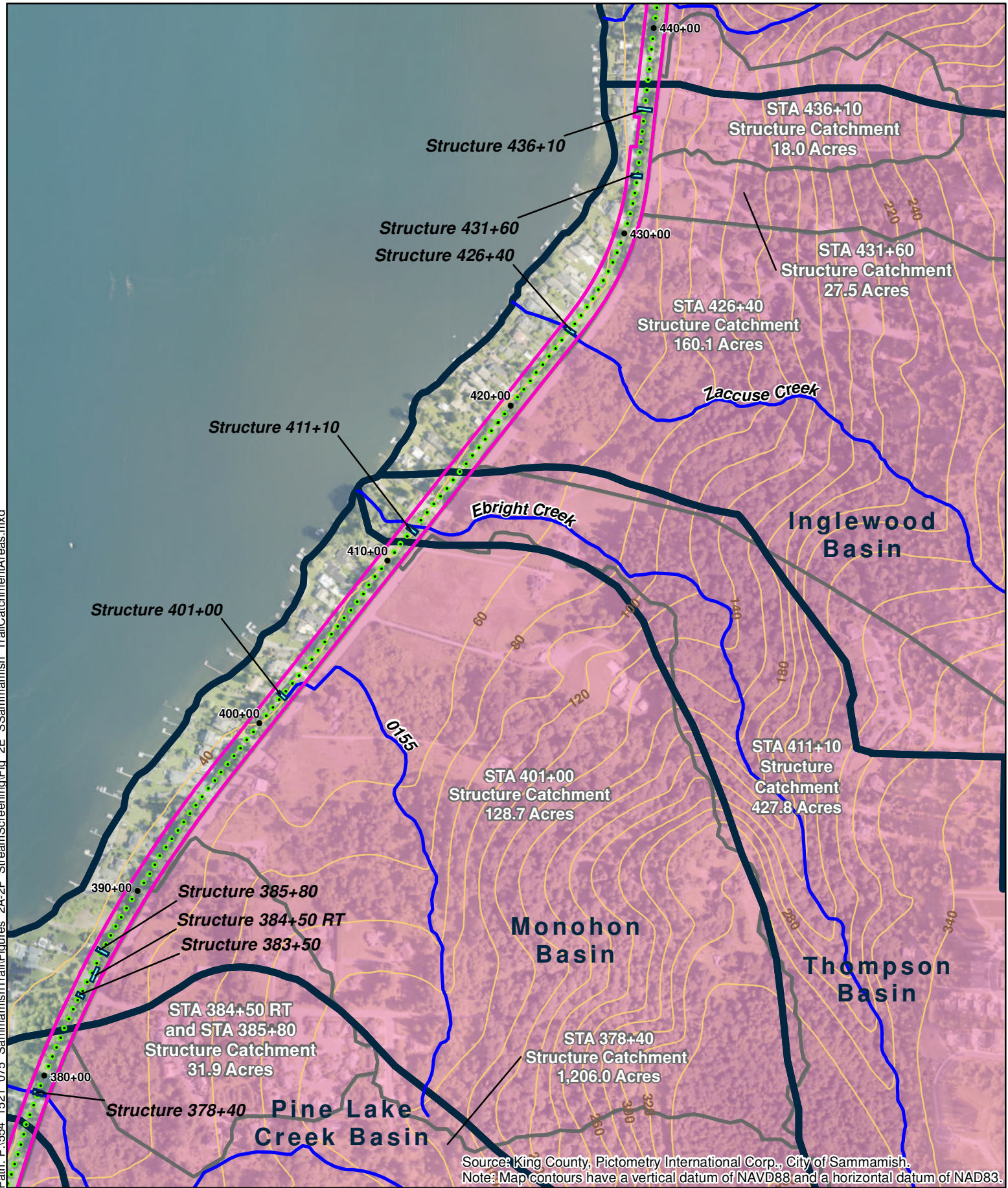
Parametrix



- South Sammamish Segment B Project Location
- Stream Crossing Field-Verified by Parametrix
- Stream Crossing Not Found Within Trail Corridor
- City of Sammamish Drainage Basin
- Catchment Area
- Contour - 20ft
- Drainage Structure
- Proposed Trail Stationing

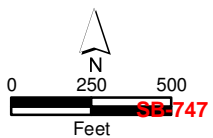
Figure 2D
Trail Drainage Structure
Catchment Areas

Path: P:\1554_1521_075_SammamishTrail\Figures_2A-2F_StreamScreening\Fig_2E_Sammamish_TrailCatchmentAreas.mxd



Source: King County, Pictometry International Corp., City of Sammamish.
 Note: Map contours have a vertical datum of NAVD88 and a horizontal datum of NAD83.

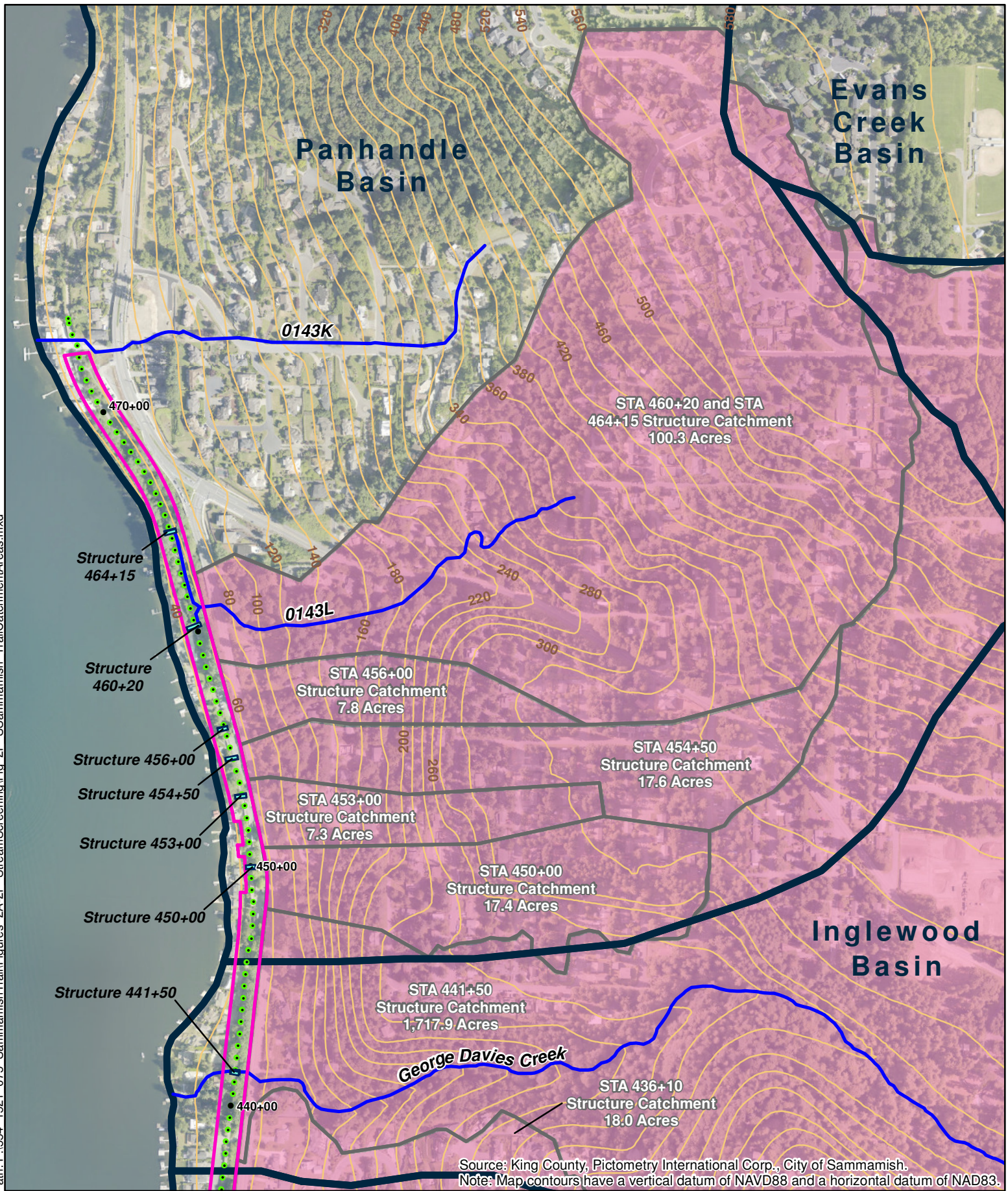
Parametrix



- South Sammamish Segment B Project Location
- Stream Crossing Field-Verified by Parametrix
- Stream Crossing Not Found Within Trail Corridor
- City of Sammamish Drainage Basin
- Catchment Area
- Contour - 20ft
- Drainage Structure
- Proposed Trail Stationing

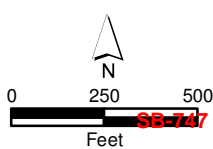
Figure 2E
Trail Drainage Structure
Catchment Areas

Path: P:\1554_1521_075_SammamishTrail\Figures_2A-2F_StreamScreening\Fig_2F_Sammamish_Trail\CatchmentAreas.mxd



Source: King County, Pictometry International Corp., City of Sammamish.
 Note: Map contours have a vertical datum of NAVD88 and a horizontal datum of NAD83.

Parametrix



- South Sammamish Segment B Project Location
- Stream Crossing Field-Verified by Parametrix
- Stream Crossing Not Found Within Trail Corridor
- City of Sammamish Drainage Basin
- Catchment Area
- Contour - 20ft
- Drainage Structure
- Proposed Trail Stationing

Figure 2F
Trail Drainage Structure
Catchment Areas

The next natural systems evaluation is the presence of the channel in three segments: upstream of the ELSP; between the ELSP and the trail; and between the trail and the lake. This is another indicator of the historic presence of natural or modified channels. In addition to the absence of a channel, a steep channel segment (generally over 16 percent) can effectively make a channel segment inaccessible. Slope was not used as a natural screen in this section but was evaluated for selected structures and screening later in this technical memorandum.

This screen generally indicates whether any potential improvements in the lower reaches, if present, could lead to a connection with upper reaches that may remain in an historic basin. The approximate total length of the drainage channel was measured from the lake to a “channel” upstream of the ELSP; if there is no channel, the length to the ELSP is used. Guidance documents, such as the WDFW Fish Passage Barrier Assessment Manual, uses 200 meters (about 650 feet) to indicate a ‘significant reach of habitat’. Using this approximate length as a screen, channels less than 500 feet in length from the lake to the absence of a channel and with no channel above the ELSP are removed from consideration for replacement. This screen is an indicator that there is virtually no potential for a habitat gain of over 500 feet of stream and often much less. Short reaches in this area are often indicators of local artificial drainage with limited potential that significant upstream natural systems existed before development or construction of the railroad or parkway. Table 2 shows the structure list, the approximate length of each channel segment, and the total length to “no channel”. Twenty structures fail this screen, four of which are in South Sammamish Segment A.

Table 2. Length of Channel Segments near Each Structure

Structure location station number	Channel upstream of ELSP?	Approximate length of segment upslope of ELSP (ft)	Approximate length of segment between ELST and ELSP (ft)	Approximate length of segment between Lake and the upstream side of ELST (ft)	Approximate length of reach from Lake Sammamish to no channel (ft)
218+45	YES	220	220	170	610
220+00RT ¹	YES	220	30	n/a	n/a
224+00	NO	120	250	100	470
229+85	YES	530	30	260	820
239+60	YES	5780	140	580	6500
241+15	YES	1250	30	580	1860
256+40	NO	n/a	290	120	410
270+00	NO	n/a	30	270	300
276+00	NO	n/a	40	260	300
290+05	NO	n/a	60	240	300
298+50	NO	n/a	n/a	130	130
308+10	NO	n/a	100	100	200
310+00	NO	n/a	n/a	110	110
315+90	NO	n/a	530	130	660
316+65	YES	910	360	140	1410
320+75	NO	n/a	n/a	n/a	n/a
324+75	NO	n/a	n/a	n/a	n/a
330+00	NO	n/a	n/a	70	70
343+00	NO	n/a	n/a	60	60
350+50	NO	n/a	n/a	80	80

Table 2. Length of Channel Segments near Each Structure (continued)

Structure location station number	Channel upstream of ELSP?	Approximate length of segment upslope of ELSP (ft)	Approximate length of segment between ELST and ELSP (ft)	Approximate length of segment between Lake and the upstream side of ELST (ft)	Approximate length of reach from Lake Sammamish to no channel (ft)
352+25	NO	n/a	n/a	60	60
356+65	YES	850	520	110	1480
364+25	YES	750	160	120	1030
366+75	YES	330	30	210	570
370+00	NO (FV)	n/a	n/a	180	180
378+40	YES	10330	30	490	10850
383+50	NO	n/a	30	600	630
384+50RT	NO (FV)	n/a	140	340	480
385+80	NO (FV)	n/a	100	290	390
401+00	YES	2550	130	290	2970
411+10	YES	11200	60	340	11600
426+40	YES	3320	40	330	3690
431+60	YES	1550	40	260	1850
436+10	NO	n/a	250	270	520
441+50	YES	17300	40	330	17670
450+00	NO (FV)	n/a	90	110	200
453+00	NO (FV)	n/a	30	90	120
454+50	YES	360	40	70	470
456+00	NO (FV)	n/a	20	80	100
460+20 ²	YES	1750	100	120	1970
464+15 ²	YES	1750	360	90	2200

FV=Field Verify

¹ This structure is in the same flow path as Structure 218+45, therefore the bottom reach is not included in the channel length

² Same upstream channel

Conditions for Restorable Habitat

The next evaluation considers if conditions are present under reasonable circumstances to restore passage to the trail and beyond. The primary consideration is the potential available length of restorable channel and catchment to provide suitable hydrologic conditions. The basis for the stream length limitation is the WDFW barrier assessment manual, as described above. The basis for the drainage catchment area is WAC 222-16-031, which indicates that a drainage areas must exceed 50 acres to be a Type 3 water, which is a segment of natural waters that has moderate to slight fish use. The next consideration is the location and available pathway for a restored stream channel that could lead to the trail structure. The lack of an existing stream channel or the absence of any drainage way are criteria to eliminate the structure from replacement consideration at this time. Table 3 shows the presence of a channel upstream of ELSP to which a restored system could be connected, length of a demonstrable drainage reach between the lake and ELSP or no channel (whichever is shorter), and catchment area. Channels shorter than 500 feet and with catchments under 50 acres were screened from further consideration and are shown in red.

Table 3. Length of Channel and Catchment Area Screening Data

Structure location station number	Channel upstream of ELSP?	Approximate length of reach from Lake Sammamish to no channel (ft)	Catchment area to trail (ac)
218+45	YES	610	31.8
220+00RT	YES	n/a	16.4
224+00	NO	470	1.8
229+85	YES	820	6.0
239+60	YES	6500	117.0
241+15	YES	1860 ¹	28.2
256+40	NO	410	42.0
270+00	NO (FV)	300	34.7
276+00	NO	300	76.2
290+05	NO	300	135.7
298+50	NO	130	0.8
308+10	NO	200	1.3
310+00	NO	110	3.9
315+90	NO	660	48.5
316+65	YES	1410	24.7
320+75	NO	n/a	n/a
324+75	NO	n/a	n/a
330+00	NO	70	65.4
343+00	NO	60	30.6
350+50	NO	80	1.0
352+25	NO	60	1.0
356+65	YES	1480	60.6
364+25	YES	1030	8.1
366+75	YES	570	13.5
370+00	NO	180	4.3
378+40	YES	10850	1206.0
383+50	NO	630	n/a
384+50RT	NO	480	31.9
385+80	NO	390	31.9
401+00	YES	2970	128.7
411+10	YES	11600	427.8
426+40	YES	3690	160.1
431+60	YES	1850	27.5
436+10	NO	520	18.0
441+50	YES	17670	1717.9
450+00	NO (FV)	200	17.4
453+00	NO (FV)	120	7.3
454+50	YES	470	17.6
456+00	NO (FV)	100	7.8
460+20	YES	1970	100.3
464+15	YES	2200	100.3

¹ Lower 580 feet is shared with 239+60

Table 4 lists existing reach conditions that have adequate available area for a meaningful and successful stream or natural systems restoration. For example, is the corridor between houses available for open channel construction or is there space for a meaningful channel and connected riparian area. Positive results in these areas would not represent proposals for the County to make these improvements, but rather identify areas where, if the County upgraded the structure under the ELST, others could come in and make improvements to create habitat. Structures in red are those where any of the built environment criteria are not suitable for restoration and there is no channel upstream of ELSP. Also, structures with gradient barriers (three structures were more closely evaluated for gradient steeper than 16 percent – 316+65, 356+65, and 431+60), or with an unsuitable section and less than 20 acre catchment were removed. 32 structures were removed using this screen, including six in South Sammamish Segment A.

Table 4. Structures Where Conditions are Suitable for Restoration

Structure location station number	Channel upstream of ELSP?	Built environment supports potential restoration upstream of ELSP?	Built environment supports potential restoration between ELST and ELSP?	Built environment supports potential restoration downstream of ELST?	Approximate length of reach from Lake Sammamish to no channel (ft)	Catchment area to trail (ac)
218+45	YES	YES	YES	YES	610	31.8
220+00RT	YES	YES	YES	YES	n/a	16.4
224+00	NO	NO	YES	NO (in pipe)	470	1.8
229+85	YES	YES	YES	NO (in pipe)	820	6.0
239+60	YES	YES	YES	YES	6500	117.0
241+15	YES	YES	YES	NO (not found) NO (piped/conc channel)	1860	28.2
256+40	NO	NO	YES	NO (not found)	410	42.0
270+00	NO (FV)	NO	NO	NO (not found)	300	34.7
276+00	NO	NO	NO (in pipe)	NO (in pipe)	300	76.2
290+05	NO	NO	NO	NO (not found)	300	135.7
298+50	NO	NO	NO	NO (in pipe)	130	0.8
308+10	NO	NO	NO (storm sewer)	YES	200	1.3
310+00	NO	NO	NO (in pipe)	NO (piped under house)	110	3.9
315+90	NO	NO	NO (not 2') NO (gradient 20%+)	YES	660	48.2
316+65	YES	YES	NO (no channel to lake)	YES	1410	24.7
320+75	NO	NO	NO	NO (no channel to lake)	n/a	n/a
324+75	NO	NO	NO	NO (no channel to lake)	n/a	n/a
330+00	NO	NO	NO (no outlet)	NO (no channel to lake)	70	65.4
343+00	NO	NO	NO (no outlet)	NO (no channel to lake)	60	30.6
350+50	NO	NO	NO (not 2')	YES	80	1.0

Table 4. Structures Where Conditions are Suitable for Restoration (continued)

Structure location station number	Channel upstream of ELSP?	Built environment supports potential restoration upstream of ELSP?	Built environment supports potential restoration between ELST and ELSP?	Built environment supports potential restoration downstream of ELST?	Approximate length of reach from Lake Sammamish to no channel (ft)	Catchment area to trail (ac)
352+25	NO	NO	NO (not 2')	YES	60	1.0
356+65	YES	YES	No (gradient 30%+)	YES	1480	60.6
364+25	YES	YES	YES	NO (piped)	1030	8.1
366+75	YES	YES	YES	NO (partial pipe)	570	13.5
370+00	NO	NO	YES	NO (piped)	180	4.3
378+40	YES	YES	YES	YES	10850	1206.0
383+50	NO	NO	YES	YES	630	n/a
384+50RT	NO	NO	YES	NO (partial pipe)	480	31.9
385+80	NO	NO	YES	NO (partial pipe)	390	31.9
401+00	YES	YES	YES	NO (piped)	2970	128.7
411+10	YES	YES	YES	YES	11600	427.8
426+40	YES	YES	YES	YES	3690	160.1
431+60	YES	YES (FV)	NO (gradient 19%+)	YES	1850	27.5
436+10	NO	NO	YES	NO (piped)	520	18.0
441+50	YES	YES	YES	YES	17670	1717.9
450+00	NO (FV)	NO	YES	NO (partial pipe)	200	17.4
453+00	NO (FV)	NO	NO (pipe)	YES	120	7.3
454+50	YES	YES	NO (pipe)	YES	470	17.6
456+00	NO (FV)	NO	YES	YES	100	7.8
460+20	YES	YES	NO (gradient 20%+)	NO (gradient)	1970	100.3
464+15	YES	YES	YES	YES	2200	100.3

Summary of Results

Most of the culverts in the screening process were removed due to multiple issues, which is reflective of the heavily modified conditions and the evidence that many of these drainage paths did not historically provide habitat upstream of the lake’s edge beyond the location of the parkway or railroad grade. A review summary of all of the screening steps is shown in Table 5. Structures in red do not pass that screen.

Table 5. Summary of Structure Screens

Structures in the South Sammamish Segment	Structures removed by the natural basin screen (Table 1)	Structures with no channel upstream of ELSP and less than 500 feet in length (Table 2)	Structures with catchments less than 50 acres and less than 500 feet of channel (Table 3)	Structures with poor suitability for restoration (Table 4)	Structures remaining	Stream name or identifier
218+45	218+45	218+45	218+45	218+45		
220+00RT	220+00RT	220+00RT ¹	220+00RT	220+00RT		
224+00	224+00	224+00	224+00	224+00		
229+85	229+85	229+85	229+85	229+85		
239+60	239+60	239+60	239+60	239+60	239+60	0163 N & S
241+15	241+15	241+15	241+15	241+15	241+15	0163 N & S
256+40	256+40	256+40	256+40	256+40		
270+00	270+00	270+00	270+00	270+00		
276+00	276+00	276+00	276+00	276+00		
290+05	290+05	290+05	290+05	290+05		
298+50	298+50	298+50	298+50	298+50		
308+10	308+10	308+10	308+10	308+10		
310+00	310+00	310+00	310+00	310+00		
315+90	315+90	315+90	315+90	315+90		
316+65	316+65	316+65	316+65	316+65		
320+75	320+75	320+75	320+75	320+75		
324+75	324+75	324+75	324+75	324+75		
330+00	330+00	330+00	330+00	330+00		
343+00	343+00	343+00	343+00	343+00		
350+50	350+50	350+50	350+50	350+50		
352+25	352+25	352+25	352+25	352+25		
356+65	356+65	356+65	356+65	356+65		
364+25	364+25	364+25	364+25	364+25		
366+75	366+75	366+75	366+75	366+75		
370+00	370+00	370+00	370+00	370+00		
378+40	378+40	378+40	378+40	378+40	378+40	Pine Lake Creek
383+50	383+50	383+50	383+50	383+50		
384+50RT	384+50RT	384+50RT	384+50RT	384+50RT		
385+80	385+80	385+80	385+80	385+80		
401+00	401+00	401+00	401+00	401+00	401+00	0155
411+10	411+10	411+10	411+10	411+10	411+10	Ebright Creek
426+40	426+40	426+40	426+40	426+40	426+40	Zaccuse Creek
431+60	431+60	431+60	431+60	431+60		
436+10	436+10	436+10	436+10	436+10		
441+50	441+50	441+50	441+50	441+50	441+50	George Davis Cr
450+00	450+00	450+00	450+00	450+00		
453+00	453+00	453+00	453+00	453+00		
454+50	454+50	454+50	454+50	454+50		
456+00	456+00	456+00	456+00	456+00		
460+20	460+20	460+20	460+20	460+20		
464+15	464+15	464+15	464+15	464+15	464+15	0143L

Eight structures pass all of the screens (see Table 5) and are to be further evaluated to confirm the replacement approach. The WDNR stream typing maps were reviewed as a cross reference of the screening process. The stream types for the structures passing the screens is shown on Table 6, which shows that six of the eight structures are Type F, one is Type N, and one is not typed or shown on the maps. There are no Type F streams in the Segment A corridor that are not included in this list.

Table 6. Summary of Structures and Proposed Status

Structures passing all screens	Stream name	WDNR stream typing	Proposal (reason)	Comments
239+60	0163S	Type F	Not replaced (no habitat gain without other replacements outside of trail corridor); additional culverts replaced at Zaccuse and Pine Lake Creeks	Channel combines immediately downstream of trail; barrier immediately upstream
241+15	0163N	Type N	Not replaced (no habitat gain without other replacements outside of trail corridor); additional culverts replaced at Zaccuse and Pine Lake Creeks	Channel combines immediately downstream of trail; channel in culvert immediately downstream of trail
378+40	Pine Lake Creek	Type F	Replace (pass screens, named, Type F); Additional structure to be replaced outside of trail corridor	Two culverts proposed will provide complementary benefits for comprehensive habitat gain
401+00	Stream 155	Type F	Replace (pass screens, named, Type F)	Downstream reach to lake is in a pipe that must be replaced to gain benefit
411+10	Ebright Creek	Type F	Replace (pass screens, named, Type F)	
426+40	Zaccuse Creek	Type F	Replace (pass screens, named, Type F); Additional structure to be replaced outside of trail corridor	Two culverts proposed will provide complementary benefits for comprehensive habitat gain
441+50	George Davis Creek	Type F	Replace (pass screens, named, Type F)	
464+15	Stream 143L	not typed	Replace (pass screens)	

The data in the screens provide a meaningful objective analysis of structure replacement needs and potential. This approach and the results support the County’s approach to removal of passage barriers in the South Sammamish Segment.

TECHNICAL MEMORANDUM

DATE: May 18, 2015
TO: King County
FROM: Paul Fendt
SUBJECT: Evaluation of Existing Drainage Structures for Replacement in the South Sammamish Segment
CC: Craig Buitrago, Jenny Bailey
PROJECT NUMBER: 554-1521-075 (20/05)
PROJECT NAME: East Lake Sammamish Trail

INTRODUCTION

King County received feedback on its assessment of trail culverts from commenters on the Substantial Shoreline Development Permit with the City of Sammamish. In response, King County Parks prepared an enhanced, supplemental analysis to collect data and to evaluate the existing drainage structures located on the East Lake Sammamish Trail (ELST) South Sammamish Segment. In this analysis, the County further identified drainage structures suited for potential fish passage improvements (Technical Memorandum to King County dated February 26, 2015). The process consists of applying screening criteria that evaluates critical characteristics for considering replacement of non-passable structures with a fish-passable culvert and also removes from consideration those structures that do not serve a natural or modified stream.

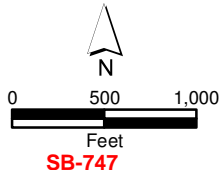
The purpose of this technical memorandum is to provide a summary table of the screening results that is compared to and related to the potential fish-bearing waters information previously prepared. No new information is provided and no modifications or updates have been made. Table 1 shows the full list of structures in the South Sammamish Segment. Some structures in the original analysis had slightly different stationing numbers, which have been used in Table 1 and are related to the new numbers now being used. Figure 1 shows the location of the structures in South Sammamish Segment A, which are the subject of the current permitting action. Table 1 shows all of the structures analyzed. Table 2 provides a summary of the WDNR stream typing maps and status of the existing structures.



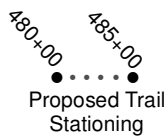
Path: P:\554 1521 075 SammamishTrail\Figures 1A 1B\Figure 1A_SSamamish TDA Segment A Basins.mxd

Source: King County, City of Sammamish, National Geographic Society, I-cubed.

Parametrix



- South Sammamish Segment A Project Location
- Stream Crossing Field-verified by Parametrix
- - - Stream Crossing Not Found within Trail Corridor
- City of Sammamish Drainage Basin



**Figure 1A
Drainage Structure
Locations**

Table 1. Summary of Structure Screens

Structures in the South Sammamish Segment (41) ¹	Structures included in the early stream width analysis (29) ²	Structures meeting channel width criteria (23)	Structures passing replacement screens (8)	Structures meeting channel width criteria but failing screens (15)	WDNR stream typing ³	Stream name or identifier
218+45	218+45	218+45		218+45		
220+00RT	220+00RT	220+00RT		220+00RT		
224+00	224+00					
229+85	229+90					
239+60	239+60	239+60	239+60		F	0163 S ⁴
241+15	241+15	241+15	241+15		N	0163 N ⁴
256+40	256+40	256+40		256+40	N	
270+00	270+00				N	
276+00						
290+05	290+05					
298+50						
308+10						
310+00						
315+90	315+90	315+90		315+90		
316+65	316+65	316+65		316+65	N	
320+75						
324+75						
330+00						
343+00						
350+50						
352+25	352+25					
356+65	356+65	356+65		356+65		
364+25						
366+75	366+75	366+75		366+75		
370+00						
378+40	378+40	378+40	378+40		F	Pine Lake Creek
383+50	383+47	383+50		383+50		
384+50RT	384+50RT	384+50RT		384+50RT		
385+80	385+80	385+80		385+80		
401+00	401+00	401+00	401+00		F	0155
411+10	411+10	411+10	411+10		F	Ebright Creek
426+40	423+40	423+40	426+40		F	Zaccuse Creek
431+60	431+60	431+60		431+60	N	
436+10						
441+50	440+20	440+20	441+50		F	George Davis Cr
450+00	448+73	448+73		448+73		
453+00	451+50	451+50		451+50		
454+50	453+32					
456+00	454+60	454+60		454+60		
460+20	459+03	459+03		459+03		
464+15	464+13	464+13	464+15		n/a	0143L

¹Using current stationing numbers from “updated 60 percent plans”; from the February 26, 2015 Technical Memorandum

²Using stationing from the 2008 “30 percent design plans”

³Streams not shown on the WDNR typing maps have no typing designation

⁴Streams 163N and 163S are branches or distributaries of the same channel that crosses the trail in two locations. The stream mapping is inconsistent across numerous sources, but the typing and structure analysis are correct.

Eight structures met all the screening criteria to be considered for replacement (see Table 1) and will be further evaluated to confirm the replacement approach. Six of those eight will be replaced plus two additional structures

for a total of eight replaced. Fifteen of the 23 structures meeting the channel width criteria do not meet the screening criteria to be considered for replacement. Of these 15, 12 are not shown on the WDNR stream typing maps and the remaining three were rated “N” or non-fish-bearing.

The stream types for the structures meeting the screening criteria is shown on Table 2, which indicates that six of the eight structures are Type F, one is Type N, and one is not typed or shown on the maps.

Table 2. Summary of Structures and Proposed Status

Structures passing all screens	Stream name	WDNR stream typing	Proposal (reason)	Comments
239+60	0163S	Type F ¹	Not replaced (no habitat gain without other replacements outside of trail corridor); additional culverts replaced at Zaccuse and Pine Lake Creeks	Channel combines immediately downstream of trail; barrier immediately upstream
241+15	0163N	Type N ²	Not replaced (no habitat gain without other replacements outside of trail corridor); additional culverts replaced at Zaccuse and Pine Lake Creeks	Channel combines immediately downstream of trail; channel in culvert immediately downstream of trail
378+40	Pine Lake Creek	Type F	Replace (pass screens, named, Type F); Additional structure to be replaced outside of trail corridor	Two culverts proposed will provide complementary benefits for comprehensive habitat gain
401+00	Stream 155	Type F	Replace (pass screens, named, Type F)	Downstream reach to lake is in a pipe that must be replaced to gain benefit
411+10	Ebright Creek	Type F	Replace (pass screens, named, Type F)	
426+40	Zaccuse Creek	Type F	Replace (pass screens, named, Type F); Additional structure to be replaced outside of trail corridor	Two culverts proposed will provide complementary benefits for comprehensive habitat gain
441+50	George Davis Creek	Type F	Replace (pass screens, named, Type F)	
464+15	Stream 143L	not typed	Replace (pass screens)	

¹ Type F is defined by WDNR as a stream or waterbody that is known to be used by fish, or met the physical criteria to be potentially used by fish.

² type N is defined by WDNR as a stream or that does not meet the physical criteria of a Type F stream, including streams that have been proven not to contain fish using methods described in Forest Practices Board Manual Section 13.

From: [ELST Master Plan](#)
To: tony@goodlandinc.com
Cc: [Lindsey Ozbolt](#); [Andrew Zagars](#)
Subject: 170210 ELST South Samm B - Chee - Culvert Plug - Trail Flooding
Date: Friday, February 10, 2017 3:26:54 PM
Attachments: [170210 ELST South Samm B - Chee - Culvert Plug - Trail Flooding.pdf](#)

Dear Mr. Chee,

Thank you for your interest in the East Lake Sammamish Trail Project. Please see the attached regarding your email from February 9, 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](tel:1-888-668-4886)



King County

Parks and Recreation Division

Department of Natural Resources and Parks



February 10, 2017

Hello Mr. Chee,

Thank you for your email. Please see your comment, as well as the King County response below. Let me know if you have any questions.

Comment: I am Tony Chee. I live at 1605 E. Lake Sammamish Place SE. My property is next and connected to the Trail.

It is apparently due to heavy rain and just over night the culvert (a big ditch) has been plugged and flooded with over 10 feet deep water. I had conferred with the engineer of public work of the City for a long time this morning. I was told that this Emergency is under King County's Jurisdiction. It is basically too much storm water from the Storm Water System on E. Lake Sammamish PKWY SE through a ditch on my next door neighbor at the north. The culvert (a deep ditch) running along the Trail and connected my property is flooding. The culvert is on King County trail property. It is hazardous for people to walk on the Trail.

Please send a professional crew to take care of this "Emergency" immediately.

By the way, I would like to have an appointment to talk to you for the trail design cutting through my property. Can you schedule a meeting for me?

King County Response: Thank you for your email and phone call notifying King County Parks of the drainage issue in the trail corridor near your residence. The County received a call and email on the project hotline, with a contact number and address, regarding the flooding at 1:30 pm. By 3:30 pm, a construction crew contracted with the county and the King County Parks Operations and Maintenance team were on site and had a plan. It was implemented by 4:00 pm and the issue was resolved by 7:30 pm. Crews will check today that it remains clear of vegetation. There was some damage caused by water flowing over the trail. This was a result of heavy rains/melting snow coming from the Parkway that backed up behind the culvert.

The project design team for the East Lake Sammamish Trail South Sammamish B Segment will look at this area of the project as they advance the design and make revisions if necessary.

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 FLST@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,



King County

Parks and Recreation Division

Department of Natural Resources and Parks

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

east lake sammamish trail

From: [Charles Meyer](#)
To: [Lyman Howard](#)
Cc: [Lindsey Ozbolt](#)
Subject: King County Council Presentation by SHO
Date: Sunday, February 26, 2017 8:53:25 PM
Attachments: [KCC Presentation V5.pdf](#)

Good morning Lyman,

Thanks for taking the time to speak with me on Friday. Attached is a copy of the presentation SHO will be making to the King County Council later today. Three minutes doesn't provide much time, but I hope that we have hit the highlights. SHO is available to assist in the discussions/negotiations with King County in any way that you deem appropriate. We all would like to get the trail conflicts resolved and complete its construction sooner than later. Let me know if we can help.

Regards,

Chuck Meyer
SHO Treasurer
206-661-8305
Sent from [Outlook](#)

Testimony to 2/27/17 King County Council by Sammamish Homeowners

Sammamish Homeowners (SHO) is a volunteer organization serving the community along the east shore of Lake Sammamish. That community sees the East Lake Sammamish Trail (ELST) as an asset, though it has issues with trail design and with the County's assertion of ownership.

You may be aware of the long standing dispute between residents along the ELST and King County Parks over trail design. In Section 2B, the remaining section that is still in design, many of the homeowners' properties are bisected by the trail, or their houses are just a few feet from it. This is a unique situation that is likely not found in most if not all the other bike trails operated by King County Parks. It is overwhelmingly the source of the concerns of those negatively impacted by the widening and paving of the trail.

SHO wishes to offer three design solutions that will solve almost all of the problems the homeowners have with trail design:

1. Align the improved trail with the existing interim trail, or shift the centerline away from resident improvements, not toward them.
2. When the improved trail is *not* within a critical areas buffer, limit the total trail width to 16 feet. The national AASHTO guidelines for public multi-use paved trails¹ state that 12 feet of paving meets the level of service predicted by the County plus 2-foot gravel shoulders on each side of the paving.
3. When the improved trail is within a wetland or stream buffer, limit the total trail width to 14 feet. Mitigation sequencing requires that the width of the trail be minimized within such buffers. The minimum paved width according to AASHTO standards is 10 feet.

Not only will these design solutions resolve most of the conflicts, they will also bring trail design into conformance with City of Sammamish environmental regulations.

SHO would welcome the opportunity to meet with the County and the City of Sammamish to work out a trail design that is best for both the general public and the local community.

Ownership is the other big issue. Most of the former railroad right-of-way (ROW) is 100 feet wide. SHO is concerned about the County's claim of ownership of the entire ROW and the right to dictate its use beyond the trail itself. In 1887 various landowners gave easements to the railroad. The railroad quit-claimed those easements to King County to build a trail. The easements do not give King County ownership of the land itself; in most cases the landowners adjacent to these easements are the legal property owners. It is *not* possible in the State of Washington to convert an easement into property ownership. (If it were possible, no one would give anyone an easement.)

The Federal District Court decision, which the County is relying on for its ownership claim, is under appeal to the 9th Circuit Court of Appeals. Further, it only affects one deed² and 5 other properties for which the railroad never had easements. There are approximately 440 separate properties bordering the trail. The County's assertion that the Federal District Court's decision applies to all properties along the ROW is highly questionable and unsubstantiated.

¹ Guide for the Development of Bicycle Facilities, 1999, as amended, American Association of State Highway and Transportation Officials

² the Hilchkanum deed in Mint Grove

From: [Peggy Michael Reddy](#)
To: "ELST Master Plan"
Cc: gene-beall@comcast.net; karrah@benefits-consulting.com; [Lindsey Ozbolt](#); [Peggy Michael Reddy](#); "Roger Burton"; "SHO Organization"; "Larry Gill"; Tom@seattlebikeblog.com; info@cascade.org; friendsot@comcast.net; info@eastlakesammamishtrail.org
Subject: 170306 ELST South Samm B - Reddy - Clearing and Grubbing Limits
Date: Monday, March 6, 2017 8:50:32 AM

Dear Kelly: I'm not asking that King County move the trail east. I'm asking that you KEEP IT WHERE IT IS and NOT MOVE IT WEST. It is folly to think there cannot be a mitigation solution regarding the wetland which I challenge is less valuable than the 60+ year-old trees and other landscaping that are marked for destruction. In Seattle I recently saw that the County (or City) has signs for old trees as worth \$38,000 and up which are in a construction zone and they are marked as "to save". Is there no value placed on the trees to be removed to accommodate the County's position? I totally think someone who understands the ability to mitigate issues around the wetland would make the change (to keep the trail at its current location) and to save the trees, shrubs, and landscaping, not to mention it would reduce the costs to clear tons material and to avoid the costs to move utilities and irrigations systems. The County's response to my concerns is the same tale I've been hearing for a very long time. I get your point. My argument is let's find someone who knows that the so-called "wetland" issue can be mitigated. Who is that person or authority who will see the common sense not to change the trail location only to widen it rather than moving it west? What I don't understand is why the trail, in fact, is scheduled to meander EAST into the wetlands just south of the location where the 60% plan shows that it is supposed to meander WEST? Leaving the trail at its current location will avoid the removal of 10 trees and 10s of \$1,000s of dollars in mature landscaping. I understand the County's position. I don't agree with it. The County's position appears to me as sheer stubbornness and unwillingness to find the logical solution. What I'm asking of King County it to find a solution, please. Please.

Dear Lindsey: Please let me know when I can meet personally with the City and I invite you to my location to see the unbelievable ridiculousness of the County's proposed plan. Please let me know a good time for City officials to visit and I will clear my calendar to meet you and others to stress the logic of my request; that is, NOT TO MOVE THE TRAIL WEST and NOT TO MOVE IT FROM IT'S CURRENT LOCATION and find a way to mitigate the County's excuse that the trail must be moved west from its current location because of the wetland. The trail has been at the same location for DECADES when Burlington Northern ran its trains along the same location. Why move it now? The County can mitigate the wetlands issue if it so chooses. It has the power to do so. Until then I appeal to you and to the City to require that the County not move the trail from its current position except as needed to comply with trail width design plans. Thank you for your review of this situation.

I'm a huge trail supporter and I'm very happy to have the trail as my neighbor. To all trail users and cyclist friends, I welcome them as neighbors.

Thank you for your consideration and time.

Regards, Peggy
929 East Lake Sammamish Shore Lane SE
206.484.4845

From: ELST Master Plan [mailto:ELST@kingcounty.gov]
Sent: Monday, March 06, 2017 7:48 AM
To: reddy@benefits-consulting.com
Cc: gene-beall@comcast.net; karrah@benefits-consulting.com
Subject: 170306 ELST South Samm B - Reddy - Clearing and Grubbing Limits

Dear Ms. Reddy,

Thank you for your interest in the East Lake Sammamish Trail Project. Please see the attached regarding your email and call from March 3, 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](tel:1-888-668-4886)

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

Lindsey Ozbolt

Mon 2/6/2017 12:25 PM

To: Andraejones1515@gmail.com <Andraejones1515@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 and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Andrea Jones <Andraejones1515@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

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

Lindsey Ozbolt

Mon 2/6/2017 1:14 PM

To: globalalex@msn.com <globalalex@msn.com>;

Dear Alexander,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: alexander Oddoz-Mazet <globalalex@msn.com>

Sent: Wednesday, February 1, 2017 6:17 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.

Sincerely,

alexander Oddoz-Mazet

SB-752

24136 se 1st court
Sammamish, WA 98074
425.647.3650

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

Lindsey Ozbolt

Mon 2/6/2017 1:02 PM

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

Dear Bruce,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Bruce Bowman <bruceabowman@yahoo.com>

Sent: Sunday, January 29, 2017 4:04 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 am retired and an avid cyclist, and walker. The trail is an asset that I strongly believe needs to be brought up to better standards for safety and use. As a frequent user of the trail I find people respectful and considerate when on bikes, walking, and running.

When complete the community will be able to add this gem to is list of accomplishments. Please complete the trail.

Sincerely,

Bruce Bowman

16551 se 45th pl

bellevue, WA 98006

425-747-0610

Re: Greve - Gottschalk - East Lake Sammamish Trail Segment 2B Comments to the City Council

Lindsey Ozbolt

Mon 2/6/2017 12:51 PM

To: b.greve@comcast.net <b.greve@comcast.net>;

Dear Mr. Greve,

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

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

Regards,

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

From: b.greve@comcast.net <b.greve@comcast.net>

Sent: Saturday, January 28, 2017 1:38 PM

To: City Council

Cc: Jeffrey Thomas; Lyman Howard; Jessi Bon; David Pyle; Kim Adams Pratt; Lindsey Ozbolt; Christie Malchow; Tom Hornish; Ramiro Valderrama-Aramayo; Gus Gottschalk

Subject: Greve - Gottschalk - East Lake Sammamish Trail Segment 2B Comments to the City Council

Good morning City Council Members -

In a dialog (shown below) with council member Christie Malchow earlier this month seeking guidance on how best to ensure the city council had the opportunity to understand "each individual homeowner's impacts and concerns", and to help the council when the council meeting or "study session" takes place in reference to the East Lake Sammamish Trail - Segment 2B, we were told to forward comments to the city council as well as Ms. Ozbolt.

Our neighbors (William (Gus) and Debra Gottschalk) and us (William and Kathryn Greve) worked jointly with our attorney to develop our comments as we share a private drive leading into our properties. Our properties are part the Waterside Home Owners Association.

Please find our joint comments and associated exhibits attached in pdf form.

Note that together and with Gus' 35 years of commercial construction experience as President of

Lydig Construction, we have identified clear and specific alternatives to each of our concerns relating to the 60% design plan. Our proposals do NOT impact the design intent of the trail, but instead creates a far safer, more cost effective, and rational design. In fact, our proposal works to acknowledge and adhere to two specific design objectives outlined in King County's communications which are being unmistakably averted with the current 60% plan. The two objectives referenced include:

- (1) "[m]inimizing costs where possible without impacting trail standards," and
- (2) "[m]inimizing impacts to adjacent homeowners."

We view many of the design elements in the 60% plan as unnecessarily impactful; especially in light of the alternatives. They also significantly elevate the risk to trail users as it relates to the sight lines associated with the trail crossing both exiting and entering our properties. It's for these reasons that we worked so diligently to not just object to the impactful elements of the plan but to instead use common sense and best practice design considerations to create and share clear and specific alternatives that satisfy each concern and work to what we feel can be a mutually agreeable solution.

Ultimately we want to see this project succeed and become the wonderful shared resource that it can be, but not at the cost or with the unnecessary impact designed into the current 60% plan.

Please inquire should you have any questions, need any additional information, or best case if you would like to set time for us to discuss, demonstrate, and/or explain not just our concerns, but our rationale.

With Best Regards and Intentions,

William (Bill) and Kathryn (Katy) Greve
William (Gus) and Debra (Debbie) Gottschalk

From: "Christie Malchow" <CMalchow@sammamish.us>
To: "Jeffrey Thomas" <JThomas@sammamish.us>, "b greve" <b.greve@comcast.net>, "City Council" <citycouncil@sammamish.us>
Cc: "Lyman Howard" <lhoward@sammamish.us>, "Jessi Bon" <JBon@sammamish.us>, "David Pyle" <DPyle@sammamish.us>, "Kim Adams Pratt" <kim@kenyondisend.com>, "Lindsey Ozbolt" <LOzbolt@sammamish.us>
Sent: Monday, January 16, 2017 9:40:46 PM
Subject: RE: Seeking Guidance - East Lake Sammamish Trail Segment 2B

Thank you, Jeff, for clarifying.

Christie Malchow
Sammamish City Council
cmalchow@sammamish.us
(425-301-6667 | www.Sammamish.us
801 228th Ave SE | Sammamish, WA 98075



From: Jeffrey Thomas
Sent: Monday, January 16, 2017 6:46 PM
To: Christie Malchow <CMalchow@sammamish.us>; b.greve@comcast.net; City Council <citycouncil@sammamish.us>
Cc: Lyman Howard <lhoward@sammamish.us>; Jessi Bon <JBon@sammamish.us>; David Pyle <DPyle@sammamish.us>; Kim Adams Pratt <kim@kenyondisend.com>; Lindsey Ozbolt <LOzbolt@sammamish.us>
Subject: Re: Seeking Guidance - East Lake Sammamish Trail Segment 2B

Hi Christie,

One clarification and one correction from your email earlier today to Mr. & Mrs. Greve:

1. Clarification - City staff is reviewing and compiling public comments as they are submitted through next week. The public comments will help City staff complete its comprehensive first review of the shoreline permit application. In addition to requesting the County to respond to the public comments, the City will also determine requested revisions and send to the County concurrently.
2. Correction - As currently set up, the shoreline permit application is being processed as a Type II permit - the Community Development Director issued the decision on behalf of the City. As we learned from the State Shorelines Hearings Board with south segment 2a, the Hearing Examiner does not have jurisdiction to hold an administrative appeal hearing on a shoreline permit decision issued by the Director. Therefore the appeal of a shoreline permit decision will go directly to the State Shorelines Hearings Board.

Thanks, Jeff

From: Christie Malchow
Sent: Monday, January 16, 2017 1:18 PM
To: b.greve@comcast.net; City Council
Cc: Lyman Howard; Jessi Bon; Jeffrey Thomas
Subject: RE: Seeking Guidance - East Lake Sammamish Trail Segment 2B

Mr. & Mrs. Greve,

I've cc'd a few staff members here to elaborate or correct any misinformation/omitted information in my response below (in red). My answers below are based on the best of my knowledge and are process based to help you on the questions you've asked below.

Christie Malchow
Sammamish City Council
cmalchow@sammamish.us
(425-301-6667 | www.Sammamish.us)



From: b.greve@comcast.net [<mailto:b.greve@comcast.net>]
Sent: Monday, January 16, 2017 9:55 AM
To: City Council <citycouncil@sammamish.us>
Subject: Seeking Guidance - East Lake Sammamish Trail Segment 2B

Good morning

This e-mail is specifically created to ask for clarification and direction about the city's role and the processes in reference to the on-going and vitally important issues involving the East Lake Sammamish Trail - Segment 2B project.

We (Bill and Katy Greve) residing at 2417 E Lake Sammamish PL SE respectfully request information and answers to each of the following questions outlined below.

- Correspondence coming from both the City of Sammamish and King County provided direction for property owners to submit comments to the staff project planner (Lindsey Ozbolt). Upon doing that an automated response was received stating "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". This response seems to elude to the fact that the City of Sammamish is merely a "pass through" for the process by simply collecting the comments and sending them off to King County without working to understand, building a case, offering opinion, or advocating for its citizens..
 - Will the City Council actively review the comments provided, seek to understand them in detail, and ultimately advocate for the citizens of Sammamish? **We certainly can read them, but they are not given to Council specifically. You can email your comments to the Council at citycouncil@sammamish.us, this will help us to better understand each individual homeowner's impacts and concerns. This will then help us when we have the County in for a Council meeting or study session.**
 - Will the City Council actively participate and help to mediate discussions between King County and the citizens of Sammamish to resolve issues to citizen satisfaction? **We are certainly advocating for a study session or the like where King County is present, to answer our questions & citizens alike, so yes, we will be actively participating in discussions between the County, citizens, and City staff processing the applications.**
 - Who specifically makes the decision to issue both the shoreline substantial development permit and the clearing and grading permit; and what influence does the city council have in that process? **City of Sammamish's staff. The Council does not have influence in reality there, aside from encourage legal & staff to scrutinize the application for meeting our City's codes and regulations.**
 - Does the City Council have the ability to prevent either permit (SSDP and Clearing & Grading) from being issued? **No, not to my knowledge.**
 - What specifically is the procedure to surface issues and seek adjustment to the proposed 60% plan; aside from simply submitting comments? **Submitting your comments is the primary means, and certainly engaging Council in those comments (via public comment or**

simply by emailing them to us). The more we know, the better we can advocate for alterations to the design plan that allows the trail to proceed, but also takes into account affected trail-side owners' issues.

- Will the City Council actively be involved in and support citizens in discussions involving proposed adjustments to the 60% plan? I think the entire Council has an interest in the trail. I certainly do. As far as alterations to the plan, staff will ultimately make those decisions. The Council is certainly going to weigh in on the trail, and as of last Tuesday has asked for a joint meeting that would have King County officials in for a meeting that would likely be a study session. There was an urgency on this request, & I know our City Manager has already reached out to the County on this meeting, I would anticipate that meeting sooner than later.
- In the event that King County does not work to address the proposed adjustments to citizen satisfaction, what is the specific process to appeal, mediate, and mitigate the situation to ensure satisfactory results, and what role with the City play in this process? The appeal can be done if the City approves the plans (after the final submission based on 100% design plan is reached). At that point any group or individual may appeal the decision to the Hearing Examiner.

Citizens have spent literally hundreds of hours trying to understand how to be heard and how to ensure the slightest bit of comment sense and rational thought is applied to the issues being forced upon us or suggested changes. We've worked to submit comments in multiple forms and forums as directed, but no impacted party feels good about how the process has unfolded thus far. Most feel completely unsupported by the city and certainly stonewalled by the county.

I understand your frustrations. My responses above are intended to shed a bit of light on process for you. However, if you feel you have more questions, please don't hesitate to email Council or call me. My cell phone number is listed below in my email signature.

Satisfactory and complete answers to the above questions will at minimum help to ensure we know what to do and how to do it.

Please advise.

Sincerely,

Bill Greve



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.

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,

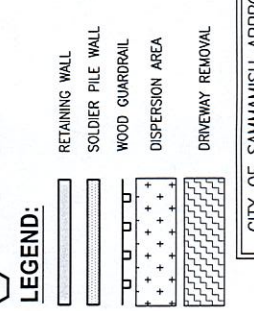
LAW OFFICE OF SAMUEL A. RODABOUGH PLLC


Samuel A. Rodabough
sam@rodaboughlaw.com

cc: Barbara Flemming, Senior Deputy Prosecuting Attorney

Exhibit

- CIVIL CONSTRUCTION NOTES:**
- RESTORE AND INSTALL STAIR. TYPE TO BE DETERMINED.
 - RECONSTRUCT PEDESTRIAN BRIDGE.
 - INSTALL PRECAST REINFORCED CONCRETE SPLIT BOX CULVERT. SEE FP SHEETS FOR DETAILS.
 - INSTALL STRUCTURAL EARTH WALL. SEE WALL DETAILS ON SHEET X. SEE WALL PROFILES ON WP SHEETS.
 - 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.
 - NEW DRIVEWAY.
 - INSTALL WOOD GUARDRAIL. SEE DETAILS ON SHEET XX.
 - INSTALL SPLIT RAIL FENCE. SEE DETAILS ON SHEET XX.
 - INSTALL GRAVITY BLOCK WALL. SEE WALL DETAILS ON SHEET WD1. SEE WALL PROFILES ON WP SHEETS.
 - DRIVEWAY REMOVAL. SEE WP SHEETS FOR PAVING PLAN.
 - INSTALL PATTERNED CONCRETE DRIVEWAY. SEE DETAILS ON SHEET XX.
 - INSTALL TYPE 1 REST STOP. SEE DETAILS ON SHEET XX.
 - INSTALL TYPE 2 REST STOP. SEE DETAILS ON SHEET XX.
 - INSTALL SOLDIER PILE WALL.
 - INSTALL GRAVITY BLOCK WALL.
 - INSTALL WING WALL. SEE FP SHEETS.
 - INSTALL EXTRUDED CURB PER WSDOT STD PLAN F-10-42-00.
 - REST STOP PULL-OUT.
 - STAIRS WILL BE ELIMINATED DURING CONSTRUCTION.
 - BRIDGES WILL BE REMOVED TO R/W LINE DURING CONSTRUCTION.
 - INSTALL ROCK WALL.
- STORMWATER CONSTRUCTION NOTES:**
- INFILTRATION TRENCH, SEE DETAIL 4 ON SHEET DD1.
 - UNDERDRAIN TRENCH, SEE DETAIL 5 ON SHEET DD1.
 - ROCK PAD, SEE DETAIL 2 ON SHEET DD1 AND WP SHEETS.
 - CONNECTION TO DRAINAGE STRUCTURE AND CLEANING EXISTING DRAINAGE STRUCTURE.
 - INSTALL UNDERDRAIN TRENCH CLEANOUT. SEE DETAIL 6 ON SHEET DD1.
 - INSTALL RECTANGULAR SLIP RESISTANT SOLID METAL COVER PER WSDOT STD DETAIL B-30-20-02.
 - CONCRETE HEADWALL, SEE DETAIL 1 ON SHEET DD1.
 - BASIC DISPERSION, SEE SHEET CS3.
 - QUARRY SPALL OUTFALL PROTECTION. SEE DETAIL 3 ON SHEET DD1.
 - ADJUST CATCH BASIN.



CITY OF SAMMAMISH APPROVAL

City Engineer	Date
Community Development	Date

60% REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

SHEET NO.
42 OF 135
AL10

PLAN AND PROFILE

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

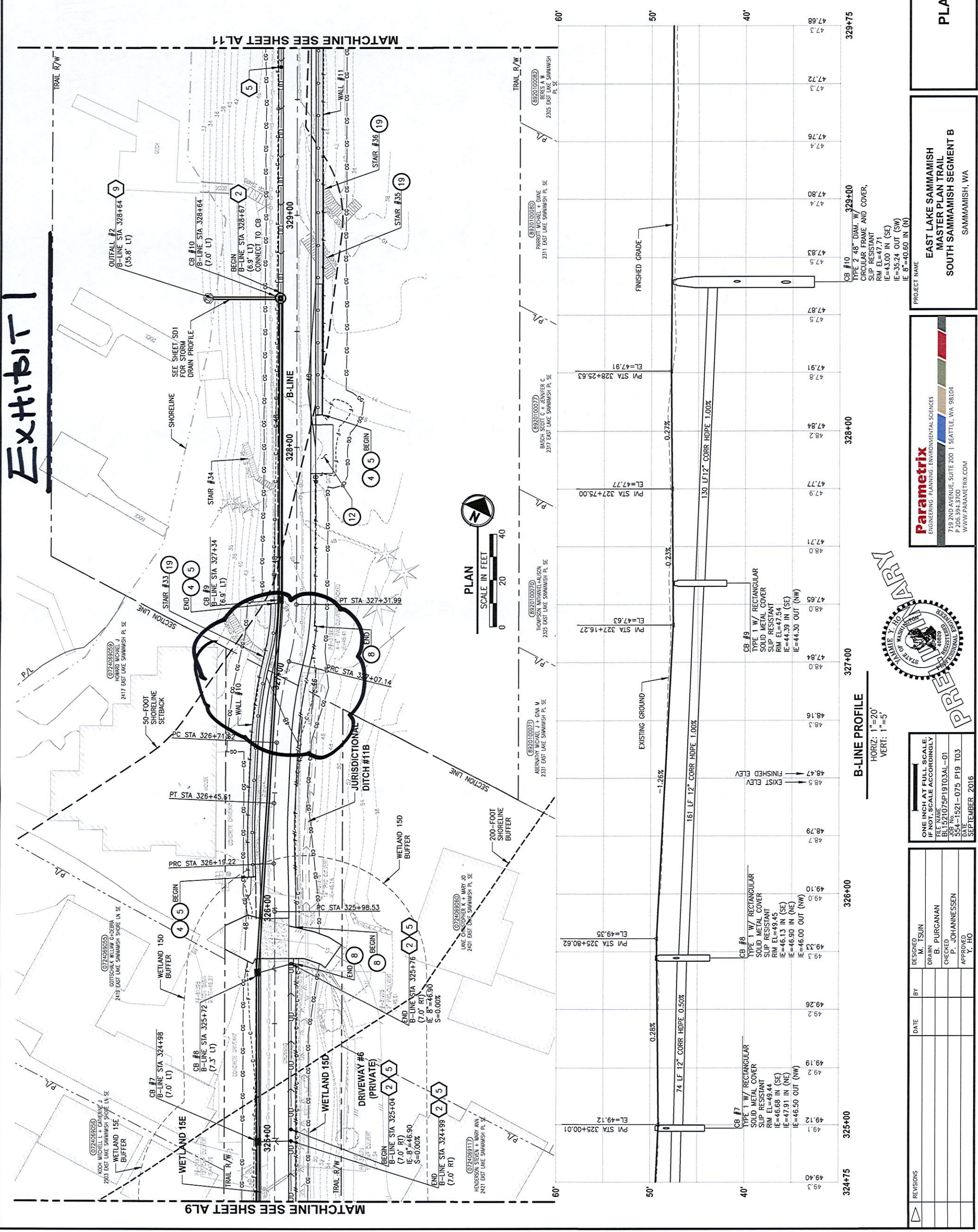
Parametrix
 ENGINEERING PLANNING ENVIRONMENTAL SCIENCES
 719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104
 WWW.PARAMETRIX.COM



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

ONE INCH AT FULL SCALE
 IF NOT, SCALE ACCORDINGLY

REVISIONS	DATE	BY



GENERAL NOTES:

1. SEE SHEET G4 FOR SYMBOL AND LINE LEGEND.
2. THE RAIL ROAD CENTERLINE (RR C/L) & 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 ARBORVITAE ARE INCLUDED IN THE SURVEY.
5. UTILITY ASBUILT AND POTHOLOG 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 UPDATED PER GIS INFORMATION PROVIDED BY COUNTY, DATED 2016.

LEGEND:

FORMER RAILROAD CENTERLINE 220' RR C/L

CONSTRUCTION CENTERLINE 220+00 B-LINE

REVISIONS

NO.	DATE	BY	DESIGNED
			M. TSUN
			B. PURGANAN
			P. JOHANNESSEN
			Y. HO

ONE INCH AT FULL SCALE, IF NOT, SCALE ACCORDINGLY
 FILE NAME: BL1521075P19103EX-01
 CHECKED: P. JOHANNESSEN
 DATE: SEPTEMBER 2016

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

DATE: SEPTEMBER 2016

PLANNED BY: PURGUBUT
 DATE: WEDNESDAY, OCTOBER 12, 2016 8:31:29 PM

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

ENGINEERING: PLANNING, ENVIRONMENTAL SCIENCES
 719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104
 P 206 994 3700
 WWW.PARAMETRIX.COM

CITY OF SAMMAMISH APPROVAL

City Engineer	Date
Community Development	Date

60% REVIEW SUBMITTAL NOT FOR CONSTRUCTION

SHEET NO. 14 OF 135
 EX6

EXISTING CONDITIONS PLAN

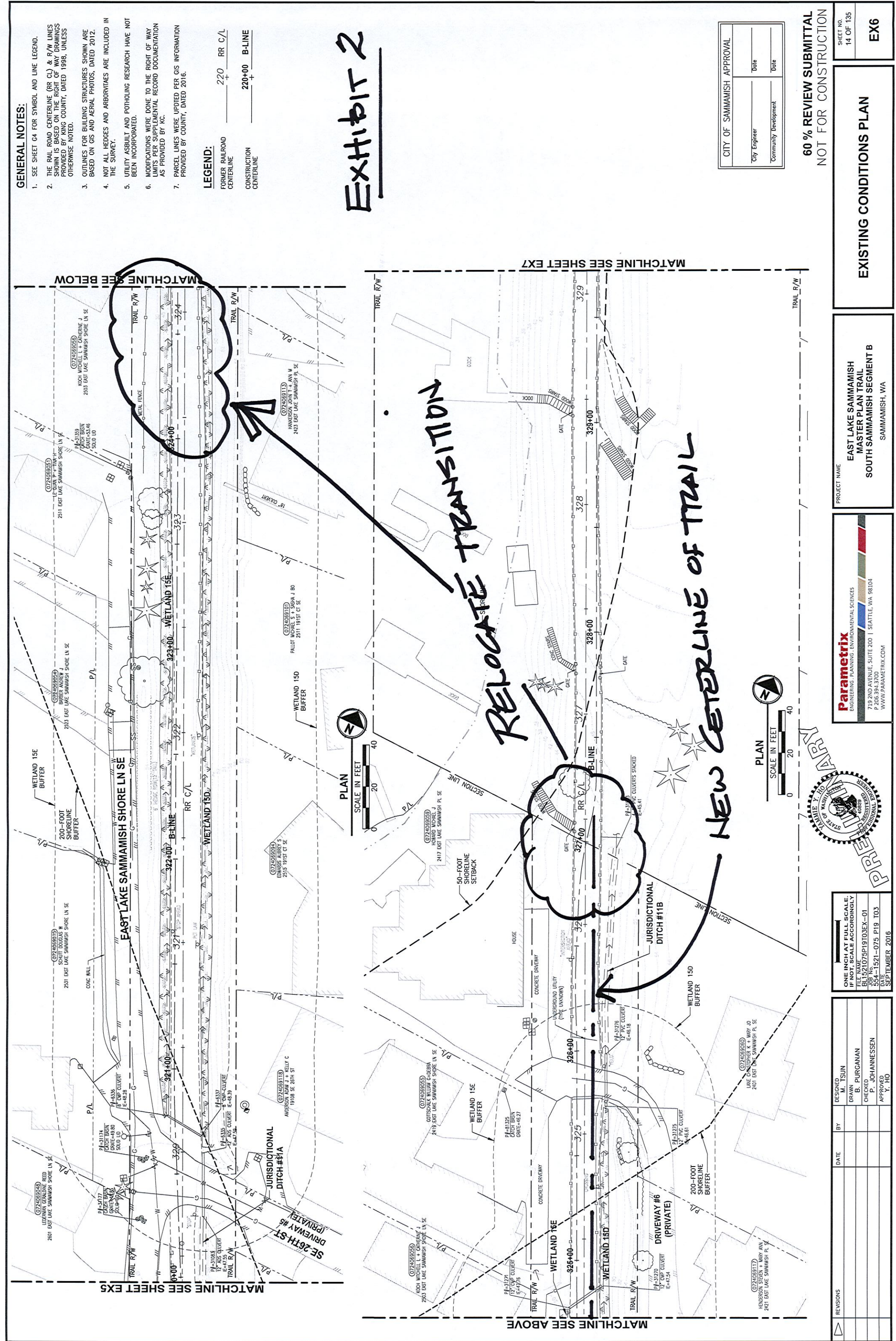


Exhibit 2

- CIVIL CONSTRUCTION NOTES:**
- RESTORE AND INSTALL STAIR, TYPE TO BE DETERMINED.
 - RECONSTRUCT PEDESTRIAN BRIDGE.
 - INSTALL PRECAST REINFC CONC SPLIT BOX CULVERT. SEE FP SHEETS FOR DETAILS.
 - INSTALL STRUCTURAL EARTH WALL. SEE WALL DETAILS ON SHEET X. SEE WALL PROFILES ON WP SHEETS.
 - 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.
 - NEW DRIVEWAY.
 - INSTALL WOOD GUARDRAIL, SEE DETAILS ON SHEET XX.
 - INSTALL SPLIT RAIL FENCE, SEE DETAILS ON SHEET XX.
 - INSTALL GRAVITY BLOCK WALL. SEE WALL DETAILS ON SHEET WD1. SEE WALL PROFILES ON WP SHEETS.
 - DRIVEWAY REMOVAL. SEE WP SHEETS FOR PLANTING PLAN.
 - INSTALL PATTERNED CONCRETE DRIVEWAY. SEE DETAILS ON SHEET XX.
 - INSTALL TYPE 1 REST STOP. SEE DETAILS ON SHEET XX.
 - INSTALL TYPE 2 REST STOP. SEE DETAILS ON SHEET XX.
 - INSTALL SOLDER PILE WALL.
 - INSTALL GRAVITY BLOCK WALL.
 - INSTALL WING WALL, SEE FP SHEETS.
 - INSTALL EXTRUDED CURB PER WSDOT STD PLAN F-10.42-00.
 - REST STOP PULL-OUT.
 - STAIRS WILL BE ELIMINATED DURING CONSTRUCTION.
 - BRIDGES WILL BE REMOVED TO R/W LINE DURING CONSTRUCTION.
 - INSTALL ROCK WALL.

- STORMWATER CONSTRUCTION NOTES:**
- INFILTRATION TRENCH, SEE DETAIL 4 ON SHEET DD1.
 - UNDERDRAIN TRENCH, SEE DETAIL 5 ON SHEET DD1.
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 - BASIC DISPERSION, SEE SHEET CS3.
 - QUARRY SPALL OUTFALL PROTECTION. SEE DETAIL 3 ON SHEET DD1.
 - ADJUST CATCH BASIN.

- LEGEND:**
- RETAINING WALL
 - SOLDER PILE WALL
 - WOOD GUARDRAIL
 - DISPERSION AREA
 - DRIVEWAY REMOVAL

CITY OF SAMMAMISH APPROVAL

City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

SHEET NO.
42 OF 135

AL10

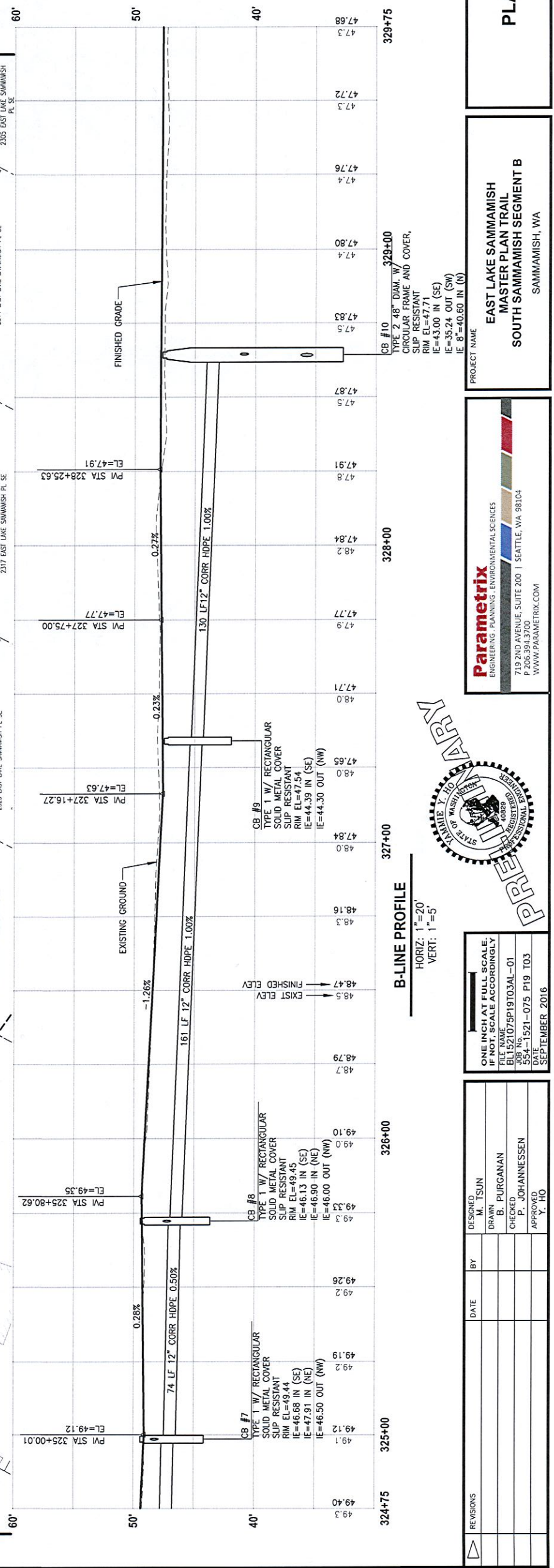
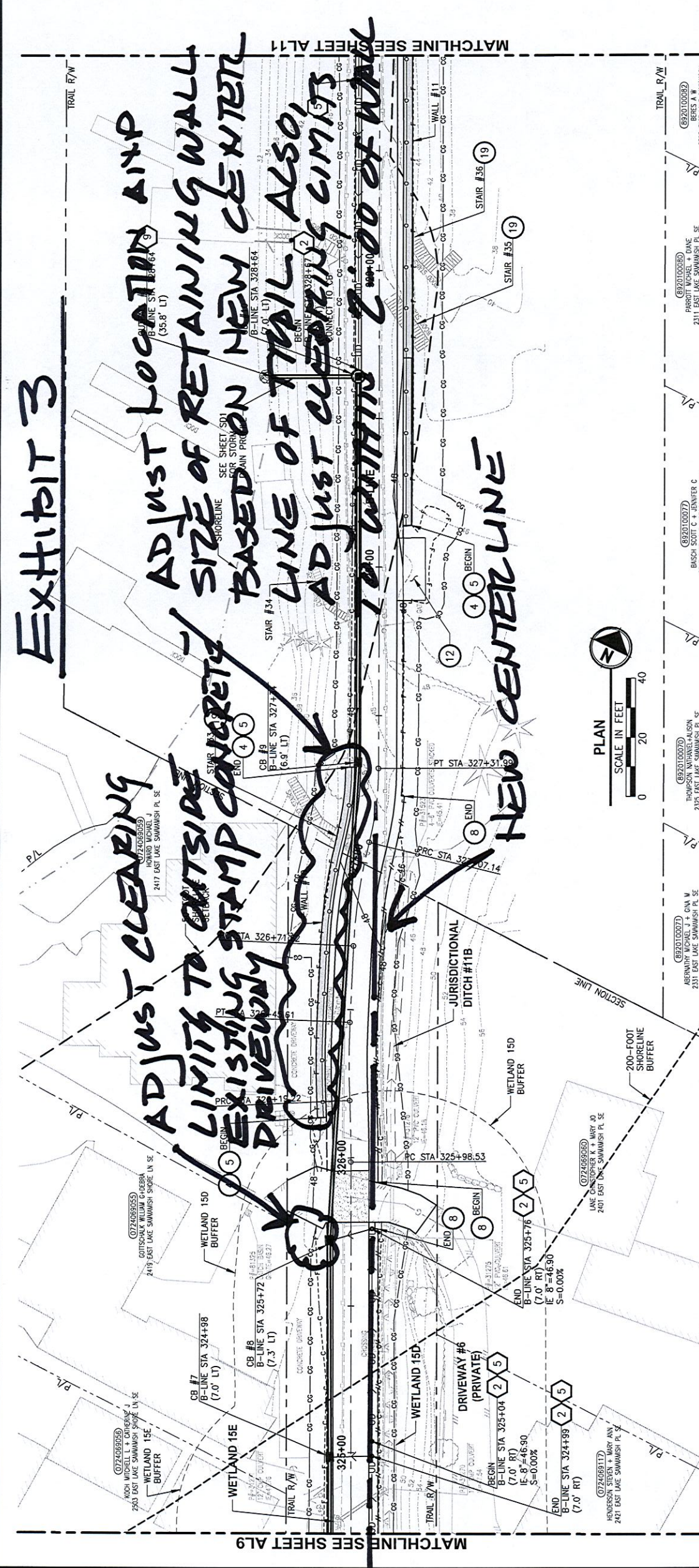
PLAN AND PROFILE

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

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719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104
P. 206.394.3700
WWW.PARAMETRIX.COM

DESIGNED BY: M. TSUJIN
DRAWN BY: B. PURGANAN
CHECKED BY: P. JOHANNESSEN
APPROVED BY: Y. HO
DATE: SEPTEMBER 2016

ONE INCH AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY.
FILE NAME: BL1521075P19T03AL-01
USER: P. JOHANNESSEN
DATE: 9/21/16



PRELIMINARY

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

PROJECT NO.
42 OF 135

AL10

PLAN AND PROFILE

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

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DESIGNED BY: M. TSUJIN
DRAWN BY: B. PURGANAN
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ONE INCH AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY.
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- BASIC DISPERSION, SEE SHEET CS3.
- QUARRY SPALL OUTFALL PROTECTION. SEE DETAIL 3 ON SHEET DD1.
- ADJUST CATCH BASIN.

LEGEND:

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

CITY OF SAMMAMISH APPROVAL

City Engineer _____ Date _____
 Community Development _____ Title _____

60% REVIEW SUBMITTAL
 NOT FOR CONSTRUCTION

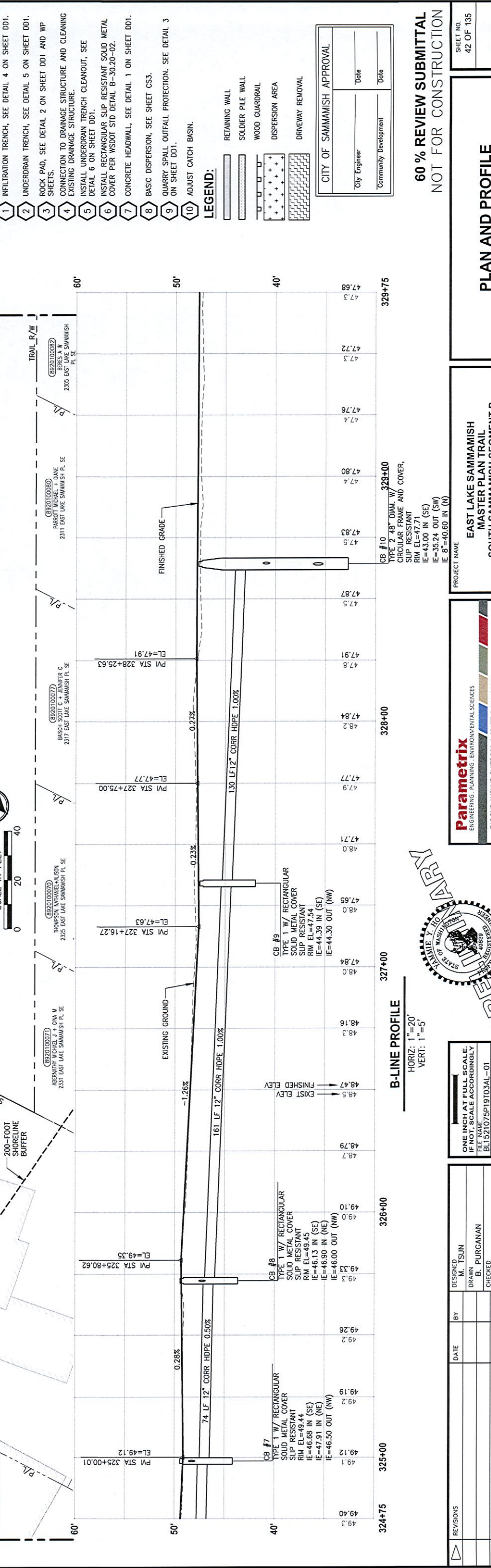
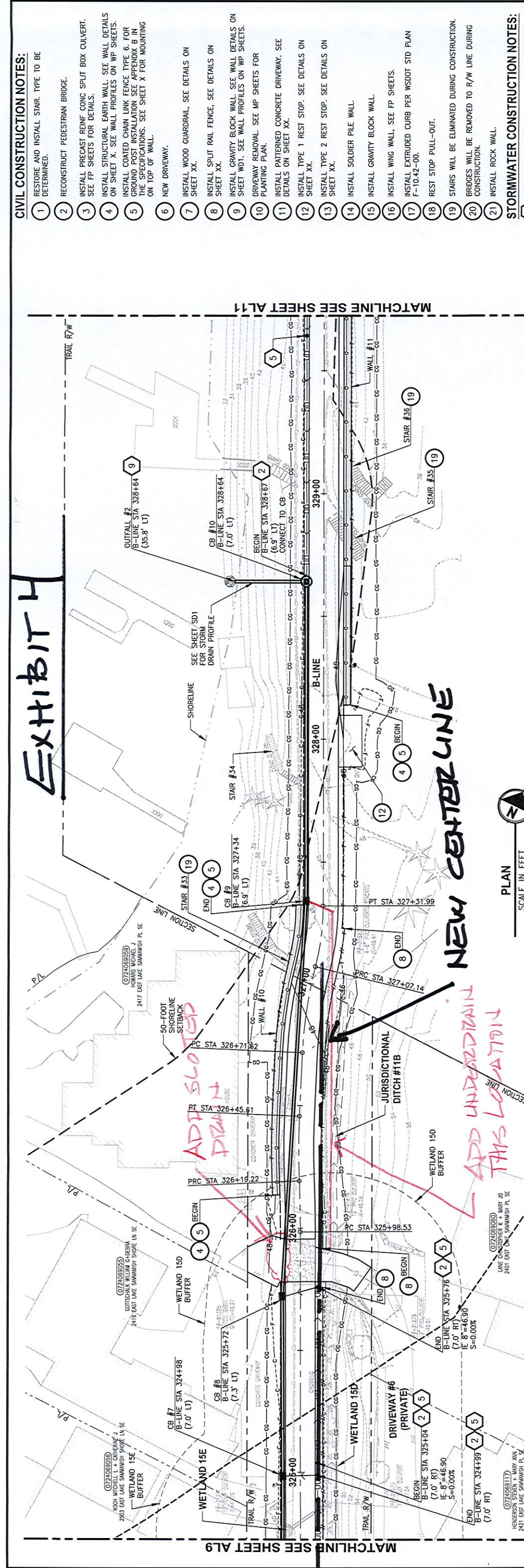
PLAN AND PROFILE

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

PROJECT NAME
 PROJECT NO. 42 OF 135
 AL10

DESIGNED BY M. TSUJIN
 DRAWN BY B. PURGANAN
 CHECKED BY P. JOHANNESSEN
 APPROVED BY Y. HO
 DATE _____
 SEPTEMBER 2016

ONE INCH AT FULL SCALE, IF NOT, SCALE ACCORDINGLY
 FILE NAME: BL1521075P19103AL-01
 DATE: 5/5/16
 554-1521-075 P19 T03



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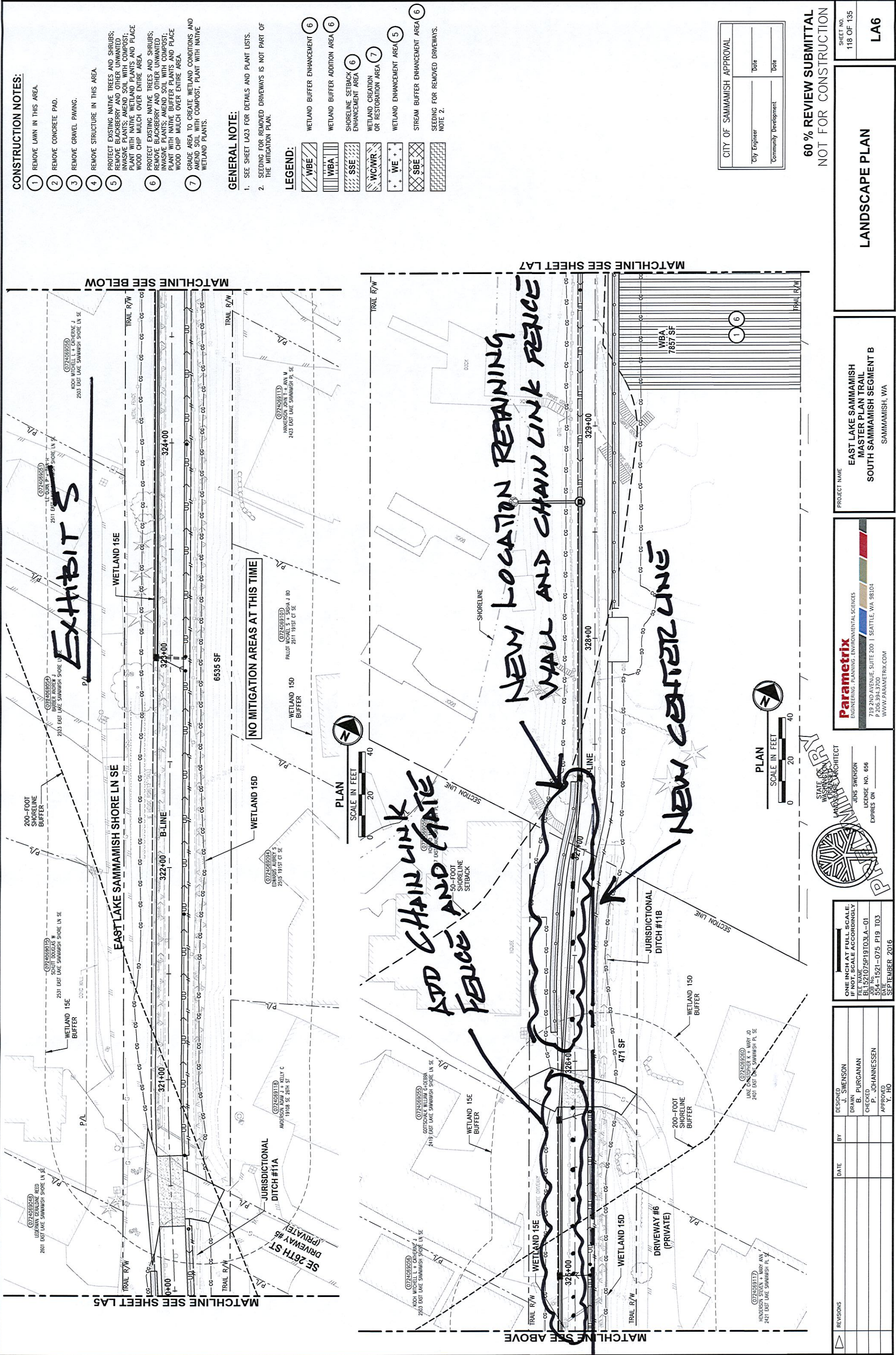


EXHIBIT S

ADD CHAIN LINK FENCE AND GATE

NEW LOCATION REMAINING WALL AND CHAIN LINK FENCE

NEW CENTERLINE

NO MITIGATION AREAS AT THIS TIME



CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

60 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

SHEET NO.
118 OF 135
LA6

LANDSCAPE PLAN

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

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719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104
WWW.PARAMETRIX.COM

STATE OF WASHINGTON
LANDSCAPE ARCHITECT
JENS SWENSON
LICENSE NO. 656
EXPIRES ON SEPTEMBER 2016

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

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE
IF NOT SCALE ACCORDINGLY
FILE NAME: BL1521075P19103LA-01
JOB NO: 1521-075 P19 T03
DATE: 10/12/16
DATE: SEPTEMBER 2016

Exhibit 6



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.

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 and 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

SB-755

Sammamish, WA 98074
4158412574

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

brian.oconnor22@frontier.com

Mon 1/30/2017 8:10 PM

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

Lindsey, No need to respond. I just wanted to express my support for your bike trail. I know emails can be a drain. Thanks for reading. Brian O'Connor.

On Monday, January 30, 2017 6:16 PM, Lindsey Ozbolt <LOzbolt@sammamish.us> wrote:

Thank you for your email. I am experiencing a high volume of emails currently and it may take me longer than 24 hours to respond. Additionally, I will be out of the office on Monday, January 30th, attending a mandatory training. I will respond as expeditiously as possible.

Thank you for your understanding.

Best,

Lindsey Ozbolt

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

Lindsey Ozbolt

Mon 2/6/2017 1:03 PM

To: bissett5@msn.com <bissett5@msn.com>;

Dear Cheryl,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Cheryl Bissett <bissett5@msn.com>

Sent: Sunday, January 29, 2017 7:40 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.

I frequently bike on the trail and have to commute also on the busy street. It would be safe for my commute if the trail is completed. I'd be very grateful.

SB-757

Cheryl Bissett
10721 Valley View Rd
Bothell, WA 98011
4252865916

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

Lindsey Ozbolt

Mon 2/6/2017 12:49 PM

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

Dear Charles,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Charles Buitron <chasbuit@yahoo.com>

Sent: Saturday, January 28, 2017 8:32 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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. This is my personal response. In today's world of increased stress people need more than ever trails like this to decompress. These resources are disappearing in our growing region. I plan on retiring in Sammamish because of your richness of recreational and natural resources like the ELST. You've done an incredible job in defining your city as a haven. Don't let the selfish act of a few deprive so many of the benefit this trail would provide.

Please approve the permit, as proposed, with expediency.

Sincerely,

Charles Buitron
723 N 50th St
Seattle, WA 98103
206 547 8761

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 and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

[425.295.0527](tel: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 1:11 PM

To: Casey.engstrom@comcast.net <Casey.engstrom@comcast.net>;

Dear Casey,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Casey Engstrom <Casey.engstrom@comcast.net>

Sent: Wednesday, February 1, 2017 7:47 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

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

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail.

We have been residents of Sammamish for 14 years and have kids ages 11 and 13. We enjoy riding bikes together as a family and where better to do this in our own town, enjoying the beauty of Lake Sammamish. The gravel section is unstable for thin tires, so completing it is the way to go.

Please complete the trail and share the beauty that is our city.

Sincerely,

Casey Engstrom

20705 NE 38th St

Sammamish, WA 98074

425-898-9298

RE: Comments on Sammamish Trail

Christian Fortini <christianfo@hotmail.com>

Tue 2/7/2017 10:42 AM

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

Thank you Lindsey!

Christian

From: [Lindsey Ozbolt](#)
Sent: Monday, February 6, 2017 1:03 PM
To: [Christian Fortini](#)
Subject: Re: Comments on Sammamish Trail

Dear Christian,

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

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

Regards,

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

From: Christian Fortini <christianfo@hotmail.com>
Sent: Sunday, January 29, 2017 7:27 PM
To: Lindsey Ozbolt
Subject: Comments on Sammamish Trail

Hi Lindsey,

I am a resident of Sammamish with a property on Lake Sammamish in segment South Sammamish B of the trail, at 201 E Lake Sammamish Pkwy SE, in the same neighborhood as Upinder Dhinsa, whom I believe you know.

My girlfriend and I use the trail frequently, mostly running or jogging, sometimes biking. Though we like the current trail, we are not opposed to a improved, paved trail. That being said, I am concerned with the trees across East Lake Sammamish Shore Lane from our driveway. Not all are marked significant on the Tree Preservation plan (section 405-406). Yet, these trees provide privacy, screening from trail and parkway noise, and wind protection. They help keep our neighborhood safe and loitering-free while joggers, bikers and other users can enjoy the trail to its full extent.

It seems that the trail could easily be built a couple feet to the east so that most existing trees between the trail and the Shore Lane could be preserved. This seems to be true of our whole neighborhood on East Lake Sammamish Shore Lane SE. I would like to suggest that the County explores that option.

It appears that the driveway to/from the Parkway will be re-graded. That is certainly welcome, especially when hauling lake boats. It would be great to widen the paved opening of the driveway onto the Parkway to make it easier to get in and out, or for two cars to cross in and out of the driveway, without having to drive in the mud. I can't tell from the plan if this will be the case or not. In fact, I can't tell if the paving will go all the way to the Parkway. It would be strange if not.

It appears that the driveway north of ours will be closed. This is a surprising decision. It will require to remove landscaping and pavers that our neighbor to the north has put in and are currently splitting the Shore Lane in two separate sections. In my opinion, these pavers and landscaping are enhancing the look and feel of the neighborhood. It will also likely increase traffic on the Shore Lane. At the moment, this road is not paved, though we are trying to work with the County to get it paved. It seems that it being paved would be a requirement. The current unpaved road would not be able to support the increased traffic without turning into a dangerous and dirty mud pit in the winter. It is already very much like that with just five neighbors.

Thanks for taking these remarks into consideration.

We are pleased to be resident of this beautiful city and to enjoy such a wonderful environment by the lake and are looking forward to a successful improvement of the trail.

Best regards,
Christian Fortini
206 321 4890

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 and 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 ELST to 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

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

Lindsey Ozbolt

Mon 2/6/2017 1:07 PM

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

Dear Drew,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Drew Dresman <dresmandrew@gmail.com>

Sent: Monday, January 30, 2017 10:36 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

Thank you for helping to complete the East Lake Sammamish trail. Everyone should be able to safely travel through this precious corridor and enjoy the natural splendor which is what makes the Northwest a great place to live.

While my family will probably never be able to afford a home on Lake Sammamish, we love to visit, we wish there were more publicly accessible places to go and I would love to be able to bike with my daughter from one end of the lake to the other. Those are the types of weekend adventures that make this area worth living in, despite the high home costs, the traffic, etc.

It would be a travesty to deny access to this trail for generations of families in order to appease a handful of folks who have been misguided into believing the trail will harm their home values and personal safety.

For all the complaining right now, the affected homeowners will move on once the trail is complete and find that it is far less of a nuisance than the roads which connect all of our homes today. One day, they will probably even realize that having direct access to a regional trail network will be a boon to their health, property values and the safety of their family.

When the Burke-Gilman was originally built, many citizens decried this invasion into "their" backyards. Today, you cannot find a homeowner along the trail who would advocate for removing it and the trail is seen as a great amenity and a vital transportation corridor. While the coming weeks will be controversial, please hold the course and complete the trail.

Thank you.

Sincerely,

Drew Dresman

Drew Dresman
10556 Phinney Ave N
Seattle, WA 98133
206-349-2273

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

Lindsey Ozbolt

Mon 2/6/2017 12:25 PM

To: Marld@hotmai.com <Marld@hotmai.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 and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Dennis Marlow <Marld@hotmai.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 times 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 its 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: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 2/6/2017 1:15 PM

To: danielsmyers@gmail.com <danielsmyers@gmail.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).

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Daniel Myers <danielsmyers@gmail.com>

Sent: Thursday, February 2, 2017 3:09 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.

As a commuting cyclist on the eastside, I'm particularly interested in the ELST as a mechanism to open easier access to a variety of destinations.

Sincerely,
Daniel Myers

SB-765

Daniel Myers
200 Belmont Ave E
SEATTLE, WA 98102
2067330909

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

Lindsey Ozbolt

Mon 2/6/2017 12:50 PM

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

Dear Doraine,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Doraine Raichart <dorainer@gmail.com>

Sent: Saturday, January 28, 2017 12:28 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.

We cyclists love this loop for our outdoor fitness endeavors and it would be such a jewel for the neighborhood to complete this trail and get us off the road where motorists currently must watch for us. The completed trail will bring lots of hungry cyclists and pedestrians through who will often stop for lunch or a snack, spending money at the local businesses.

Please approve the permit, as proposed, with expediency.

Doraine Raichart
12702 NE Hollyhills Dr
Bothell, WA 98011
2088696209

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 and 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 circuit court will rule against them and they won't have title to go forward. I would urge the city to wait, get all the answers then proceed. The last time you acted on 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

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

Ernie Priestley <ernie_priestley@yahoo.com>

Sat 1/28/2017 3:50 PM

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

No need to respond. Just vote to complete the trail.

From: Lindsey Ozbolt <LOzbolt@sammamish.us>
To: Ernest Priestley <ernie_priestley@yahoo.com>
Sent: Saturday, January 28, 2017 3:47 PM
Subject: Automatic reply: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am experiencing a high volume of emails currently and it may take me longer than 24 hours to respond. Additionally, I will be out of the office on Monday, January 30th, attending a mandatory training. I will respond as expeditiously as possible.

Thank you for your understanding.

Best,

Lindsey Ozbolt

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

Lindsey Ozbolt

Mon 2/6/2017 1:00 PM

To: gsbarnes@gmail.com <gsbarnes@gmail.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).

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Greg Barnes <gsbarnes@gmail.com>

Sent: Sunday, January 29, 2017 12:30 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.

As someone who both bikes and walks on the trail, it provides a vital link between Redmond, Sammamish and Issaquah that is much safer than using the surface streets. Please insure it is the highest quality, safest trail by approving the permit as submitted.

Sincerely,

SB-769

Greg Barnes
7016 39th Ave NE
Seattle, WA 98115
2062910971

Re: East Lake Sammamish Trail, Segment B - feedback

Lindsey Ozbolt

Mon 2/6/2017 1:08 PM

To: Gene Beall <gene-beall@comcast.net>;

Dear Gene,

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

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

Regards,

Lindsey Ozbolt

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

From: Gene Beall <gene-beall@comcast.net>

Sent: Tuesday, January 31, 2017 10:35 AM

To: Lindsey Ozbolt; 'ELST Master Plan'

Subject: RE: East Lake Sammamish Trail, Segment B - feedback

I know the deadline for submitting comments on the trail Segment B was last Friday but I thought I would follow-up with one more short comment/suggestion. It pertains to the segment of trail just south of Driveway #10, along the approximate stretch between STA 399+00 and STA 377+00, and discussed in the comments below under #1.

My suggestion is this: if the area along the east side of the trail along this stretch simply cannot be designated other than wetland, then how about filling this little bit of wetland (in order to move the centerline of the proposed trail to the east of the interim trail centerline, rather than to the west) and mitigating this loss of wetland by adding/enhancing a little bit wetland elsewhere in the county? This is a common practice in mitigating the loss of wetlands so perhaps this same strategy could be employed here in order to save the big Aspen and Douglas Fir trees.

Thank you for your consideration!

Gene Beall

From: Gene Beall [mailto:gene-beall@comcast.net]

Sent: Thursday, January 26, 2017 10:11 AM

To: 'lozbolt@sammamish.us' <lozbolt@sammamish.us>

Subject: East Lake Sammamish Trail, Segment B - feedback

Ms. Ozbolt, the purpose of this email is to provide feedback and ask some questions regarding the proposed plans for the East Lake Sammamish Trail, Segment B.

First, I applaud the city/county efforts on the trail to date and, in general, the plans for Segment B. I appreciate the efforts to improve fish habitat for migrating salmon along the associated streams and the efforts to develop the trail in ways that make it as widely usable as possible by the community-at-large.

For background, my wife and I live at 915 E Lake Sammamish Shore Lane SE. We and the 9 other property owners along this little stretch of E Lake Sammamish Shore Lane SE (aka Whileaway Court) use Driveway #10 that crosses the trail. This stretch of E Lake Sammamish Shore Lane SE is a private road, collectively owned by the 9 parties who own the associated lots.

I have two areas of concern and some related questions and suggestions.

1. **Please save the big, beautiful Aspen and Douglas Fir trees**

The Tree Preservation Plan TP12 (on page 12 of the Tree Preservation Sheets) shows that several big Aspen trees and several of the big Douglas Fir trees currently located along the western edge of the trail, just south of Driveway #10, are to be removed. We would very much like for all of these big, beautiful trees to be saved...somehow. Here are some ideas/suggestions for how that might be accomplished. The essence is this:

- a) designate the area east of this stretch of trail something other than wetland (because it's not wetland)
- b) move the centerline of the new trail to the east of the current trail centerline (rather than to the west)
- c) install stop signs on our Driveway #10 (if that helps)

Here is a more complete explanation of those steps:

- a) AL20 (page 52) of the Segment B plans show this stretch of the trail, specifically from our common Driveway #10 to the south about 175 feet, near STA 377+00. The plan shows that the centerline of the trail along this stretch is being moved to the west of the centerline of the current gravel trail. The relocation of the trail centerline may be driven partly by the designation of wetland along the eastern border of this stretch of trail and the desire/requirement not to diminish wetland areas. I certainly applaud the design guideline to preserve wetland areas but I would respectfully ask that someone go out and re-evaluate that bit of land. It's not wetland. It's a slope down from the parkway to a ditch along the east side of the trail. The area is covered mostly with blackberry bushes and other brush, not wetland flora. And it most certainly does not include big, beautiful, mature trees.
- b) If that area along the east side of the trail could be designated other than wetland, it might allow the centerline of the trail to be moved to the east of the centerline of the current gravel trail, rather than to the west. This is exactly what is being done immediately south of STA 377+00 so perhaps it can also be done north of STA 377+00. This would reduce the area that needs to be cleared on the west side of the trail where the big trees are.
- c) Another contributor to the proposed removal of these trees may be the sight distant requirements associated with our Driveway #10. I certainly applaud the city/county efforts to ensure/improve the safety of the trail crossings. I cannot see in the plans, if a stop sign is planned to be installed for cars using our Driveway #10. If a stop sign were installed, it would reduce the sight distance triangle and thereby further reduce the area that needs to be cleared along the west side of the trail in order to ensure the proper sight distances, and thus help to save the big trees.

One final comment on this topic: if you stand in our Driveway #10 and look south down the trail, you will see a row of big, beautiful trees and shrubs along the right side of the trail. To the left of the trail,

you will see mostly brush and a few small straggly trees. To think that we would sacrifice all those big, beautiful trees on the right and save the brush on the left is simply unconscionable...and I believe unnecessary. Please consider modifying the trail design as I've suggested, and with other creative ideas that you can come up with, to save these big, beautiful trees. Where there is will, there is a way.

2. Pine Lake Creek Culvert #2

Mike and Jackie Schmidt (who reside two doors to the north of us at 903 E Lake Sammamish Shore Lane SE) submitted a comprehensive set of comments and questions regarding the work at Pine Lake Creek Culvert #2. My wife and I have all the same questions and concerns so rather than restating them in different words, I will simply restate the Schmidt's feedback here in italics (with their permission):

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

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

...

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

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

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

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

Thank you for the opportunity to provide feedback to the trail plans! If you have any questions about our comments, please do not hesitate to contact us. We appreciate all the effort to make the trail the best it can be!

Gene & Sally Beall
915 E Lake Sammamish Shore Lane SE
Sammamish, WA 98075-7494
Home phone: 425-868-0232

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

Lindsey Ozbolt

Mon 2/6/2017 1:19 PM

To: jonhc@frontier.com <jonhc@frontier.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).

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: John Christensen <jonhc@frontier.com>

Sent: Saturday, February 4, 2017 11:02 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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

I use the trail occasionally (bicycle), and have a sort of nostalgia for it. I had 57 years service with the Northern Pacific, BN and BNSF Railways, and worked this line from time to time as fireman on steam locomotives and engineer on diesels. These trails are always a plus when developed.

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.

John Christensen
1592 9th Avenue North
Edmonds, WA 98020
425-778-2755

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

Lindsey Ozbolt

Mon 2/6/2017 12:49 PM

To: jgcookjr@gmail.com <jgcookjr@gmail.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 and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Jonathan Cook <jgcookjr@gmail.com>

Sent: Saturday, January 28, 2017 6:41 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

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

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

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

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

Sincerely,

Jonathan Cook

5555 14th Ave NW, 633

SB-772

Seattle, WA 98107
8472078910

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 and 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.

SB-773

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 Reinhardtsen & Karen Hamilton
2805 E. Lake Sammamish Pkwy SE
& 2807 E. Lake Sammamish Pkwy SE
253-261-4628 (cell)

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 12:54 PM
To: scanlon.jonathan@gmail.com
Subject: Re: Please Approve the Permit for Segment 2B of the ELST

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 and will be considered.

Regards,

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

From: Jonathan Scanlon <scanlon.jonathan@gmail.com>
Sent: Saturday, January 28, 2017 9:38 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

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

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

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

I love riding around Lake Sammamish, but the roads aren't safe and a gravel trail is not best for all. Please complete the high quality trail.

Sincerely,

Jonathan Scanlon
2631 Mayfair Ave N
Seattle, WA 98108
2069253119

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

Lindsey Ozbolt

Mon 2/6/2017 1:18 PM

To: joann.ten_brinke@frontier.com <joann.ten_brinke@frontier.com>;

Dear JoAnn,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: JoAnn Ten Brinke <joann.ten_brinke@frontier.com>

Sent: Saturday, February 4, 2017 9:24 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

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

We live in Redmond and have used the Sammamish trail for over a decade and have enjoyed each additional segment as it is built, riding with all 3 kids over the years. Please approve permit for segment 2, 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,

JoAnn Ten Brinke

JoAnn Ten Brinke
18109 NE 101st Court
Redmond, WA 98052
425 556 9035

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 and 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

SB-776

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 and 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

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 1:02 PM
To: Kbpqperez@hitmail.com
Subject: Re: Please Approve the Permit for Segment 2B of the ELST

Dear Karen,

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

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

Regards,

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

From: Karen Perez <Kbpqperez@hitmail.com>
Sent: Sunday, January 29, 2017 2:03 PM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I personally use the ELSP to walk with my family & dog. I feel safer on the north portion because the sight lines are better. Although I am emphatic to the southern portion homeowners, they don't have a legal right to deprive others of a safe experience. Also, trees grow back.

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,

Karen Perez
2424 Sahalee Dr E
Sammamish, WA 98074
425-999-5096

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

Lindsey Ozbolt

Mon 2/6/2017 12:48 PM

To: kenturner1@verizon.net <kenturner1@verizon.net>;

Dear Kenneth,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Kenneth Turner <kenturner1@verizon.net>

Sent: Saturday, January 28, 2017 5:07 AM

To: Lindsey Ozbolt

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

Dear

Dear city of Sammamish,

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

Please approve the permit, as submitted.

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.

On a personal note, someone in my family of five uses the trail daily for either biking, walking, running or dog walking. My daughter and I are training for running and triathlon events and are on bikes that require appropriate surface and safety measures. I work for Microsoft and am part of a large group of riders that communicate on Yammer. I can say that every year

the comments regarding close encounters, encounters, and deaths from car related crashes is increasing. We are so fortunate to have this ability to create a safe environment for the Sammamish and surrounding area biking community.

Please approve the permit, as proposed, with expediency.

Kenneth Turner
216 209th PL SE
Sammamish, WA 98074
443-417-7918

Lindsey Ozbolt

From: Donahue, Kelly <Kelly.Donahue@kingcounty.gov>
Sent: Tuesday, January 31, 2017 12:42 PM
To: Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com; Lindsey Ozbolt
Subject: FW: Please Approve the Permit for Segment 2B of the ELST

Please add to the communication logs. Thanks.

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

From: Brian O'CONNOR [mailto:brian.oconnor22@frontier.com]
Sent: Monday, January 30, 2017 6:16 PM
To: Donahue, Kelly
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'm a frequent user of the route and view this improvement as key link between Redmond, Sammamish and Issaquah.

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,
Brian O'Connor

Brian O'CONNOR
5831 106th St SW
Mukilteo, WA 98275
4253285483

Lindsey Ozbolt

From: Donahue, Kelly <Kelly.Donahue@kingcounty.gov>
Sent: Tuesday, January 31, 2017 12:33 PM
To: Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com; Lindsey Ozbolt
Subject: FW: Please Approve the Permit for Segment 2B of the ELST

FYI for the logs. Thanks.

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

From: Mary Suhler [mailto:mary.suhler@hotmail.com]
Sent: Tuesday, January 31, 2017 11:39 AM
To: Donahue, Kelly
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.

Safe, outdoor activities are crucial for a healthy life. Many people, especially families with children, will not ride or walk on the street. Completing this section of the trail shows that Sammamish cares about its citizens and neighbors.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use 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,
Mary Suhler

Mary Suhler
17512 NE 142 Street
Redmond, WA 98052
425-883-8699

Lindsey Ozbolt

From: Mike Gallop <mikegallop@gmail.com>
Sent: Wednesday, February 8, 2017 8:39 AM
To: ELST Master Plan
Cc: Lindsey Ozbolt
Subject: Re: 170208 ELST South Samm B - Gallop - Trail Design

Thank you very much Kelly. I appreciate you getting it to the design team- you have a lot of balls in the air. Since we can't get in from the road we need to maintain access to our lot

On Feb 8, 2017, at 8:13 AM, ELST Master Plan <ELST@kingcounty.gov> wrote:

Dear Mr. Gallop,

Thank you for your interest in the East Lake Sammamish Trail Project. Please see the attached regarding your email from February 1, 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](tel:1-888-668-4886)

<170208 ELST South Samm B - Gallop - Trail Design.pdf>



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



February 8, 2017

Dear Mr. Gallop,

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: All review slots were full and we were not able to meet with anyone to discuss the 60% plan. We do, though, have a concern.

We currently have 2 lots, one on either side of the trail. 3129 & 3127 East Lake Sammamish Sh. Ln SE. (at marker ~298). Both are considered buildable (one already has a house)

We currently access our lot (3127, road side) from below, via wooden steps, it is the only access we have to our lot.

The new plans call for a solid pile wall and fence all along the southern edge. This removes our access to the lot, we need to understand how the plans can be changed to address this. We need to be able to access this lot after the work is done.

Please let me know who I can meet with to discuss this.

King County Response: Thank you for your email. Since this comment was received after the comment period ended, I am forwarding it directly to the design team for their information and review. I have CC'd Lindsey Ozbolt, the City of Sammamish Planner assigned to this project. I am not sure if Lindsey will include it as part of the comment record for the permit, however, as I stated above, we will send it to the King County ELST design team.

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

Lindsey Ozbolt

Mon 2/6/2017 1:00 PM

To: Lizette Hedberg <lboberg12@hotmail.com>;

Dear Lizette,

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

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

Regards,

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

From: Lizette Hedberg <lboberg12@hotmail.com>
Sent: Sunday, January 29, 2017 9:02 AM
To: Lindsey Ozbolt
Cc: Lizette Hedberg
Subject: Fwd: Request permit SSDP2016-00415 Approval: East Lake Sammamish Trail Segment 2B

Council Member Valdemara stated you were reviewin all comments, so I am forwarding to you as you were not on my original distribution list.

We look forward to the permit approval and our public lands restored to the people.

Thank you.
Lizette Hedberg

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

From: Lizette Hedberg <lboberg12@hotmail.com>
Date: 1/28/17 12:13 AM (GMT-08:00)
To: 'dgerend@sammamish.us', Ramiro Valderrama-Aramayo <RValderrama-Aramayo@sammamish.us>, 'thornish@sammamish.us', 'khuckabay@sammamish.us', 'bkeller@sammamish.us', 'cmalchow@sammamish.us', 'todell@sammamish.us', lhoward@sammamish.us, jbon@sammamish.us

Cc: Lizette Hedberg <lboberg12@hotmail.com>

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

Dear Sammamish Council Members, City Manager and Staff,

I urge you to approve the permit SSDP2016-00415 and finish the Eastlake Sammamish Trail.

The already completed trail segments to the north and south are a huge value to nature and the wellbeing of hard working citizens.

The trail aligns with the City of Sammamish vision statement of "*a community of families with vibrant natural features and outstanding recreational opportunities*". Below are a few examples of the benefits and alignment that have been noticed:

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

The trail aligns with the City of Sammamish comprehensive plan relating to both parks and transportation:

- Goal P.1 Provide a network of parks, trails, athletic fields, and open spaces that delivers a variety of active and passive recreational opportunities to the Sammamish community.
- Objective P.1.1 Provide barrier-free (ADA-compliant) access...
- Objective P.3.9 Plan non-motorized trail systems for pedestrian and bicycle access throughout the City and connect adjoining communities through regional linkages.
- Policy T.4.11 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low income populations.
- Policy T.4.8 Integrate the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

The trail may afford you the designation of a Bike Friendly City by the League of American Bicyclists with the

completion of the AASHTO standard trail. I am sure you are aware that both Redmond and Bellevue have already achieved this acknowledgement as leaders in our Eastside Region. This is a coveted status as it is attractive to healthy intelligent families looking to live in a safe, vibrant community.

The trail will help the City of Sammamish to clean up and enforce of boundaries of public property. It is sad to see the blatant disrespect that about 20 private home owners show for our public lands spanning the 100ft path. I am angered that these folks appear to be clear in their efforts to steal public property by grossing overstepping their boundaries of their estates. They have built ugly fences, planted horrific monoculture shrub trees, stored cars and boats and knowingly planting garden plots on our public property. It is time for Sammamish Council and King County to "clean up" our public land and remove the private items and restore the land to a beautiful PNW landscape that benefits the birds, bees, the fish and the lake and the Sammamish and neighboring users of this wonderful public lands. There should be no special treatment for wealthy home owners encroaching on public property. I look forward to you reclaiming our land for public use.

Everyone has spent too many tax dollars and time of the City Council and KC staff that could better have been spent in adding another little park along the trail side by the water. My family, and apparently many Sammamish citizens, LOVE the 2 little lake side parks. We enjoy riding our bikes there and socializing for the day at "our" public lake Sammamish. I am saddened that both Council and a handful of private home owners would battle for 17 years when the home owners are actually benefiting wildly from an amazing trail vs a loud polluting train in their backyard, and in the meantime, the majority of people that want the amazing trail to be completed are neglected.

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

Thank you for taking care of the needs of all the people and of our natural areas,

Sincerely,

Lizette Hedberg

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

Lindsey Ozbolt

Mon 2/6/2017 1:04 PM

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

Dear Max,

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

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Max Belle <mxbelle@gmail.com>

Sent: Sunday, January 29, 2017 9:27 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 an avid rider, I regularly circumnavigate Lake Sammamish. I know that, especially for the more leisurely rider, a proper paved trail would be much safer and attractive as an alternative to the main road.

Sincerely,

Max Belle
Bellevue, WA 98005

Max Belle
12115 SE 14th Street
Bellevue, WA 98005
425-649-8658

Question about the 60% plans

Mike Gallop <mikegallop@gmail.com>

Wed 2/1/2017 4:23 PM

To:ELST Master Plan <elst@kingcounty.gov>; Lindsey Ozbolt <LOzbolt@sammamish.us>;

Hello,

All review slots were full and we were not able to meet with anyone to discuss the 60% plan. We do, though, have a concern.

We currently have 2 lots, one on either side of the trail. 3129 & 3127 East Lake Sammamish Sh Ln SE. (at marker ~298). Both are considered buildable (one already has a house)

We currently access our lot (3127, road side) from below, via wooden steps, it is the only access we have to our lot.

The new plans call for a solid pile wall and fence all along the southern edge. This removes our access to the lot, we need to understand how the plans can be changed to address this, we need to be able to access this lot after the work is done.

Please let me know who I can meet with to discuss this.

thanks
Mike Gallop

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 and will be considered.

Regards,

Lindsey Ozbolt

Associate Planner I City of Sammamish I Department of Community Development

[425.295.0527](tel: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

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

Lindsey Ozbolt

Mon 2/6/2017 1:14 PM

To: michaellarosa@hotmail.com <michaellarosa@hotmail.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).

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Michael LaRosa <michaellarosa@hotmail.com>

Sent: Thursday, February 2, 2017 2:57 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,

Michael LaRosa

9509 164th Ave NE

SB-787

Redmond, WA 98052
206-310-5505

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

Sincerely,

SB-788

Mike Roze
213 5th Ave W.
Kirkland, WA 98033
2066011873

Lindsey Ozbolt

From: Mary Suhler <mary.suhler@hotmail.com>
Sent: Tuesday, January 31, 2017 11:39 AM
To: Lindsey Ozbolt
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

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

Safe, outdoor activities are crucial for a healthy life. Many people, especially families with children, will not ride or walk on the street. Completing this section of the trail shows that Sammamish cares about its citizens and neighbors.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use 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,
Mary Suhler

Mary Suhler
17512 NE 142 Street
Redmond, WA 98052
425-883-8699

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

Lindsey Ozbolt

Mon 2/6/2017 12:49 PM

To: mark.trotter@live.com <mark.trotter@live.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).

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

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

From: Mark Trotter <mark.trotter@live.com>

Sent: Saturday, January 28, 2017 8:30 AM

To: Lindsey Ozbolt

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

Dear

Dear City Council for the City of Sammamish,

As a 60-year local resident and regular user of the Lake Sammamish trails, I'm writing to express my avid support for completing the ELST and approving permit SSDP2016-00415.

In short, please approve the permit, as submitted, for completion of the trail.

I regularly walk and bike the area and have had to use East Lake Sammamish Parkway during multiple trail closures or through the areas that are narrow, gravel, or currently unsuitable for road bicycle travel. East Lake Sammamish Parkway is dangerous and, in places, difficult.

The trail is a regional asset and a major safety improvement for the public. It does not represent a significant detriment to the property owners in the area - who are selfishly trying to eliminate or reduce others' use of the trail, which they knew was the long-standing plan when they purchased the properties and the railroad right-of-way had been in place for many years.

I agree that the 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. I add my wholehearted request that you 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.

Thank you for your consideration for my request that you please approve the permit, as proposed, with expediency.

Mark Trotter
16135 NE 113TH CT
Redmond, WA 98052
2067786770

Lindsey Ozbolt

From: Lindsey Ozbolt
Sent: Monday, February 6, 2017 1:17 PM
To: marywictor@comcast.net
Subject: Re: Spelling Correction: Zaccuse to Zackuse Creek. King County ELSTrail SSDP2016-00415

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).

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

Regards,

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

From: marywictor@comcast.net <marywictor@comcast.net>
Sent: Friday, February 3, 2017 4:02 PM
To: Lindsey Ozbolt
Subject: Spelling Correction: Zaccuse to Zackuse Creek. King County ELSTrail SSDP2016-00415

Dear Lindsey,

All the Creek references to Zackuse Creek in the 60% design spell the name wrong as "Zaccuse". See two attachments for other references. [This was updated by the City of Sammamish in about February 2016 in honor of the Native American name/origins. I believe they even made a statement at one City Council meeting that our City would be making updates to any/all documents officially to correctly reference the name.]

Zaccuse should be corrected to Zackuse Creek in all instances pages EX17, AL29, FP5, FP6, and LA17 which I found via text searches of the .pdf

I know Public Comment for the ELSTrail closed Fri 1/27/2017... however, I just noticed it this week, and hope that this can be corrected by 90% plans.

Best regards,
Mary Wictor 425-283-7253 mobile



how do you correctly spell zackuse creek zackuse



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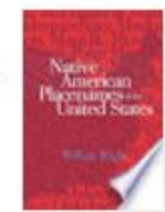
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Native American Placenames of the United States - Page 584

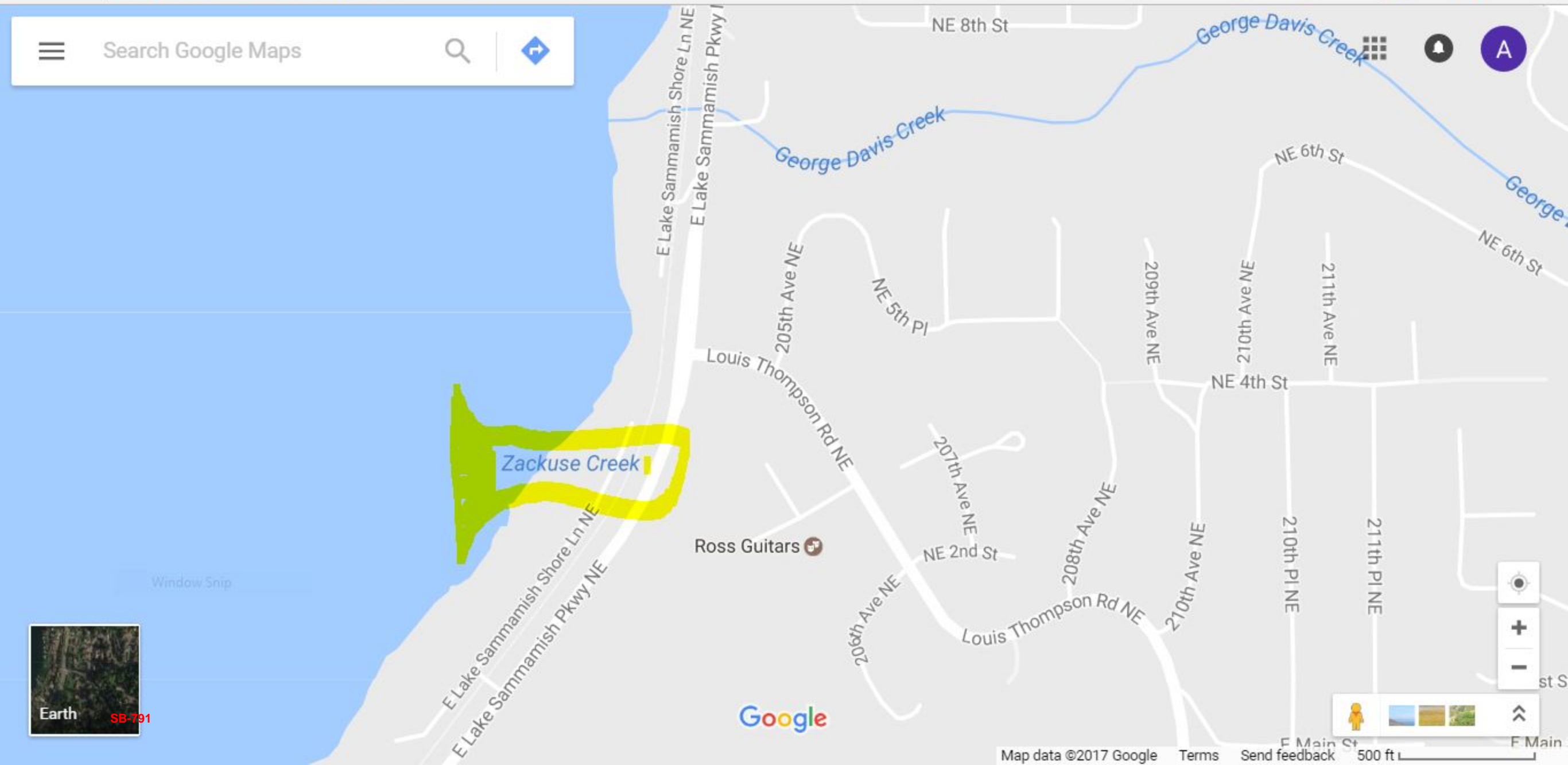


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This term as such is not currently used as a placename, but it occurs in the nonstandard **spelling** Sacate (Calif., Santa Barbara ... Spanish for 'grassy **creek**', from Mexican Spanish zacate 'grass, hay'; see Zacata **Creek** above. ... Named for James **Zackuse**, a nineteenth-century Sno-qualmie (Salishan) resident (BGN 1994).

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