

**Lindsey Ozbolt**

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**From:** Gene Morel <gene.morel@gmail.com>  
**Sent:** Saturday, November 4, 2017 12:32 PM  
**To:** Lindsey Ozbolt  
**Subject:** SSDP2016-00415 Permit Application Comments  
**Attachments:** Morel Backup Docs SSDP2016-00415.pdf; 11-4-2017 HE Morel SSDP2016-00415 Comments.docx

Attached are my comments with background information documents.

I can also send you dropbox links to these docs.

Best regards,

--  
Gene Morel

November 6, 2017

John Galt  
Hearing Examiner  
City of Sammamish  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075  
Email: lozbolt@sammamish.us

**RE: Comments for Hearing Examiner re: Issuance of SSDP2016-00415 Permit Application**

Dear Hearing Examiner:

I, Eugene Morel, respectfully request that the Hearing Examiner denies King County's application for a Shoreline Substantial Development Permit, as disclosed in the December 28, 2016 Notice of Application for Shoreline Substantial Development Permit; East Lake Sammamish Trail Segment 2B – SSDP2016-00415 for the following reasons:

1. That the 60% Plan as offered by King County Parks does not provide for legally permitted driveway vehicle access to my garage and house
2. That the proposed driveway crossing as detailed by King County Parks in the 60% plan details an unsafe trail crossing as defined by King County Parks itself.

At the least, it is critically important that the Hearing Examiner support the City's permit conditions #2 and #3 requiring the County to detail and preserve such uses as my safe garage access as properly installed via King County agreement and City of Sammamish permits.

My grandfather purchased our lot along Lake Sammamish in 1944.

In March 1997, after working with Burlington Northern to acquire the necessary quit claims and permits, I submitted a building permit to King County to construct a permanent residence on our lot.

Building on my lot required a setback variance. We receive a variance with conditions in September 1998. The conditions of this variance were onerous on our design plans and as such we appealed the variance decision. The appeal hearing started in January 1999 and was heard by Hearing Examiner Stanley Titus. The Variance Hearing include testimony from King County Parks, King County Road Department, and a traffic safety consultant. The major issue brought forth by King County Parks was trail safety. Specifically, King County Parks did not want me to back out of my garage across the trail in reverse. For safety, King County Parks required that our design allow for crossing the trail always in a forward direction. The appeal resulted in a variance requiring a set of less onerous changes to our plan that we could agree with. The variance was granted in March of 1999, approximately 2 years after our original permit filing date.

Less than two months later, in May of 1999, King County Parks proposed a different implementation of our driveway that would require no changes to our house design plans. This

proposal switched the location of the trail and my driveway with each other therefore assuring I would cross the trail safely always in a forward direction. I agreed with King County Parks to implement this driveway design. Documents detailing that interaction are provided here.

The City of Sammamish came into existence in the Fall of 1999 and at that point, I moved my permit application to Sammamish including design plans reflecting the King County Parks new driveway proposal. The City granted my permit in December 1999 and in April 2000, 3 years after my original permit filing, we started construction.

The first implementation of the driveway design proposed by King County originally in 1999 was reflected in King County Parks' interim trail design of 2005. The current as built interim trail reflects the design parameters as detailed by King County Parks in 1999 and for 12 years has provided a safe crossing for trail users and cars. Interim Trail design documents are provided here.

The current SSDP 60% plans released in January eliminates vehicular driveway access to my garage. Instead, the plan shows my driveway connecting to a parking pad on my neighbors lot over 200 feet from my garage with no driveway access by car to my garage.

In 1999, Sammamish City permitted my house with the driveway and garage access design proposed by King County and implemented for the past 12 years with the interim trail. The fallacy of the driveway proposal detailed in the 60% plan is that it forces me to back across the trail in reverse every time. This implementation forces the exact safety concern that King County Parks sought to avoid back in 1999 and addressed with the interim trail design. King County responded to my comments on the 60% plan regarding changing my driveway design and cutting off access to my garage with the statement that garage access would "create a hazardous condition for trail users and will not be permitted". It is confusing as to why providing me garage access is considered unsafe now to be replaced by a design that King County itself said was unsafe in 1999.

My lawyer has submitted a proposal to King County to solve this impasse. That proposal is provided here.

I request that the Hearing Examiner either deny King County's application for a Shoreline Substantial Development Permit or require that the City set condition a in the SSDP that safe vehicle access to my garage be maintained as is. Also, I request the Hearing Examiner to support Conditions #2 and #3 as detailed in the Directors report.

I have enclosed documents that detail the issues discussed here and the history of my access. I am able to provide additional information as required by the Hearing Examiner.

Best regards,

Eugene L. Morel  
gene.morel@gmail.com



**MOREL,GENE (HP-USA,ex3)**

**Subject:** FW: Special Use Permit



RE\_Special Use  
Permit.TXT

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

From: Jennifer.Knauer@METROKC.GOV [mailto:Jennifer.Knauer@METROKC.GOV]  
Sent: Wednesday, June 02, 1999 4:53 PM  
To: GENE MOREL@HP-USA-om32.om.hp.com  
Cc: Jennifer.Knauer@METROKC.GOV; David.Eldred@METROKC.GOV;  
Debra.Sessner@METROKC.GOV; Barbara.Wright@METROKC.GOV;  
Mark.Carey@METROKC.GOV; Sherie.Sabour@METROKC.GOV  
Subject: RE: Special Use Permit

Gene,

Thank you for your email message regarding your special use permit application. Rather than take a step backwards and submit a special use permit application for the pre-existing site plan, it would be highly desirable for both you and the County is retain the revised site plan which places your access drive to the west of the existing ballast base railroad grade. This site plan has the potential to be a win-win situation for both you and the County.

If you are willing to proceed with the revised site plan, the King County Park System (KCPS) will finalize the issuance of a special use permit as well as proceed with the quit claim deed process. Your request to not work with your neighbors is reasonable and at this time there is no need to include your neighbors to the north and to the south in either the legal or permit process. King County may be able to issue a special use permit and proceed with the quit claim deed process if the following conditions are met:

1. Retain the revised site plan which places your proposed driveway to the west of the railroad corridor and trail corridor
2. An 18' easement shall be granted to the County, in perpetuity, to accommodate a regional trail corridor. The trail easement would be located to the east of the existing ballast base railroad grade, per the revised site plan.
3. A railroad easement for the existing ballast base/railroad corridor would be attached to your deed. This is necessary should the railroad corridor ever become operational in the future, per the railbanking designation that the federal government placed upon the entire East Lake Sammamish railroad corridor. Issuance of a Special Use Permit would allow you to construct proposed driveway, fencing, etc. on this railroad grade.

DDES and KCPS will discuss outstanding issues relating to setbacks and King

County Code requirements. On Thursday I will talk with DDES staff to determine how this proposal may be efficiently and economically implemented.

I appreciate your continued patience and will contact you on Friday to discuss next steps.

Please contact me by 11AM Thursday, should you elect to continue with the original site plan which was the basis of the Hearing Examiner's ruling. If this is the case, I will not need to speak with DDES staff regarding this matter. Thank you.

Jennifer Knauer, Project Manager  
King County Park System  
(206) 205-5698 phone  
(206) 205-5385 fax  
jennifer.knauer@metrokc.gov

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

From: GENE MOREL@HP-USA-om32.om.hp.com  
[mailto:GENE\_MOREL@HP-USA-om32.om.hp.com]  
Sent: Wednesday, June 02, 1999 08:31 AM  
To: Sessner, Debra; GENE\_MOREL@HP-USA-om32.om.hp.com  
Cc: Wright, Barbara; Dennis, Bill; Derdowski, Brian;  
Eldred, David; Knauer, Jennifer  
Subject: RE: Special Use Permit

Debra,

As I mentioned in my voice mail this morning, I would like parks to issue me the special use permit based on my existing site plan. I will ask my architect to update my building plans to move my garage and workshop area back one foot as required by the hearings examiner. This will eliminate any need for a quit claim from the county at this time.

I still am in favor of an agreement to switch locations of my driveway and the path. I am willing to address that agreement at a future date when trail planning is more complete. Please give me an indication when I can expect the proper documentation allowing us to move forward.

Best Regards,  
Gene Morel  
425-644-3359

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

From: Debra.Sessner@METROKC.GOV  
[mailto:Debra.Sessner@METROKC.GOV]  
Sent: Wednesday, May 26, 1999 2:16 PM  
To: GENE\_MOREL@HP-USA-om32.om.hp.com  
Cc: Debra.Sessner@METROKC.GOV; David.Eldred@METROKC.GOV;  
Jennifer.Knauer@METROKC.GOV; Barbara.Wright@METROKC.GOV  
Subject: RE: Special Use Permit

Mr. Morel,

In response to your email sent Tuesday, May 25th at 4:32 PM, I am writing to let you know we are unable to meet your timeline of Wednesday, May 26, for a written response to the requests listed in the email. There are several issues that need to be addressed and resolved prior to King County's agreement and issuance of the special use permit you desire.

We will continue to address these issues, along with the new items



listed in your email of May 25, 1999, and contact you next week, or as information is available. Meanwhile, I would recommend you delay any survey work pertaining to the proposed trail realignment until the new issues introduced in your May 25, 1999 email can be addressed.

Thank You,

Debra Sessner  
King County Park System  
(206) 205-0983

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

From: GENE\_MOREL@HP-USA-om32.om.hp.com  
[mailto:GENE\_MOREL@HP-USA-om32.om.hp.com]  
Sent: Tuesday, May 25, 1999 4:32 PM  
To: Sessner, Debra  
Cc: morel\_gene/HP-USA\_om32@i3125om4.atl.hp.com  
Subject: Special Use Permit  
Importance: High

Debra,

I did pick up the sketch you left. I will deliver it to my surveyor on Thursday. I want to make one change. On my current site plan, I have the ability to park additional vehicles east of the ROW at the very north end of my existing driveway, just passed the ROW crossing. Your sketch shows that my use of the existing ROW as my driveway ends at the crossing and does not extend all the way to the north property line. My use must extend to the north end of my lot line to allow me to park vehicles out of the way of cars using the crossing and garage. There should be adequate separation between the end of the driveway and the re-aligned trail.

The issue of neighbors using my driveway came up on Sunday with one my neighbors, even before I had the chance to discuss the trail issues. There was unauthorized use of our driveway that I asked be stopped. The reasons were understood and the issue is closed for now. However, I have come to the conclusion that it is not my place to try and negotiate uses of my neighbors lands for the county. I know my neighbors will put up use of my driveway if I am involved in any agreement as collateral and that is simply not on the table.

Your sketch also shows a crossing for Tagas which assumes use of my driveway. This is incorrect and is not part of what I will agree to. The county has no right to grant my neighbor any vehicle crossing which assumes use of my driveway.

I will still go ahead with the survey as we discussed, but the neighbor issue is yours to resolve to your satisfaction. I will only survey the realignment within my lot boundaries. I do not expect this issue to slow procurement of my permit. The proposed gradual re-alignment on to my neighbors lots is necessary only for the final implementation of the trail. Since planned interim use is only pedestrian, Parks can move on and off the CL of the ROW all within my lot boundaries without any safety concerns.

I spoke with Mark Carey, DDES Land Use Services Manager, about my variance. Because DDES will consider my workshop as part of my garage structure, to avoid redrawing my garage plans, Mark requires that I have a full 20' setback in front of the workshop area. This will require that we expand the quit claim from 9' from centerline on the west side to 7.5' for at least the 12 ft. in

front of this area or for the northern most 20' on the west side of the ROW. Other areas along the ROW have a total width of 15' so this should not be a problem. I was expecting the packet I picked up today to contain the basic elements of the special use permit. I expect that you will e-mail these elements before I spend any money on surveys. I expect the permit information and answers to the above questions and issues by Wednesday, before I commit to do the survey.

One final item. I consider my existing BN crossing permit, the existing driveway we have used for the past 55 years and my variance approval all elements of an EXISTING crossing, not a new use or new crossing. Parks has been clear that all existing crossing permits will be honored and I expect my application to be treated as an existing condition. Jennifer Knauer, representing KC Parks, testified at my variance hearing on Parks concerns with my use and garage. Those were heard and, in the eyes of the Hearings Examiner were dealt with in his decision. A KC traffic engineer also testified as to the validity of the safety study we presented. Somehow, and I think I am right, I get the feeling that Parks thinks they can make their own decision on this special use permit. The Hearings Examiner's statement that I need a Parks Special Use Permit was only to recognize the change in supposed legal owner from BN to the county. It was not to open the issue as to whether or not I should receive one, that is double jeopardy.

Over the past years, 2 1/2 to be exact, I have done everything King County has asked me to do to secure my building permit. My latest letter from KC Parks authored by Jennifer, committed that I would have my permit within 4-6 weeks. It has now been 5 weeks. I would like to get a written response by Wednesday to my concerns here before I move forward with survey work.

Best Regards,  
Gene Morel  
425-644-3359

front of this area or for the northern most 20' on the west side of the ROW. Other areas along the ROW have a total width of 15' so this should not be a problem. I was expecting the packet I picked up today to contain the basic elements of the special use permit. I expect that you will e-mail these elements before I spend any money on surveys. I expect the permit information and answers to the above questions and issues by Wednesday, before I commit to do the survey.

One final item. I consider my existing BN crossing permit, the existing driveway we have used for the past 55 years and my variance approval all elements of an EXISTING crossing, not a new use or new crossing. Parks has been clear that all existing crossing permits will be honored and I expect my application to be treated as an existing condition. Jennifer Knauer, representing KC Parks, testified at my variance hearing on Parks concerns with my use and garage. Those were heard and, in the eyes of the Hearings Examiner were dealt with in his decision. A KC traffic engineer also testified as to the validity of the safety study we presented. Somehow, and I think I am right, I get the feeling that Parks thinks they can make their own decision on this special use permit. The Hearings Examiner's statement that I need a Parks Special Use Permit was only to recognize the change in supposed legal owner from BN to the county. It was not to open the issue as to whether or not I should receive one, that is double jeopardy.

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Best Regards,  
Gene Morel  
425-644-3359



SADLER  
PROPERTY

40'  
TRAIL RETURNS TO RAILROAD  
CORRIDOR WITHIN APPROX. 40'

NOBEL  
PROPERTY

HILLSIDE

16'  
PROPOSED  
TRAIL  
CORRIDOR

2' 10" APPROX  
2' 5" APPROX

CONCRETE

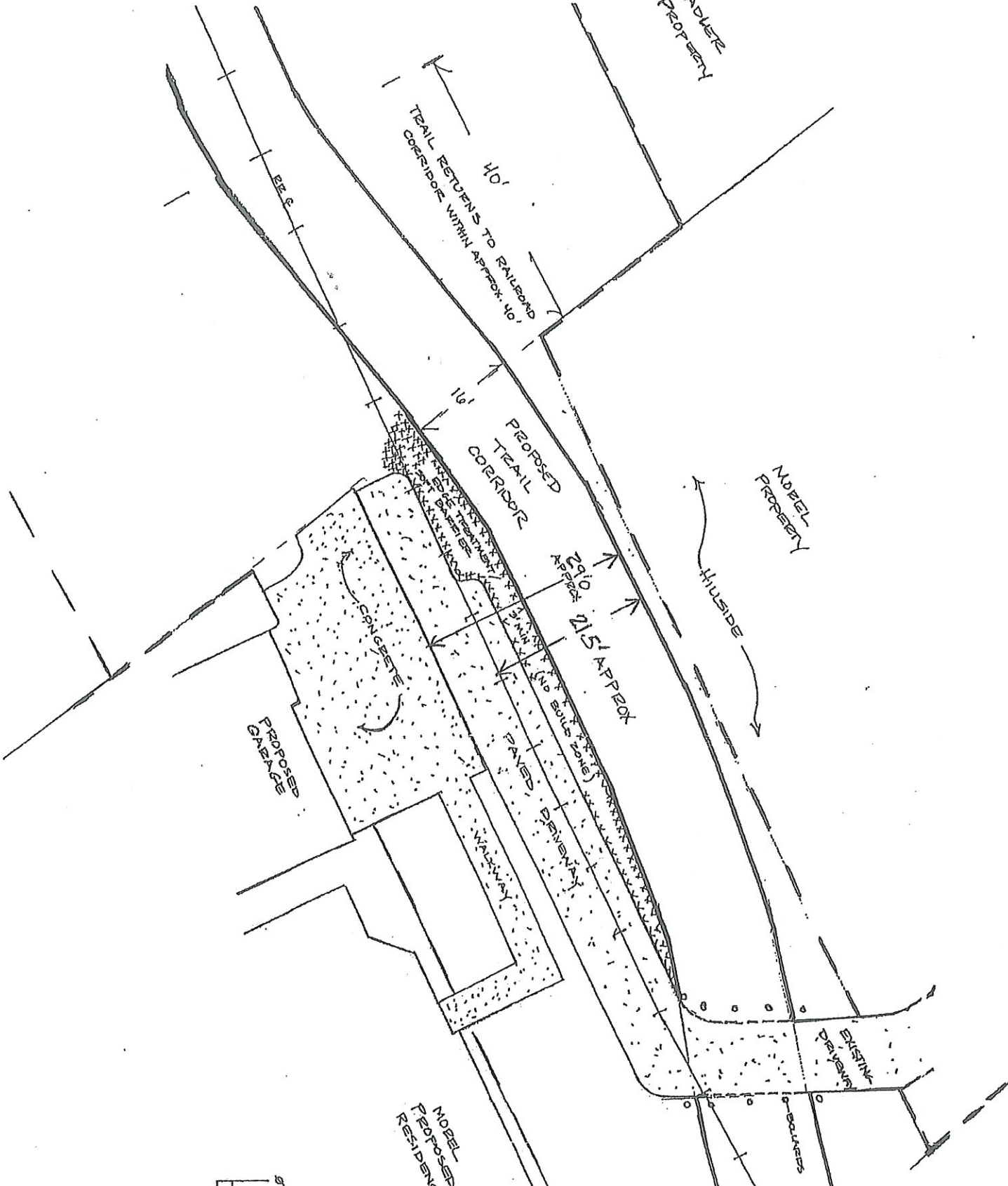
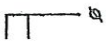
PROPOSED  
GARAGE

PAVED  
BIWAY

WALKWAY

NOBEL  
PROPOSED  
RESIDENCE

EXISTING  
DRIVEWAY





June 24, 1999

Program Development and Land Management Section

Mr. Eugene Morel  
6232 146<sup>th</sup> Street, SW  
Edmonds, WA 98026

Post-it Fax Note	7871	Date	6-24	# of pages	2
To	Gene Morel	From	J. Kover		
Co./Dept.		Co.			
Phone #		Phone #	206-205-5818		
Fax #	425-643-8743				

Dear Gene:

King County Park System has reviewed the revised site plan concept for your Special Use Permit application. This revised site plan involves the following components: (1) a vehicle crossing over the rail road bed at the base of your driveway, (2) a twelve foot wide driveway to your future house in the location of the current gravel rail bed, and (3) a sixteen foot wide trail corridor to the east of the current rail bed.

An initial site review of this proposal was conducted to determine if the existing conditions of the right-of-way could accommodate the proposed realignment of the rail bed, especially with respect to your current set of house plans. It is our understanding that your interest in pursuing this proposed Special Use Permit site plan was contingent upon being able to retain your existing set of plans, especially with respect to setback limits.

It appears that the proposed rail bed realignment is physically possible, if the following were to take place:

1. A shift of the gravel bed to the east would accommodate a new driveway in the location of the current rail bed, so long as a similar realignment of the rail bed to the north and south of your property line occurred. King County will need to reach a legal agreement with each of these property owners with respect to the realigned rail bed.
2. The realigned rail bed will have to be surveyed. It is anticipated that such a survey would start on the property to the north, would continue through your property, and would be completed at the property to the south.
3. Some modification (cut) to the hillside is necessary to accommodate a sixteen foot wide trail corridor that is realigned to the east of the current rail bed location. A geotechnical analysis of the hillside is required to ensure that the hillside may structurally sustain the necessary slope modification. Depending upon the outcome of this analysis, some slope retaining measures may be required.
4. The eastern edge of the twelve foot driveway and western edge of the sixteen foot trail corridor will need to be delineated with a fence and vegetation.

King County is willing to contribute to some of the above project components. Regarding item #1, King County will need to reach a legal settlement agreement with your neighbors to the north and south. Though the exact alignment of the rail bed will be set following a survey, King





County has spray painted an approximate location of the center line for the realigned rail bed. As a means to facilitate the settlement process, King County Park System is contacting your neighbors to assess their interest in working out an agreement.

King County will pay for 100% of the survey costs associated with item #2 and the County requests that you pay 100% of the geotechnical analysis costs associated with item #3. A geotechnical analysis is necessary to assess what measures might be necessary for the hillside to accommodate the removal of some material. If geotechnical measures, such as a retaining wall are necessary, King County is willing to cost share these tasks with you. King County proposes that fencing and vegetation costs associated with item #4, delineating the edge of your driveway and the realigned trail corridor, be split 50/50 between yourself and the County.

I am forwarding a copy of this letter, via fax, to your attorney, Daryl Deutsch and King County attorney for King County Park System, Howard Schneiderman. Please note that David Eldred is no longer working on this case and that Howard will be King County Park System's attorney for this matter. Howard Schneiderman's phone number is (206) 205-0923. After discussing the terms outlined within this letter with your attorney, please contact either myself or Howard Schneiderman regarding your interest in moving forward with the issuance of a King County Special Use Permit.

Sincerely,



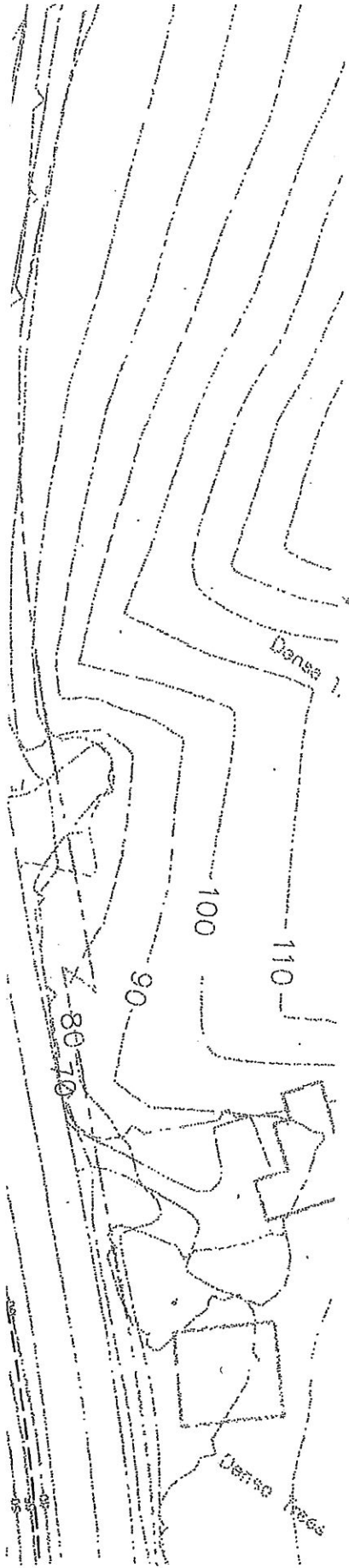
Jennifer Knauer

Project Manager, King County Park System

Cc: Craig Larsen, Director, King County Park System  
Barbara Wright, Program Development Land Management Administrator, King  
Park System  
Howard Schneiderman, King County Office of Prosecuting Attorneys  
Debra Sessner, Land and Resource Management Specialist, King County Park System

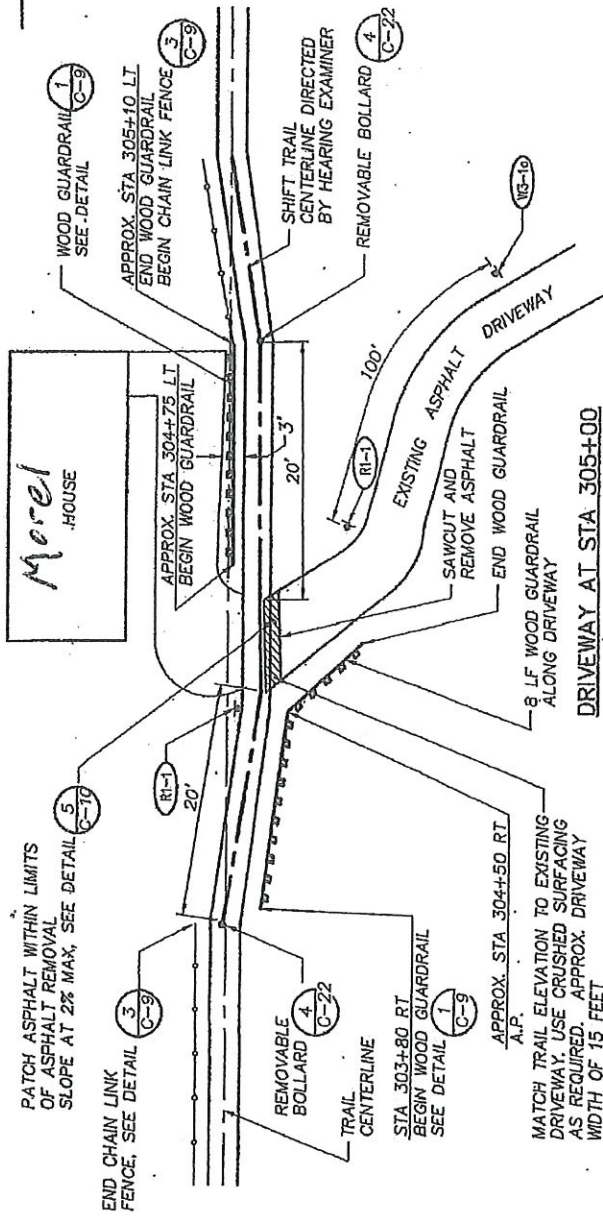


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PLAN  
DETAIL  
1  
1"=40'  
C-8

*Interim  
Trail  
Design  
2005*



DETAIL  
2  
NO SCALE



DESIGNED BY	FREDERICK PHILLIPS
DRAWN BY	T. SILBERNAGEL
CHECKED BY	GOOD CHECKED
DATE	MAY 2005
FILE NAME	S1521039C-01
JOB NO.	554-1521-039

DATE	BY

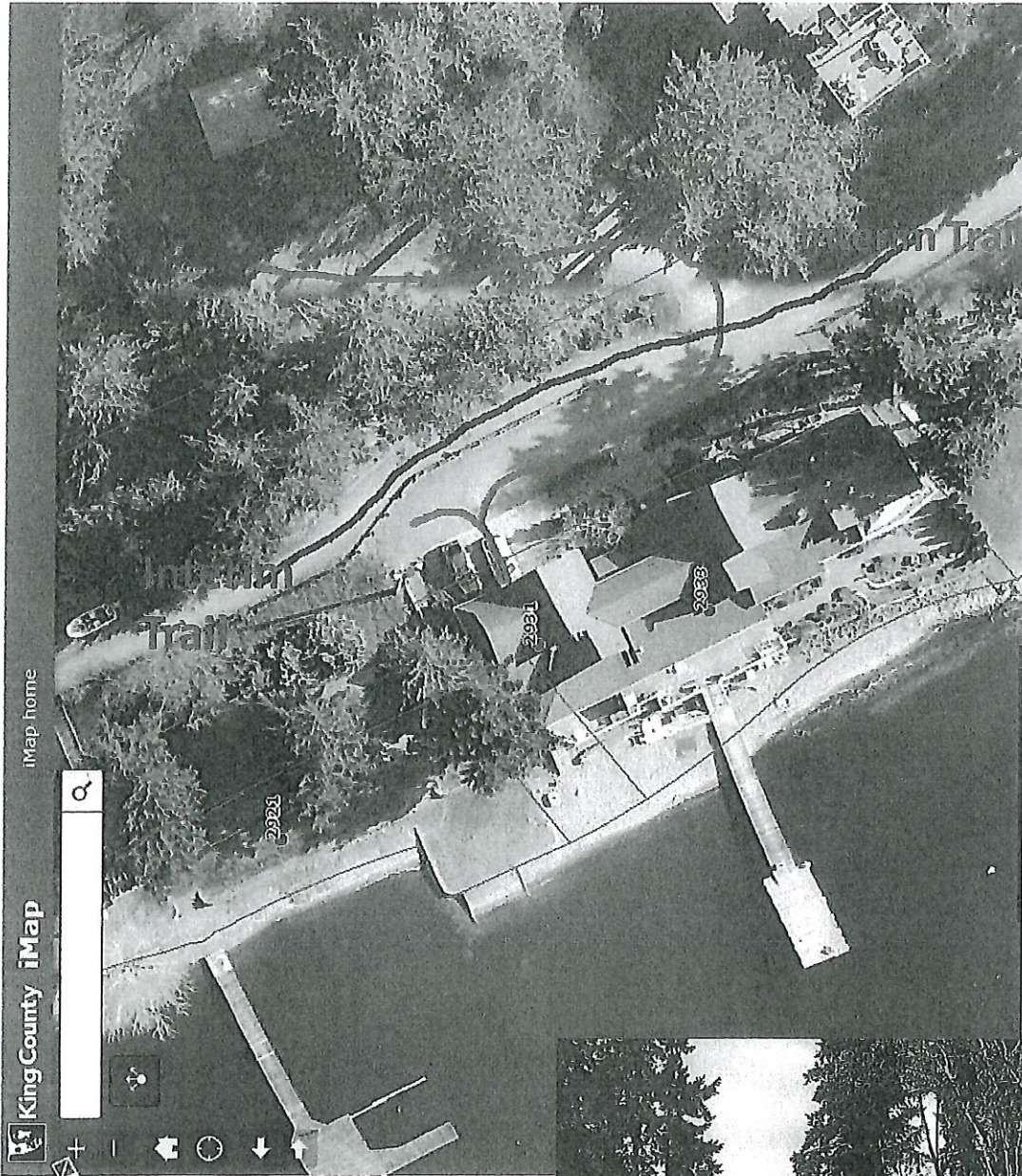
REVISIONS	DATE	BY

FEC  
PROJECT N.

**Parametrix**  
 ENGINEERING, PLANNING, ENVIRONMENTAL SCIENCES  
 1331 8TH AVENUE  
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 SEASIDE, WA 98138  
 206.425.1100  
 www.parametrix.com



# Current Morel Driveway Implementation





Parking

Pad

Movel House

Garage

60% Plan Design

- CIVIL CONSTRUCTION NOTES:**
- 1) RESURF AND INSTALL STAIR TYPE TO BE DETERMINED.
  - 2) RECONSTRUCT PEDESTRIAN BRIDGE.
  - 3) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 4) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 5) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 6) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 7) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 8) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 9) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 10) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 11) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 12) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 13) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 14) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 15) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 16) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 17) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 18) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 19) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 20) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.
  - 21) NEW 18" PRECAST CONCRETE SPILT BOX CURBSET.

- STORMWATER CONSTRUCTION NOTES:**
- 1) INFORMATION TRUCK, SEE DETAIL 4 ON SHEET 01.
  - UNDERFLOW TRUCK, SEE DETAIL 5 ON SHEET 01.
  - ROCK PAD, SEE DETAIL 2 ON SHEET 01 AND 02 SHEETS.
  - CONNECTION TO EXISTING STRUCTURE AND CLOSING EXISTING CHANNEL STRUCTURE.
  - INSTALL RECTANGULAR SLIP RESISTANT SLOD METAL COVER PER WSDOT STD DETAIL 9-SLOD-02.
  - CONCRETE W/GRANULAR, SEE DETAIL 1 ON SHEET 01.
  - BASIC DEPRESSION, SEE SHEET 03.
  - BASIC SEAL, DETAIL PROTECTION, SEE DETAIL 3 ON SHEET 01.
  - ADJUST CATCH BASIN.

- LEGEND:**
- RETAINING WALL
  - SOLDER PILE WALL
  - WOOD CURB/RAIL
  - UPPER/LOWER AREA
  - DRIVEWAY REGIONAL

CITY OF SAMMAMISH APPROVAL

City Engineer	Date
Community Development	Date

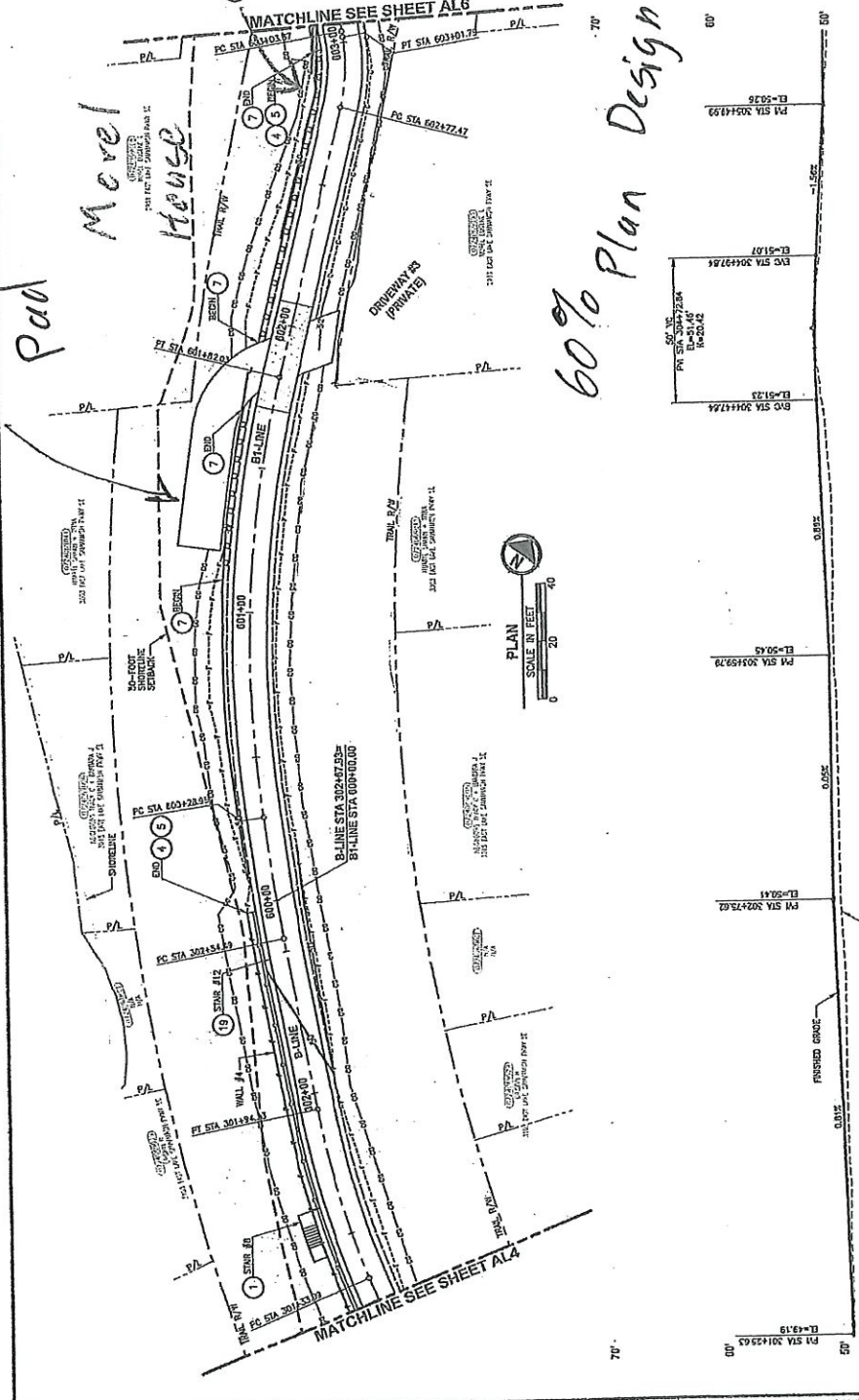
60% REVIEW SUBMITTAL  
NOT FOR CONSTRUCTION

SHEET NO. 37 OF 135  
AL-5

PLAN AND PROFILE

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

DESIGNED BY: [Firm Name]  
CHECKED BY: [Firm Name]  
DATE: [Date]



**BLINE PROFILE**  
HORIZ: 1"=20'  
VERT: 1"=5'

STATION	FINISHED ELEV.	EXIST ELEV.
301+25	49.1	49.3
301+30	49.2	49.3
301+35	49.4	49.3
301+40	49.4	49.3
301+45	49.4	49.3
301+50	49.4	49.3
301+55	49.4	49.3
301+60	49.4	49.3
301+65	49.4	49.3
301+70	49.4	49.3
301+75	49.4	49.3
301+80	49.4	49.3
301+85	49.4	49.3
301+90	49.4	49.3
301+95	49.4	49.3
302+00	49.4	49.3
302+05	49.4	49.3
302+10	49.4	49.3
302+15	49.4	49.3
302+20	49.4	49.3
302+25	49.4	49.3
302+30	49.4	49.3
302+35	49.4	49.3
302+40	49.4	49.3
302+45	49.4	49.3
302+50	49.4	49.3
302+55	49.4	49.3
302+60	49.4	49.3
302+65	49.4	49.3
302+70	49.4	49.3
302+75	49.4	49.3
302+80	49.4	49.3
302+85	49.4	49.3
302+90	49.4	49.3
302+95	49.4	49.3
303+00	49.4	49.3





ROMERO  
PARK P.S.

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

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

*Via Electronic Mail*  
August 30, 2017

David Hackett  
Email: david.hackett@kingcounty.gov

Emily Harris  
Email: eharris@corrchronin.com

David Freeburg  
Email: dfreeburg@corrchronin.com

Mallory Satre  
Email: msatre@corrchronin.com

*Contains Settlement Negotiations that are Inadmissible Pursuant to ER 408*

**RE: Settlement Offer for the Morel Property**  
Our Reference: SAMP 600

Dear Counsel:

Eugene and Elizabeth Morel (the "Owners"), the Owners of the property located at 2933 E. Lake Sammamish Pkwy SE (the "Property"), hereby submit the following settlement offer for response from your client, King County (the "County"), and those individuals therein with sufficient authority to settle claims of this kind:

Settlement offer for the 2933 E. Lake Sammamish Pkwy SE (the "Property")

- The County agrees to provide the Owners vehicle access to the Property's garage, with the Owners trading land to the County that is currently outside of the easement (on the East side of the claimed corridor) in exchange for land on the West side of the centerline of the claimed corridor necessary to effect the access currently not provided in the County's 60% plan. By way of example, the Owners would transfer to the County 10 feet on the Eastern border of the corridor, measuring toward Lake Sammamish Parkway, as a trade for 10 feet on the Western border of the corridor so that vehicle access could continue as it has for several years. Owners and King County will mutually agree to a shared amount of costs for the design and construction of the trail in a way that allows for this contemplated access.
- The Owners' crossing permit will not be disturbed or revoked, and shall continue in perpetuity, being transferrable to subsequent owners of the Property.
- To the extent any of the Property's driveway, walkways, and/or landscaping remains in the right of way after plans for access are made and finalized, the Owners shall receive a Special Use Permit for driveway, walkway, and landscaping purposes, which permit will continue in perpetuity and be transferable to subsequent owners of the Property.
- Owners and the County shall dismiss their respective claims in the instant lawsuit.

August 30, 2017  
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Sincerely,  
ROMERO PARK P.S.

*/s/H. Troy Romero*

H. Troy Romero

cc: Clients