

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-1	Jobe	Alyson			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/26/17	I do have concerns over the new section of trail going in behind our home and the removal of our current driveway. My main concern is the safety, well-being, and privacy of our neighborhood's young children. In addition, removing the driveway we currently use and forcing us to use the extremely steep driveway at 1537/1539 will not allow for emergency vehicles to access our homes, not to mention, delivery trucks, truck and trailers, etc. As I said, I am in favor of the trail and its benefits as well as the parking that will be going in above our homes.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-2a	Laughlin	Dan	Laughlin	Alani	1603 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/10/17	We just have a few concerns to express regarding the restroom, which is slated to be built on the north side of the lot, closest to our house: 1. We are concerned that there could be unpleasant smells and potentially a displeasing "look". We ask that the designers consider placing the restroom on the south side of the lot where it will not be in near proximity/view of any house in the neighborhood.	The restroom facility is part of a larger parking lot design. The restroom facility will be connected to City sewer thus avoiding or eliminating unpleasant smells. Due to the space constraints, relocating the restroom further south is not an option.
IP-2b	Laughlin	Dan	Laughlin	Alani	1603 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/10/17	2. Regardless of location we'd request that the restroom have full plumbing/flushing, as a "pit" style restroom could cause a lot of odor.	See response to IP-2a.
IP-2c	Laughlin	Dan	Laughlin	Alani	1603 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/10/17	3. Finally, we ask that there be an auto locking mechanism or nightly service of the lock on the door to make sure people are not using the restroom after hours or staying in it overnight.	Thank you for your comment. King County will take this into consideration.
IP-3	Mcperson	David							1/26/17	The plans for the trail are very troubling to me. As a disabled American Veteran, I am very concerned that you are choosing to eliminate the only driveway that disabled people in wheel chairs can use to get to the trail. The trail needs to meet with ADA standards for both the property owners and trail users.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-4	Corcovelos-Lewis	Iova							1/25/17	Request the retention of easy wheelchair access to trail and homes of friends on E Lake Sammamish Pkwy NE .	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-5	Davis	Jon			1554 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/16/17	I reviewed the design drawings and saw no reference to lighting. What are your plans for lighting the parking lot, restrooms, and other structures to be located on the site? Our primary concern is how lighting could adversely affect our night time views and/or reflect into our home.	The parking/restroom facility lighting will meet Sammamish Municipal Code. The lighting is designed in such a way to reduce glare.
IP-6	Hazelton	Jan							1/13/17	Supporter	Thank you for your support of East Lake Sammamish Trail.
IP-7	Jobe	Jeff	Benedict	Frank	1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/23/17	I understand there is consideration of moving an access road immediately next to the helicopter operations area. I would not encourage effort to change the access to the adjoining houses south. There is a safe operation area as it is and considerable mitigation may be needed as the access roads being moved will affect safety.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-8	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	Moving the road to the lake does not work for safety. Please do not approve this plan as shown. This is the only ADA access our friends can use off the trail. (Photos and drawings included.)	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-9	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	Please turn the rock wall to a 90-degree angle not 45 degrees to allow 1/2 a car more parking. You're paying millions for 27 stalls up above. You will be taking 5 stalls away down here. I assure you those stalls will be taken up the hill on some days providing even less parking for the public. (Drawing included.)	Please see the response to your comments IP-7 and IP-8. As a result of improving the geometry of the access roads, there could be some impacts to parking. The impacts are being evaluated.

Exhibit 59

SSDP2016-00414

001928

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-10	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	In the event the old access road is denied, please do not allow the rock wall to be put in place. Drive it once and try to back up it before you make a decision. See how a boat and trailer cannot navigate. The plans you see are wrong. One cannot make an intelligent decision without coming down there.	Please see the responses to your comments IP-7 and IP-8.
IP-11	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	Please consider the new park plans call for landscaping where two parking stalls are shown. Trail marker 473. I encourage drawing back in those two parking stalls that have existed for years. I assure you the cars that park here will be in one of the 27 stalls in the park above in the morning when the residences have friends coming over. Please also remember when you let the County steal our access road below, we, the residences of Kokomo, will be losing six to seven stalls.	Please see the response to your comments IP-7 and IP-8. As a result of improving the geometry of the access roads, there could be some impacts to parking. The impacts are being evaluated.
IP-12	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	Large dump trucks or emergency vehicles will no longer be able to come down and turn around. This is a disaster for 7 residences and must be rethought. Anything above 472+26.12 should not be reconsidered!	Please see the responses to your comments IP-7 and IP-8. King County is working closely with Eastside Fire & Rescue in conjunction with the redesign.
IP-13	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	I think that changing the plans to the crude picture below would be ideal for both parties. Please have the designers of this project consider these changes. (Drawing included.)	Please see the responses to your comments IP-7 and IP-8. All comments will be reviewed by the design engineers for consideration as the trail design progresses.
IP-14	McPherson, Esq.	John B.							1/26/17	Removing the original driveway as it sits now is a recipe for disaster and presents an extreme danger and poses an undue risk of harm on the community, especially for the young children. By removing half of the driveway, many emergency vehicles will not be able to access all of the homes at the bottom of Kokomo Place in the event of an emergency.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-15	Norman	Jerry			1661 204th Ave NE	Sammamish	WA	98074	1/16/17	I would like to express my disapproval for the above referenced project. Having cars and other vehicles turning in and out of a parking lot, right next to what is already a challenging intersection for the immediate neighbors makes no sense. The project will of course also increase hard surface, more runoff, more oil in the lake and more maintenance cost for the citizens. The current improvements are not being maintained well, the sidewalks are green with slime, the retaining walls are green, the fences on top of them are overgrown with blackberries.	King County has coordinated with the City of Sammamish regarding ingress and egress to the parking lot and potential effects on traffic operations on East Lake Sammamish Parkway. The County is designing drainage for the facility in compliance with the current King County Surface Water Design Manual and the City of Sammamish Addendum to the Surface Water Design Manual. Final decisions regarding the adequacy of the design are currently under review by the City.
IP-16a	Schwab	Joe			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	It was my hope that my LANDSCAPING AND PRIVACY would be taken into account as future trail construction takes place. For Privacy and Landscape Restoration in looking at the 60-percent plans, I see more disruption to the landscaping and retaining wall directly in front of my house, but I do not see any plans for LANDSCAPE RESTORATION.	The intersection of the trail with the multi-leg driveway in the vicinity of your home limits opportunities for planting because of the necessity to ensure adequate sight distances for drivers and trail users. Areas that are temporarily disturbed during trail construction will be replanted. The 90-percent plans will include more landscaping details.
IP-16b	Schwab	Joe			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Clearing and Grubbing Limits - The County currently proposes to modify the retaining wall directly in front of my house and this will likely affect my finished driveway. What are the plans for access to my home and how can I be assured that my driveway will not be damaged or compromised during the course of construction?	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. This safety improvement may change the disposition of the retaining wall in front of your property and may require some regrading of the driveway. All improvements are occurring within the ELST corridor. Access to private property adjacent to the trail will be maintained during construction.

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-16c	Schwab	Joe			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Property Lines / ROW / Easements - I contend that the County is asserting that it owns and has control of property that it does NOT own or have control over. There is also a question as to whether the properties in our neighborhood granted all of their property outright to the railroads, or if they granted an easement to the railroad to pass through our property. The City and County need to better RESEARCH PROPERTY TITLES and reassure owners that they are not unjustly claiming property that they do not have rights to.	Please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website: www.kingcounty.gov/eastlakesammamishtrail .
IP-16d	Schwab	Joe			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Property Access - Redirecting all of the traffic through one access point will greatly diminish the enjoyment of the neighborhood and will reduce the safety and recreational opportunity for our children.	Please see the response to IP-16b above.
IP-16e	Schwab	Joe			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	ADA Access - The remaining driveway grade is not ADA compliant and the proposed plan also removes the garbage storage area that allows our handicap neighbor to access and use trash services.	Please see the response above to IP-16b. As a result of improving the geometry of the access roads, there could be some changes to the way garbage is stored. The design team understands the needs of your neighbor and are evaluating the options accordingly.
IP-16f	Schwab	Joe			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Safety -	Please see the response above to IP-16d.
IP-17a	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	1. Design of Stairs - we would like to know the size of the stairs, and the size of landing, to ensure that a boat could be carried safely through the gate and down the stairs.	Your comments were logged by the City of Sammamish as applicable to the Inglewood Hill Road Parking Lot project that includes construction of the trail from Station 468+00 to 472+25. For future reference, given the station numbers referenced in your comments, your property is at the north end of South Sammamish Segment B (a.k.a., 2B). The stairs proposed at Station 367 will be 5 feet wide. The landing will be 5 feet by 5 feet. Adjacent property owners may request additional access improvements to meet specific access needs by submitting for a Special Use Permit from King County Parks following trail construction.
IP-17b	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	2. Gate - What are the plans to enable us to maintain our private entry with locked gate, to secure our property?	The 60 percent design for the trail provides for removal of private fences that inhibit or restrict public access to parkland. King County will not typically be reconstructing fences immediately adjacent to the trail unless required by code to protect trail users from edge hazards, discourage intrusion into critical areas, or separate trail use from parallel vehicular use. Gates are not proposed. Neighbors who want to construct fences and gates for privacy or security should do so at their property line.
IP-17c	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	3. Sharing and Security Concerns -	As noted in your comment, the proposed stairs will be shared with your neighbor. Please see the response to SB-17b above regarding gates.
IP-17d	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	4. Any signs noting private property - How will people know the property is not to be used as access to the water for boats and swimming?	As with fences for privacy or security, signs may be posted at the property line.

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-17e	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	5. I believe the section we looked at is between Stations 467 and 468, so 467 + 50. What is the design of the wall? We were told maybe a 6 foot wall, with a 4 foot fence on top, but as the drawing was missing, it couldn't be confirmed. Please provide details.	A structural earth wall will be constructed on the west side of the trail. From Station 467+00 to 468+00 the height of the wall is approximately 5 feet above the existing ground. As required by code to protect trail users from the edge hazard, there will be a 4-foot-tall chain link fence installed on top of the wall. Additional wall details will be provided in the 90-percent plans.
IP-17f	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	6. Trail moved in 10 feet from today - Can you confirm, and why the change?	The criteria used to establish the trail alignment in the vicinity of your property was the topography and connectivity to the future access ramp for the Inglewood Hill Park Lot to the north.
IP-17g	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	7. Vegetation - what are the plans to replace, and landscape these areas?	King County will replant areas temporarily disturbed by construction. The 90-percent plans will include details about the proposed landscaping plan.
IP-17h	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	8. Trail from road to trail - This is slightly south of the round-about, approximately Station 462+25. What are the plans to maintain that trail?	Your comment appears to refer to the existing stairs (Stair #85) at Station 462+50 that connect up to East Lake Sammamish Parkway. Construction of the trail will not affect these stairs.
IP-17i	Tinker	Loretta	Tinker	Jay	22001 SE 21st Pl	Sammamish	WA	98075	1/27/17	9. Lights - will there be any lights on the trail, or in the parking lot that is being developed?	The trail will not be illuminated. The parking lot will have illumination in compliance with Sammamish Municipal Code. The lighting is designed in such a way to reduce glare to surrounding areas.
IP-18a	Jobe	Nick							1/25/17	On the 60-percent Inglewood Hill plans, they are removing our original driveway. The original driveway can handle larger vehicles such as firetrucks, trailers, ambulances, deliver vehicles, and safety vehicles. The driveway they are proposing was a temporary construction driveway that was built, and then paved by a previous owner. This driveway can't handle larger vehicles, and even small cars, as they will bottom out. The grade is far too steep, and it is too narrow for safety vehicles and delivery trucks. If it is a line of sight issue (nobody has informed us), then the County can make the improvements that they did similar to 2037 E Lake Sammamish Pkwy NE (photos included). Simply pave our gravel driveway, and give line of sight that is required to resolve that issue. The driveway at 2037 is even more parallel then ours, and they would have less line of site.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-18b	Jobe	Nick							1/25/17	Liability. We have had hundreds of cyclists and pedestrians use our driveway, cut off our vehicles, use profanity, and trespass down to our private lots. Now that our driveway has become a convenient exit, the County has created a liability problem for us due to not paving an exit. We had a tree fall on our neighbors shed at 1531. The County said that since the shed was within their easement that they didn't need to pay for the shed. What if one of children gets hit walking across the trail by a speeding cyclist? They haven't stepped up to bat on a tree falling on a shed, I am worried they won't step up to the plate on a liability issue... We have trail trespassers that use our dock, because they think it was public. The County needs an umbrella policy that protects the homeowners from the liability that the trail creates, and it needs to be specified that the County is liable first, for any and all issues the trail creates.	Currently there is a signed interim access path from the trail to the temporary parking lot above for trail users. This was installed in 2008 for trail users to get to and from the Parkway to the trail. A paved access ramp is proposed as part of the future Inglewood Hill Parking Lot project. This access is again intended for trail users to get to and from the Parkway to the trail. King County has not and does not encourage trail users to use Kokomo Drive as an access point to or from the trail. Based on the exclusive easement of Kokomo Drive, you may choose to implement additional measures to discourage the use of the driveway, including signing and gating. Please note that any work on King County property requires a Special Use Permit (SUP) from King County Parks. King County is designing the trail to meet the highest safety standards.

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-18c	Jobe	Nick							1/25/17	Easement. The County is expressing at the meetings we have gone to that we are at a 0 setback, and they own to our door. The surveyors have marked it at a 5-foot setback. When we built the homes in Sammamish, we built the homes based on a 10-foot setback. This makes me question the survey. The original Reeves agreement granted the railroad an easement, but still kept the homeowners as the property owners. King County is treating it as if they own the land. Gina Auld informed me that within the easement (not in the line of site corridor), I am unable to plant any plants without their permission.	The East Lake Sammamish Trail corridor boundary shown on the design plans and staked in the field was established by holding the centerline alignment according to the East Lake Sammamish Trail right of way exhibit (King County Roads Services Map 311-99). This survey determined the centerline by locating the east rail as it existed at the time of the survey. The sidelines of the corridor are shown based on this right-of-way exhibit and the quit claim deed to the County recorded under Auditor's file number 9809181252 records of King County. In some areas, additional changes subsequent to the 1998 documents have been reflected in the corridor boundary when the conveying document could be identified and depicted. Any work proposed on King County Parks property must have an approved Special Use Permit obtained from King County Parks.
IP-18d	Jobe	Nick							1/25/17	Rails to Trails. My understanding is that the federal government granted the existing rail roads to be turned to trails with no more improvements than the existing tracks. The trail was already widened once and now the County is trying to go even wider. I am pretty sure they are trying to make the trail this wide so they can qualify for some federal funding, that they otherwise wouldn't be entitled to.	Your understanding about the scope of the County's property interest is not correct. The County owns the corridor (most of the ELST is owned in fee) and has discretion to construct the trail facility in the manner that best serves the interests of King County residents. With regard to your comments regarding the County's property rights, please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website: www.kingcounty.gov/eastlakesammamishtrail . Safety is King County's top priority. The East Lake Sammamish Trail is a multi-use trail and essential public facility. King County is required to design and construct this facility to meet all applicable codes and standards.
IP-18e	Jobe	Nick							1/25/17	Patrolling. I went to several County meetings that King County said the trail was being patrolled. I am curious on the schedule of this "patrolling." I have never seen one officer down by my house. I have never seen a cyclist ticketed for speeding or trespassing on our private property. I run or bike the trail at least 4 days a week, and I haven't seen an officer one time. The County has never offered to put them in our driveway, and ticket the speeding cyclists that go from Eastlake down our driveway.	King County Parks works closely with Cascade Bicycle Club and has a contract with the King County Sheriff's Office to provide heightened awareness and enforcement of trail rules on the newly paved trail. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Per King County code, regional trails are open from dawn to dusk.
IP-18f	Jobe	Nick							1/25/17	Kokomo vs Inglewood parking. We already have cyclists using our blind driveway. When they put in the parking lot, I can only imagine the cars that will accidentally pull down our driveway. There will be no way for a car to back out of our driveway onto Eastlake. The road is busy, and will create problems. We don't want to cover the liability that will be created by this parking lot. We need the County to cover this. County should move the parking lot entrance further south.	Please see the response to IP-18b. King County has coordinated with the City of Sammamish regarding ingress and egress to the parking lot and potential effects on traffic operations on East Lake Sammamish Parkway.
IP-18g	Jobe	Nick							1/25/17	Trail Use. Currently the trail is low use, and if they can't fix these liability issues, and driveway safety issues at this level, I can only imagine the problems as the trail traffic increases. These problems need to be addressed now. Don't get me wrong, I use the trail, I enjoy the trail, but the County's neglect for homeowners' rights makes me question the process, and the intent of the County.	The improved trail is anticipated to accommodate a wider variety and much higher volume of trail users and is designed accordingly. Please refer to previous responses to comments.
IP-18h	Jobe	Nick							1/25/17	Handicap. A legally handicapped resident lives at 1533 E Lake Sammamish Pkwy NE. The proposed driveway (non original) that they want him to use limits a homeowner from using the same trail that they are making ADA approved. Kind of ironic that the trail that is running behind someone's house can't even access the trail they are trying to get approved for trail users. I don't even know how a handicap van could get down the driveway, as it is too steep. The waste management company picks up the garbage bins at the bottom of Kokomo due to the ADA standards. The garbage truck can't make it down the temporary driveway as it is too small, and steep. Also, there is no room for garbage bins at the top of the driveway since the improvements were made to the Parkway. The cans would be blocking the bike line, and it's a lot of cans. Keep the existing gravel driveway as well as a location on Kokomo for garbage cans to be placed. South side where there is existing pavement for parking stalls.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans. In improving the geometry of the access roads, there could be some changes to the way garbage is stored. The design team is aware of the needs of your neighbor and is considering options accordingly.

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-19	Jobe	Nick							12/28/16	They just launched the 60-percent plans for the parking lot, and for no reason they are planning on eliminating the original access to the southern lots of our community. Grading issues limit us with delivery trucks, trailers, and access to the properties.	In response to public comments received, King County is currently evaluating design options that allow the driveway to remain that would have been removed based on the 60-percent plans. The focus is to reduce the skew of the current crossing while still allowing for emergency and larger vehicles access. The redesign will be reflected in the 90-percent plans.
IP-20a	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Everyone I know that lives on East Lake Sammamish Parkway NE near Inglewood Hills Road is very concerned. For some it is the fear of the unknown, traffic issues associated with construction, lack of understanding of why this undertaking is going on in the first place, and for most of us the trail is just fine as it is. For others like us the problem is very tangible.	In addition to the current plans, King County maintains an archive of project documents on the project website: www.kingcounty.gov/eastlakesammamishtrail . The website includes the trail history and purpose for the project.
IP-20b	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	With our existing driveway, residents, guests, and service vehicles can easily access our home. This is imperative. If my home catches on fire, or there is another first responder emergency, I want to rest assured that we will get help.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans. King County is working closely with Eastside Fire & Rescue in conjunction with the redesign.
IP-20c	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Just last week we had strangers enter our property multiple times without notice. Someone appeared to do survey work, but no one saw fit to tell us anyone was coming. Additionally, anyone with only an orange vest and no credentials will no longer be a sufficient means to come on to our property for any reason. How are we to know who works for the city/county and so on, if we are never informed?	Comment noted. King County will not enter private property without prior permission.
IP-20d	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	As proposed the current plan will strip our ability to be served by any large vehicles. Many of my family members that often stay here are quite old. My father just last week fell on the current proposed driveway. We need to be able to be accessed by fire responder vehicles-that is our right as residents of this fair city. I must ask the question straight up, why is our driveway in the proposed plan to be converted in to a glorified planter box? Who stands to benefit from this, and at what costs? What methods are being used to determine not only the right to take our driveway away for the proposed purpose, but how is the utility of doing so being calculated? Where am I supposed to park my trailer and how am I supposed to get my tools down to my home for the maintenance of my home?	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans. King County is working closely with Eastside Fire & Rescue in conjunction with the redesign.
IP-20e	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	The most important issue is that the neighborhood children play in the proposed drive aisle, and it is just plain dangerous. The non-conformity of the current proposed driveway is unacceptable for ingress purpose. Line of site on children is extremely difficult.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans. King County is working closely with Eastside Fire & Rescue in conjunction with the redesign.
IP-20f	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	I do, however, think that a compromise can be reached. My understanding is that our current driveway may have an egress line of site issue as it stands. I propose that the neighborhood use the current driveway exclusively for ingress, and the proposed driveway for egress. This will effectively make both driveways a one-way route to protect the neighborhood from the very real aforementioned problems.	Please see the response to your comments IP-20b. Your specific suggestion has been routed to the design engineers for consideration.

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-21a	Sternoff	Ruth			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	After years of hard work, my family bought their dream home here at 1601 East Lake Sammamish Parkway NE in Sammamish. I am retired and live here with my family and have a vested interest in being part of this community. I take care of my 6-month-old grandson, interact with neighbors, and use the trail daily. There are a lot of young children in our neighborhood who play in our driveways and their safety is our highest priority. Currently, our private driveway is used by many bicyclists and pedestrians who veer off the main road and use our driveway as access to the trail, presenting an extremely dangerous situation for both homeowners and people looking to get on and off the trail.	Currently, there is a signed interim access path from the trail to the temporary parking lot above for trail users. This was installed in 2008 for trail users to get to and from the Parkway to the trail. A paved access ramp is proposed as part of the future Inglewood Hill Parking Lot project. This access is again intended for trail users to get to and from the Parkway to the trail. King County has not and does not encourage trail users to use Kokomo Drive as an access point to or from the trail. Based on the exclusive easement of Kokomo Drive, you may choose to implement additional measures to discourage the use of the driveway, including signing and gating. Please note that any work on King County property requires a Special Use Permit (SUP) from King County Parks.
IP-21b	Sternoff	Ruth			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	Now the County is telling us they want to make some changes to our property and, in fact, have some ownership in part of the property we purchased. What was shown on title, survey, and record for the property at 1601 East Lake Sammamish Parkway NE when it was purchased is now being dramatically altered so that the trail can be widened. While I recognize the public good of the trail and its proposed improvements, we pay a lot of property taxes here and deserve to have the property we paid for preserved and protected. We should not be treated differently than other land owners just by virtue of the fact we live in a certain area. The proposed changes will affect us directly and I'm now extremely concerned about my family's privacy and safety and feel the character of our neighborhood is being unfairly jeopardized.	Please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website: www.kingcounty.gov/eastlakesammamishtrail .
IP-21c	Sternoff	Ruth			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	All of the law suits and unrest this project has created is making me very skeptical of this governmental process. Now we are faced with the administrative process claiming what we purchased is something different and we are being forced to accept this as a new reality. I take issue with government believing they have any right to what we believe is our legal property. The authoritative decisions made by local government don't seem very transparent and it's not even clear who we should go to with our concerns. It sounds to me like government is changing the rules to suit your desired end result.	Comment noted. Please refer to the previous responses.
IP-22a	Jobe	Scott			1703 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	After reviewing the plans for the South Sammamish Trail Section 2b markers 470-473, I would like to mention the fact that there are no clearing and grubbing limits and feel that you should not move forward with the plan until a plan that shows the clearing and grubbing limits is available.	Thank you for your comment. All clearing and grubbing lines will be shown on the 90-percent plans.
IP-22b	Jobe	Scott			1703 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	The plan is also not ADA compliant for the owners of the property between Markers 470-473. The survey that the County took does not appear to be accurate according to surveys taken in the late 1990s.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-23	Pydimarri	Sri Deepthi			1548 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	Basic issues like: Traffic control, lighting after dusk, trespassing after permit hours. We also think it's a safety issue for the kids playing around, as ours is not a closed community. Especially during summer time, this place will get really busy and with the parking lot getting full people will start parking around the neighborhood.	Based on the exclusive easement of Kokomo Drive, you may choose to implement additional measures to discourage the use of the driveway, including signing and gating. Please note that any work on King County property requires a Special Use Permit (SUP) from King County Parks. Regarding the trail corridor, the ELST was purchased in 1998 with public funds for the benefit of all the citizens of King County. The proposed improvements to the corridor will increase the volume of use and number of "eyes" on the trail. The trail will not be illuminated; however, the parking lot will be. Neighbors who want to construct fences for privacy or security should do so at their property line.

Exhibit 59

SSDP2016-00414
001934

King County Response to Public Comments for ELST Inglewood Hill Parking Lot SSDP2016-00414

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response
IP-24a	Thomas	Steve							1/25/17	The abandoning of the gravel driveway next to the bike path would create a real hardship on those homes. These adjoining properties were provided legal access (by BNSF) to each lot via an access/egress and utility easement. The proposed new, only access in front of 1537 and 1539 would create a real hardship for those homes and make access to use the helicopter hanger, boat storage, and garage at 1533 extremely difficult. The garages at 1537 are not designed for entering from the north.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
IP-24b	Thomas	Steve							1/25/17	This, in conjunction with providing a degree of privacy, resulted in the creation of a landscaping hedge with retaining wall whereby 1531 was protected. This same landscaping buffer provides safety for the homeowner's use of his helicopter and landing area. The property at 1533 included the design of a helicopter garage with suite above.	Please see the response to IP-24a above. In improving the geometry of the access roads, there could be some impacts to landscaping. As a result of improving the geometry of the access roads, there could be some impacts to the landscaping. The impacts are being evaluated by the design team.
IP-24c	Thomas	Steve								The residents of this area have the following concerns: 1. The expanse of development 2. Loss of privacy 3. Access to their homes 4. Exposure to activities not present since 2003 5. Security issues 6. Safety issues with the use of a helicopter 7. Environmental issues 8. Utility issues 9. Intense use of the adjoining land 10. Disruptive Interim development issues 11. Devaluation to their investment 12. Aesthetic issues If anything can be done to consider even bringing the turn area toward the lake and continue the use of the existing driveway, it would be a significant advantage to the existing home owners and resolve one of their concerns.	Please see the response to IP-24a above. Please note that King County issued a Final Environmental Impact Statement in 2010 that addressed many of the concerns listed. The Final Environmental Impact Statement is available for review on the project website www.kingcounty.gov/eastlakesammamishtrail . With respect to the helicopter, the property owner operating the helicopter is responsible for the safety of adjacent neighbors and trail users.
IP-25	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	I request you to deny them a permit with the designs they are asking. Issues: ADA accessibility; emergency vehicles. Additional issue I would like to address is I do not believe the survey is correct the have on the plans. Another issue, there are no grub lines on 141, 142, 143; where are the limits of their work? (Photos included.)	There is no existing accessible (Federal ADA guidelines compliant) pedestrian route from East Lake Sammamish Parkway to any of the single-family residences that use Kokomo Drive. The final proposed changes to the Kokomo Drive/trail intersection area are being coordinated with Eastside Fire & Rescue. Field observations have been performed to confirm existing condition survey information. Any changes to that information will be included in permit and construction documents for the project. Clearing and grubbing limits have been added in some areas based on comments received. Thank you.
IP-26	Jobe	Jeff			1533 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/25/17	How do we appeal the process? How do we know if any changes will be made? Please put in the record of 470 to 473, this inquiry, and your answer.	Comment noted. This inquiry should be addressed by the permitting agency—the City of Sammamish.
IP-27	Pydimarri	Sri Deepthi	Dinesh	Bhag ya	1548 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17	See IP-23.	Please see the response to IP-23.

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-001	Jobe	Angela							1/27/17	Great concern for the removal of the gravel driveway at trail markers 470-473.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-002	Stock	Brandon							1/16/17		
TJ-002a	Stock	Brandon								1. Water Quality during construction at STA 463+50 to 464+22. Please provide details on how debris, runoff and other upset material will be contained and not discharged into the lake during construction.	The construction documents include Temporary Erosion and Sediment Control Measures. In addition, as construction approaches, a Stormwater Pollution Prevention Plan will be developed and the contractor will be required to obtain coverage under a construction NPDES permit.
TJ-002b	Stock	Brandon								2. It is not clear that the permit process has been completed for construction inside the wetland buffer located adjacent to my property. Please provide details on the permitting process as well as plans to protect and maintain this buffer during construction.	Both temporary and permanent impacts to wetlands and wetland buffers are addressed in the Revised Critical Areas Study (July 2017), available on the project website: www.kingcounty.org/eastlakesammamishtrail . The City is reviewing critical area compliance in conjunction with the shoreline substantial development permit application.
TJ-002c	Stock	Brandon								3. Access During Construction. Please provide details on how access will be maintained throughout the construction of the trail as well as a timeline for construction as soon as it is known. Including staging areas for construction, allowable alternate parking areas for resident access, etc.	King County will ensure residents have access to private property adjacent to the trail during construction. All private property owners adjacent to the trail will be able to access their property during construction with limited exceptions for safety reasons. It will be a condition of the construction contract (to ensure access) and the contractor will determine the means and methods for doing so.
TJ-002d	Stock	Brandon								4. Tree Damage/Removal. Is there a plan to survey during construction to ensure that tree damage including to the root systems of adjacent trees is maintained? I have reviewed the tree preservation plan, but there is no clear plan for ongoing inspection.	The project arborist will be involved during construction--first in ensuring that the correct trees are removed and then during earthwork to review disturbance to root systems.
TJ-002e	Stock	Brandon								5. Tree #8096 - is dead and leaning West. This should be added to the REMOVE list.	Thank you for providing this observation.
TJ-002f	Stock	Brandon								6. Tree #8093/8094. Please add this entire section to the REMOVE list as the trees are unhealthy and imminent threats to both the new trail and the West side property owners.	Thank you for providing this observation.
TJ-003	Ludlow	John T.			Hanson Baker, 2229 - 112th Ave NE Ste 200, Bellevue, WA 98004				1/27/17		
TJ-003a	Ludlow	John T.								Atty correspondence re: Objections to improvements outside the former 10-14 ft width of the tracks, ties and ballast.. The county does not own the land.	Please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website at www.kingcounty.gov/eastlakesammamishtrail .

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-003b	Ludlow	John T.								Atty correspondence re: Eliminating the gravel road will limit access, increase traffic and decrease safety, impede garbage pick-up, delivery, and emergency vehicles.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-003c	Ludlow	John T.								Atty correspondence re: Alternative Proposal Preserving Gravel Access Road.	Please see the response to TJ-003c above.
TJ-004	Hesse	Christina			1301 206th Ave NE	Sammamish	WA	98074	12/31/16	I use the trail regularly and support its development. I'd like to voice my concern about where you'll be storing equipment during construction. Currently there is a drainage project in progress on Inglewood Hill Road. Please let me know if there are any plans on using that segment on Inglewood Hill Road for equipment storage, and if so, I'd like to ask that you reconsider to give me and also my neighbors a break.	Thank you for your support. Regretfully, there are very few locations for construction storage along the corridor. Unfortunately, this area will likely be used once again as a staging area.
TJ-005	Jobe	Cynthia F.			1537 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/26/17		
TJ-005a	Jobe	Cynthia F.								The split driveway that services Trail Markers 470-473 culminates at our residence. ADA COMPLIANT. The Inglewood Hill Parking Lot/Trail 60% Plan needs to keep the existing or redesign to include an ADA Compliant driveway to the Kokomo Place residences.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-005b	Jobe	Cynthia F.								The split driveway that services Trail Markers 470-473 culminates at our residence SAFETY. Difficult for Emergency vehicles	Please see the response to TJ-005a above.
TJ-005c	Jobe	Cynthia F.								The split driveway that services Trail Markers 470-473 culminates at our residence. PRIVACY & SECURITY. Homeowners risk potential theft & vandalism due to the elimination of privacy landscaping. We would like the option to keep existing or plant new landscaping between the public trail and our residences not to exceed a height limit of six (6) feet. allowing the homeowner to install a security gate that aligns w the county's chain link fence would provide a deterrent and potentially lower the crime rate.	The intersection of the trail with the multi-leg driveway in the vicinity of your home limits opportunities for planting because of the necessity to ensure adequate sight distances for drivers and trail users. Areas that are temporarily disturbed during trail construction will be replanted. The 90-percent plans will include more landscaping details.
TJ-006	Staples	Coleen							1/26/17	I realize that improving the trail is a positive effort, but I ask that you pay owners for their land or find another way.	King County is improving the publicly owned ELST corridor. Please see the GENERAL KING COUNTY STATEMENT REGARDING PROPERTY RIGHTS IN THE EAST LAKE SAMMAMISH RAIL CORRIDOR on the project website at www.kingcounty.gov/eastlakesammamishtrail .
TJ-007	Tuohy	Chris							1/27/17		
TJ-007a	Tuohy	Chris								We are owners of recreational lot PL 38, which sits between Stations 466 and 467 and between Stairs 90 and 91 on the Master Plan. <ul style="list-style-type: none"> • STAIRS AND SHARED ACCESS What factors impacted the decision to propose shared access for the South trail segment? 1. What are the proposed plans to ensure that property owners have safe, adequate and accessible routes to access to their property?	Your recreational property is accessed from the ELST corridor--a public park. As part of the ELST improvements, a new retaining wall will be constructed on the west side of the trail. Because the only land access to your lakefront property is by crossing the trail, stairs will be provided. These stairs stairs may look different or be in a different location than the existing access, and they may be shared. Adjacent property owners may request additional access improvements to meet specific access needs via Special Use Permit following trail construction.

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-007b	Tuohy	Chris								<ul style="list-style-type: none"> • STAIRS AND SHARED ACCESS 2. What are the proposed plans for deterring trespassing, loitering and illicit behavior along the trail buffer?	The 60 percent design for the trail provides for removal of private fences that inhibit or restrict public access to parkland. King County will not typically be reconstructing fences immediately adjacent to the trail unless required by code to protect trail users from edge hazards, discourage intrusion into critical areas, or separate trail use from parallel vehicular use. A chain link fence will be located on the retaining wall bounding the west side of the trail in the vicinity of your property with an opening in the fence where the stairs are located. Gates are not proposed. Neighbors who want to construct fences and gates for privacy or security should do so at their property line.
TJ-007c	Tuohy	Chris								<ul style="list-style-type: none"> • STAIRS AND SHARED ACCESS 3. What are the proposed plans to ensure the stairways can accommodate recreational equipment?	Please see the response to SB-007a. Neighbors may request additional access improvements via Special Use Permit following construction.
TJ-007d	Tuohy	Chris								<ul style="list-style-type: none"> • PARKING LOT AND RESTROOM FACILITY Will the parking lot be closed to cars before dawn and after dusk? If we have a car parked in the parking lot after dark will we be able to get out of the parking lot or will it be locked in somehow?	King County Park facilities are open from dawn to dusk. The facility will not be gated.
TJ-008	Bernard	Denise	Bernard	Tim	2653 E Lake Sammamish Pkwy SE	Sammamish	WA	98074	1/27/17		
TJ-008a										The area of concern is between markers 314 + 46.38- 314+74.22 regarding the private driveway #4 on our property. Both of the trail project's existing plans and proposed plans are not reflective of the current easement road and driveway locations on our property.	For some time, King County Parks has been working with the developer to provide a safe crossing and address design issues and will continue to do so. Limited use of Parks property will be allowed to provide access. It may not take the form that the developers desire but it will accommodate access to the property. Any questions about the location of the driveway within the developed property outside the trail corridor should be directed to the City of Sammamish since they have approved the development.
TJ-008b										In addition, an electrical gate is to be installed where the driveway meets the trail crossing to the other two new homes being built on the water for this gated community.	Please see the response to TJ-008a above. King County will not ordinarily allow private gates on public parkland. They may be placed at the property line.

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-008c										Also, there is a large green utility box that has been installed last year at the end of the driveway.	<p>Any questions about the location of the driveway within the developed property outside the trail corridor should be directed to the City of Sammamish since they have approved the development.</p> <p>In order to avoid potential damage during construction of the ELST, adjacent property owners with utilities in the ELST corridor should provide specific notice to King County about utility type and their location. The notice should include all available information, (permits, plans, engineering, etc.) regarding the type and location of utilities on Parks property.</p> <p>As part of the development of 90-percent plans, King County is collecting more as-built information to reflect the location of existing utilities. Permitted utility connections across the corridor will be maintained during and after construction. During construction, there may be periodic shutdowns; however, King County will provide advance notification of planned shut downs; damage to existing, permitting utilities will be repaired by Contractor.</p> <p>If your utilities were not previously permitted through King County, you will be required to apply for a Special Use Permit. If allowed, the utilities will also need to be upgraded to current code in order to protect workers and users within the trail corridor.</p>
TJ-008d										We have been told by the developer, Upinder Dhinsa from Lake Sammamish Estates, LLC that he has been working closely with both the county and the City of Sammamish regarding this design. Can you please keep us abreast of any concerns or changes regarding this driveway crossing design.	Please see the response to TJ-008a above.
TJ-009	Marshall	Frank			659 E Lake Sammamish Pkwy SE	Sammamish	WA	98074	1/10/17		
TJ-009a										1. I have looked at completed sections of the trail down towards Issaquah and see that a split rail is possible on top of a wall and would like to convince you to change the chain link to split rail in this section of the trail.	The type of fence used depends on the height of the wall. Split rail fence is only used in limited situations because it doesn't provide the same level of protection as a chain link fence.
TJ-009b										2. pipe is planned to go under the trail from the east side of the trail to the west. The pipe on my property is only 12 inches in diameter. If the pipe under the trail is 24 inches, the result could be flooding on my property which could be avoided if the pipe under the trail matches my property at 12 inch diameter. Any backup would occur on the east side of the trail and is buffered to flow north between the trail and the parkway thus avoiding any chance of flood damage.	King County appreciates information about the downstream drainage system. We will review and consider it during final design.
TJ-010	Bird	Jan			3310 221st Ave SE	Sammamish	WA	98075	1/27/17	There are trees 8645 to 8650 and 8654 that are to be removed and I assume all the shrubs underneath it as well. This is one section where I would be willing to settle for elimination or narrowing of the shoulder for a short distance if a 12' wide trail can still be built there.	King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. In the vicinity of your comments, approximately 23 significant trees are been avoided. However, there are a number of factors that determine the trail alignment including building the trail within a narrow corridor, steep terrain, and avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Accommodating the wider trail to meet these criteria does require removing some trees to build a trail that is safer and more accessible to people of all ages and abilities. Of the dozens of trees in this vicinity, the arborist has only identified 11 that must be removed.

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-011	Stenson	James							1/26/17	I will be happy to go on record as saying that King County has been unresponsive, unprepared and unwilling to do anything other than what they want to do. No consideration for anything other than their own poorly engineered agenda. Property rights, common safety, common courtesy are not issues that they care to address or in which to engage.	Comment noted.
TJ-012	Hollomon	Michelle							1/23/17	King County forward of comments - Access to Inglewood Beach Club this summer?	Construction did not affect access this past summer.
TJ-013	Mathy	Mike	Mathy	Sara					1/27/17	Concern over the expansion and pavement of the trail in the city of Sammamish. Our biggest concern remains the removing of the buffer between the trail and homeowners to the West of the trail. The county already does a horrible job keeping up the existing trail. Maintenance and upkeep are virtually non-existent. The trail is littered with garbage, animal waste, and overgrown weeds. And no one at any level enforces the "rules" of the trail that exist today (in particular -- stop signs, dog waste, leash laws, speed, staying on the trail, access to the trail, and adherence to hours of operation during daylight hours only). Expansion of the trail will only exacerbate these issues, and become a bigger headache for property owners and city officials in the future.	Your comments are noted. Improvements are occurring within the County-owned ELST corridor--public parkland. The trail corridor is typically much wider than the area of trail improvements. Property owners wanting to install fences or landscaping for privacy, security, or buffering should do so at the property line or on their property.
TJ-014	Hollomon	Michelle							1/23/17	see TJ-12	Please see the responses to TJ-012.
TJ-015	Grams	Ryan	Gershman Family		1531 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17		
TJ-015a	Grams	Ryan								There are many issues that will be caused by the current design. A life and safety issue at the top of the list. The proposed access to our home according the plan is very dangerous, and more than likely non-conforming to current code conditions.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. Any revisions to the driveway will be reflected in the 90-percent plans.
TJ-015b	Grams	Ryan								Finally, does the county really have rights up to everyone in my neighborhoods' front doors?	Yes, in many cases this is the situation. In years past, to maximize the use of their own property, many residents chose to build zero lot line homes, building right up to their property line. As a result the front door sometimes is on the property line with their front door landing on County owned trail corridor. The East Lake Sammamish Trail corridor boundary shown on the design plans and staked in the field was established by holding the centerline alignment according to the East Lake Sammamish Trail right of way exhibit (King County Roads Services Map 311-99). This survey determined the centerline by locating the east rail as it existed at the time of the survey. The sidelines of the corridor are shown based on this right of way exhibit and the quit claim deed to the County recorded under Auditor's file number 9809181252 records of King County. In some areas, additional changes subsequent to the 1998 documents have been reflected in the corridor boundary when the conveying document could be identified and depicted. If you have additional information that we should be aware of, please call our hotline 1-888-668-4886.
TJ-015c	Grams	Ryan								As proposed the current plan will strip our ability to be served by any large vehicles.	Please see the response to TJ-015a above.
TJ-015d	Grams	Ryan								I propose that the neighborhood use the current driveway exclusively for ingress, and the proposed driveway for egress.	Please see the response to TJ-015a above.

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-016	Johnson	Richard	Wagner	Cheryl	20035 SE 27th Pl	Sammamish	WA	98075	1/27/17	Trail Supporter	Thank you for your support of the East Lake Sammamish Trail.
TJ-017	Oien	Steve			1633 209th Pl NE	Sammamish	WA	98074	1/27/17	Trail Supporter	Thank you for your support of the East Lake Sammamish Trail.
TJ-018	Schwab	Sarah			1601 E Lake Sammamish Pkwy NE	Sammamish	WA	98074	1/27/17		
TJ-018a	Schwab	Sarah								On the subject of privacy-I'd ask the city to reconsider its landscaping plans for this area, taking into account our privacy and permitted fence that was demolished.	The intersection of the trail with the multi-leg driveway in the vicinity of your home limits opportunities for planting because of the necessity to ensure adequate sight distances for drivers and trail users. Areas that are temporarily disturbed during trail construction will be replanted. The 90-percent plans will include more landscaping details.
TJ-018b	Schwab	Sarah								On the subject of safety-The current plan has traffic rerouted to drive through the sport court, creating a significant safety risk for our children's play area and community gathering space.	In response to public comments received, King County is re-evaluating design options that would allow the driveway to remain open instead of removing it as shown on the 60-percent plans. The design will focus on reducing the skew of the current crossing while allowing access for emergency and larger vehicles. All improvements are occurring within the ELST corridor.
TJ-018c	Schwab	Sarah								On the subject of safety - My second safety concern is around cyclists. We've had countless conversations with cyclists who wanted to continue on the most direct paved path which led them up our private driveway. We're very concerned about a collision and have been documenting instances of cyclists using our private driveway.	Currently there is a signed interim access path from the trail to the temporary parking lot above for trail users. This was installed in 2008 for trail users to get to and from the Parkway to the trail. A paved access ramp is proposed as part of the future Inglewood Hill Parking Lot project. This access is again intended for trail users to get to and from the Parkway to the trail. King County has not and does not encourage trail users to use Kokomo Drive as an access point to or from the trail. Based on the exclusive easement of Kokomo Drive, you may choose to implement additional measures to discourage the use of the driveway, including signing and gating. Please note that any work on King County property requires a Special Use Permit (SUP) from King County Parks. King County is designing the trail to meet the highest safety standards.
TJ-019	Greenwood	Loren	Greenwood	Terri					1/2/17	I own a house in the Lake Sammamish Beach Club Neighborhood and wondered if our Beach Club Community lot on Lake Sammamish will be in any way effected by the impending trail and parking lot development?	King County will ensure residents have access to private property adjacent to the trail during construction. All private property owners adjacent to the trail will be able to access their property during construction with limited exceptions for safety reasons. The existing stairs on the west side of the trail are not impacted.
TJ-020	DeMeester	Wayne							1/13/17		
TJ-020a	DeMeester	Wayne								On their drawings are lot is in between 462 & 463. I have a number of questions in regard to the construction. They show a shared entrance to our property and the property owner to the north. Is there a gate on this entrance?	Your recreational property is accessed from the ELST corridor--a public park. As part of the ELST improvements, a new retaining wall will be constructed on the west side of the trail with a chain link fence on the top. No gate is proposed at the location of the shared access. Neighbors wanting to install fences and gates for security should do so at the property line.
TJ-020b	DeMeester	Wayne								I have a number of questions in regard to the construction. A shared entrance is a problem from a securing our gate with a lock. How is this addressed by construction?	Please see the response to TJ-020a above.

Index Number	Last Name 1	First Name 1	Last Name 2	First Name 2	Address 1	City	State	Zip Code	Comment Date	Comments Summary	Response:
TJ-020c	DeMeester	Wayne								I have a number of questions in regard to the construction. The new wall that is proposed is approximately 15 feet to the west of the existing trail. This seems to be a major revision of the trail which makes this now a 33' wide trail through this section. Why such an intrusion on our property?	The trail is widened to the west in the vicinity to avoid the wetland on the east side of the trail and to preserve the existing access from the Parkway. The trail is 18 feet wide.
TJ-020d	DeMeester	Wayne								During construction what provisions are made do as to have access to our property?	King County will ensure residents have access to private property adjacent to the trail during construction. All private property owners adjacent to the trail will be able to access their property during construction with limited exceptions for safety reasons. The existing stairs on the west side of the trail are not impacted.