

Lindsey Ozbolt

From: Shelly Bowman <ShellyBowman@hotmail.com>
Sent: Friday, November 3, 2017 9:23 AM
To: Lindsey Ozbolt
Cc: Shelly Bowman
Subject: ELST Letter Nov 3 2017-Shelly Bowman
Attachments: ELST Letter Nov 3 2017-Shelly Bowman.docx

Hello Ms Ozbolt,

Please accept my **Public Comment on Shoreline Substantial Development Permit (SSDP) SSDP2016-00415 on ELST Segment 2B (SSDP2016-00415).**

Thank you,
Shelly Bowman

November 3, 2017

Ms. Lindsey Ozbolt
Associate Planner
City of Sammamish
98075

Public Comment on Shoreline Substantial Development Permit (SSDP) SSDP2016-00415 on ELST Segment 2B (SSDP2016-00415)

I am speaking to you today as person that walks and bikes, and is thrilled with the ELST segments that have been opened so far. I am also a King County tax payer tired of paying for delays and challenges regarding the trail. It is time for the trail be completed for all to enjoy. The trail is a wonderful leg of the Visionary Regional Trail Network allowing us all to safely travel and enjoy our beautiful environment.

I ask that you release the Shoreline Substantial Development Permit (SSDP2016-00415) to King County without any conditions.

The Sammamish City Manager Lyman Howard stated, "**Something that is really important is keeping Sammamish residents and all trail users safe while preserving the environment**". I absolutely agree.

Safety is a huge component on the trail and must be done right from the beginning. The condition to narrow the trail to 10 feet is shortsighted and wrong. It would take a denial of the overcrowding volumes of people on the newby Sammamish River Trail and the Burke Gilman Trail, a denial of our huge population growth on the Eastside, a denial of our traffic problems, a denial of the Light Rail coming to Redmond, a denial that once the 520-bike lane is completed, many tourists will bike over and explore their regional trail. It would also be a denial that many like myself do not currently ride the narrow gravelly path for safety reasons, King County owns a 100 foot right of way, and we have **national standards** for safe trails at a width of 18 feet (12' paved, 2' gravel shoulders and 1' clear on both sides) which puts the public safety as a top priority. I expect my tax dollars to be wisely spent on the widest trail possible now to ensure the safety of the large volumes of people that will be enjoying the trail.

Preserving the environment is another huge component of the trail and it must be done right from the beginning. The condition that King County must mitigate or issue life-long permits to private home owners seems unlawful and a great detriment to the **PNW** environment. Kevin Brown of King County had previously explained that King County cannot sell or gift away our public land. King County own the 100 foot right of way and it is time for our PNW environment to be Restored and Protected for all future generations.

Remove all non-native vegetation and private property encroachment (fences, buildings, gardens, docks, Private Beach signs, and more) on the public land and shoreline where the ROW juts into the lake.

Restore the environment by planting PNW trees and vegetation known by experts to benefit nature and protect us and the lake from storm drainage runoff. Restore the beautiful views of the lake for all trail users. Plant a new ecosystem where baby trees grow to be Big wonderful **PNW** trees on healthy land.

King County has done an outstanding job of restoring and maintaining the environment to the north and south segments of the trail, and I expect my tax dollars to be used to Restore and Preserve our environment in this Segment B as well.

In closing, this long battle by the city and lakefront home owners has been a poor use of our tax dollars, King county owns the corridor, and it is time that the area be reclaimed and restored to its **PNW** grandeur with a paved 18-foot trail that allows the masses to safely commune with nature. Please issue the Shoreline Substantial Development Segment B Permit to King County without any conditions to move the project forward today.

Thank you.

Shelly Bowman
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