

November 15, 2017

MS. Lindsey Ozbolt
Associate Planner
City of Sammamish
98075

SUBJECT: Comments Regarding East Lake Sammamish Trail Segment 2B – SSDP2016-00415

MS. Ozbolt,

Thank you for the opportunity to comment on this critical trail segment in Sammamish. I have visited the trail segment on many occasions and have looked at the plan set at City Hall. I support approval of the Shoreline Permit for the construction of trail segment 2B for the very reasons I supported the opening of the trail to public use 16 years ago.

1. Support Approval of Shoreline Permit without Condition #3.

I support the approval of the Shoreline Substantial Development permit for the full width trail, as proposed, because it meets the goals and policies of both the State Shoreline Management Act and the City of Sammamish Shoreline Master plan by providing:

- Public Access to public park property within the Shoreline.
- Provides for the long term benefit of the public over the short term.
- Provides public recreation within the Shoreline which is a preferred activity.

2. Wetland, Wetland Buffer and Stream Buffers can be amply met onsite and off site

My preference would be for wetland; wetland buffer and stream corridor impacts to be mitigated onsite along the proposed 3.5 mile corridor. However the County and City have agreed to a baseline mitigation package that includes both onsite and potential for offsite mitigation. In addition, County Parks has ample property holdings along the trail corridor to do additional onsite mitigation that can be reviewed with the grading permit.

Given the onsite and offsite mitigation options available to County Parks, there is no reason to believe that reasonable mitigation for the full width trail cannot be submitted by the County and reviewed and approved by the City. Wetland and stream buffer impacts are not a reason to deny the Shoreline Substantial Development permit.

3. Staff Condition #3 is unreasonable on its face and not relevant to a project that is not reliant on resolution of ongoing adverse possession disputes.

The City Attorney has ruled that County Parks has ownership of the properties proposed for the trail and does not have to provide Title Reports due to the Quiet Title of the properties, formerly owned by a rail road. Requiring resolution of the disputes has already occurred. The entire project is proposed on land owned by County Parks. The County is not dependent on future acquisition of private land to build the proposed trail project.

4. **Fencing public property for private use is a gift of public funds.**

Several requests were made to the Hearing Examiner to require fencing on County Park land with the intent of reserving County Park land for exclusive private use or to address private liability concerns. Private parties can build private fencing on private property, consistent with City codes.

5. **Shoreline Permit should not be dependent on County Replacement of Culverts on Private Property**

King County Parks has included the replacement of two culverts on private property into its mitigation plan. It should be noted that the subject culverts are not the County's responsibility and is doing so in the interest of furthering the Kokanee and salmon recovery efforts in the region. Should the County not be able to reach an agreement with the private property owners, this should not prevent the project from going forward.

The County is not impacting these culverts and has other opportunities above and below Ordinary High Water to support Kokanee and Salmon recovery. The County Shoreline Permit should not be dependent on replacement of culverts on sites that they do not currently control.

6. **CONSISTENCY WITH SHORELINE MANAGEMENT ACT AND LOCAL SMP**

RCW90.58.020 "The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance. The department, in adopting guidelines for shorelines of statewide significance, and local government, in developing master programs for shorelines of statewide significance, shall give preference to uses in the following order of preference which:

- (1) Recognize and protect the statewide interest over local interest;
- (2) Preserve the natural character of the shoreline;
- (3) Result in long term over short term benefit;
- (4) Protect the resources and ecology of the shoreline;
- (5) Increase public access to publicly owned areas of the shorelines;
- (6) Increase recreational opportunities for the public in the shoreline;
- (7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary."

The trail represents public use of public property to provide recreational opportunities, non-motorized transportation connectivity and public access to the Shoreline and visual access to waters of the State of Washington consistent with State law. I think that developing the historic rail transportation corridor as a public recreational walking and biking facility, consistent with modern design standards, carries out the State Shoreline guidance provided by the State Legislature that "The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance." **RCW 90.58.020**

Particularly as you go down this list of guidelines, increasing public access to publicly owned areas of the shorelines and increasing recreational opportunities for the public in the areas of the shoreline,

support trails in general and the completion of segment 2B of the East Lake Sammamish trail, as designed and including required mitigation is consistent with the Legislative guidance.

7. Testimony regarding the future Light Rail stations in Issaquah and Redmond is significant

Testimony regarding the planned construction of light rail stations in Issaquah and Redmond is important in understanding the East Lake Sammamish Trail, ELST, as a non-motorized transportation facility and not just a recreational facility. As the car traffic worsens on the East side, having a safe bicycle trail linking residents to the light rail system will have growing importance in the future.

Looking to the ELST as an access to the regional light rail system provides a compelling reason to build the full width proposal currently before the Hearing Examiner.

8. City can support planned trail by providing bike and pedestrian facilities along Thompson Road.

Thank you to King County Parks for including an access trail from the Parkway at Thompson Road. Thompson Road is becoming a key bike and walking access to the trail. The City should include sidewalk and bike shoulders on Thompson Road to provide safe access to and from the existing gravel trail and the future fully constructed regional trail along the East side of Lake Sammamish

Thank you for the opportunity to comment on the Shoreline Permit for Segment 2B of the East Lake Sammamish Trail. This project, will complete and connect a regional trail network that will have a large long term benefit to Sammamish residents and residents of the region.

Mark Cross,



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