

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
1-001	Muckleshoot Tribe	Walter	Critical Areas	Collect and compare stream data per WAC 222-16-031.	Please see separate letter, responses to comments, and supporting technical memorandum.	
1-002	Muckleshoot Tribe	Walter	Critical Areas- Culverts	Replace all fish barriers (22 of them total) with fish passable structures.	Please see separate letter, responses to comments, and supporting technical memorandum.	
1-003	Muckleshoot Tribe	Walter	Critical Areas- Stream Impacts and Mitigation	Request further information re: extent of buffer impacts (i.e. numbers, sizes, and tree species), mitigation planting details. Concerns with wood recruitment.	Please see separate letter, responses to comments, and supporting technical memorandum.	
1-004	Muckleshoot Tribe	Walter	Critical Areas- Wetland Impacts and Mitigation	Off-site mitigation at Sammamish Plateau does not appear to be sufficient to support the level of mitigation necessary. More info requested (i.e. how mitigation credits were determined, how onsite areas were evaluated).	Please see separate letter, responses to comments, and supporting technical memorandum.	
1-005	Muckleshoot Tribe	Walter	Critical Areas- Shoreline Impacts	Outfall relocation. Recommend it be set back and area between lake and outfall planted with native veg.	Please see separate letter, responses to comments, and supporting technical memorandum.	
2-001	Citizen	Kirkpatrick	Landscaping – Trees	Unhappy that City of Sammamish “granted permission” for tree removal. Requesting tree retention.	King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. 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. King County's maintenance crew only removes trees that are unhealthy or pose a safety risk to the public. The County's contractor will only remove the trees necessary to build the trail. As defined in the Sammamish Municipal Code, significant trees are coniferous trees with a diameter of 8 inches or greater and deciduous trees with a diameter of 12 inches or greater at breast height (DBH), or approximately 4 ½ feet above ground. Based on the 95% plans, there were 250 significant trees identified in South Sammamish Segment A. Of the 250 significant trees assessed by the arborist, 29 significant trees will be removed. See the 95% Preliminary Tree Preservation Plans online: www.kingcounty.gov/eastlakesammamishtrail .	
2-002	Citizen	Kirkpatrick	General	Unhappy with trail re: private property rights, trees. Stop improving the trail.	The planned improvements are within the publicly-owned right of way, purchased by King County in 1998. The County's intent to ultimately widen and pave the trail has been documented in public meetings and environmental documents for over a decade. The intent is to provide a trail facility that can accommodate people of all ages and abilities.	
3-001	Citizen	Hastings	Landscaping- Trees	Significant trees and 1 Heritage Tree near 206th Ave SE. SAVE	King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. The 52 significant trees and one heritage tree you've identified, immediately south of 206th Ave SE are not located within the clearing and grubbing limits and should be saved. These trees were not tagged originally because they are located behind a board fence and therefore difficult to access. Based on your concern, King County has since tagged the trees and confirmed the disposition. See Sheets TP2 and TP3 of the 95% Tree Preservation Plans available online: www.kingcounty.gov/eastlakesammamishtrail .	TP2 and TP3
3-002	Citizen	Hastings	Design - Stormwater Compliance	Ecological impacts to lake due to increased stormwater. Drainage issues to private property owners due to increased impervious	King County is designing the trail in accordance with the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. The City of Sammamish will confirm compliance during the permit review process.	

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EXHIBIT 4

MAY 0 12 2015

CITY OF SAMMAMISH

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
3-003	Citizen	Hastings	Design - Sight Distance Triangles	Unhappy with sight triangles, exceed County's standards	Safety is King County's highest priority. Trail intersections with driveways and roadways are designed to allow trail users and drivers crossing the trail to clearly see one another. Sight distance triangles for the East Lake Sammamish Trail are calculated from the perspective of the stopped vehicle. Vehicle sight distance guidelines are based on national standards outlined by AASHTO in A Policy on Geometric Design of Highways and Streets, 2011 (Green Book) and also the City of Sammamish Public Works Standards, 2000. The 95% plans show reduced sight distance triangles, based on a combination of reducing the design speed slightly and applying City standards. Documents providing a full explanation of how King County determines site distance triangles for this project are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail . Click on Sight Distance Triangles.	
3-004	Citizen	Hastings	General	Unhappy that permits were waived to replant, repair fencing at 206th Avenue SE.	King County is reviewing this comment.	
4-001	Citizen	Behringer	Critical Areas-Fish Habitat	What is the status and availability of plans to make George David Creek, a kokanee stream fish passable as part of the trail construction? Same question for Zaccuse, Ebright, Pine Lake, and several other streams.	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. All of the referenced streams are in South Sammamish Segment B, however King County will provide a response to your comments. King County has been and will continue to work with the Lake Sammamish Kokanee Work Group to identify opportunities where King County can support their objectives. For example, the North Sammamish Segment included construction of four (4) fish-passable culverts. King County is committed to and currently identifying and evaluating the best locations for constructing additional fish passable culverts in South Sammamish Segment B.	
4-002	Citizen	Behringer	Critical Areas- Stream buffers	Emphasis on trees retention. "Trees on the sides of the Lake Sammamish creeks that cross the trail are essential for fish habitat. The tree retention study for Section 2B, as it gets going, needs to have a category for trees within stream buffers, and the Remove, Save, Monitor decisions for these trees are necessarily different than for other trees not within or near stream buffers."	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Trees located within stream buffers are regulated under the City of Sammamish Critical Areas Ordinance. In compliance with these regulations, King County avoids and minimizes impacts to stream buffers first. In South Sammamish Segment A, direct stream impacts have been avoided. However as requested by adjacent homeowners and the City of Sammamish, King County has moved the trail as far east as possible resulting in stream buffer impacts totaling 0.15 acre. These impacts will be mitigated onsite near Stream 0163. The impacted buffer areas are primarily vegetated with herbaceous species that are currently disturbed by routine trail maintenance activities. Also included in the impacted buffer areas are landscaped plants associated with adjacent residences, Himalayan blackberry, and some patches of native trees and shrubs. Additional details are provided in the Critical Areas Study, available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail . A tree preservation plan for South Sammamish Segment B will be developed as design progresses for that trail segment.	
4-003	Citizen	Behringer	Design	Requesting more detail re: fish weirs and box culverts	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. King County is not proposing to construct fish weirs or box culverts in South Sammamish Segment A. As stated above, King County is committed to and currently identifying and evaluating the best locations for constructing additional fish passable culverts in South Sammamish Segment B.	

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4-004	Citizen	Behringer	Critical Areas – Significant Trees	As early as possible, interact with the public and local landowners about the specific plans for significant trees along the trail generally and near fish streams.	In summer 2014, King County held five (5) meetings along the trail with adjacent property owners in South Sammamish Segment A. These meetings included tree removal discussions. Additionally, several individual meetings have been held and comments have been received through the project hotline and email. Based upon comments received, King County's Design Team prepared Tree Preservation Plans which are posted on the project website at www.kingcounty.gov/eastlakesammamishtrail . The Tree Preservation Plans specifically identify significant trees within the clearing and grading limits and within 10 feet beyond the clearing and grading limits that will be removed, monitored and saved. King County will continue to communicate with adjacent property owners as trail design progresses in South Sammamish Segment B, with meetings along the trail anticipated this summer. Please note, King County is and will continue to meet with adjacent property owners as requested. Also, all comments submitted through the project hotline and email are and will continue to be reviewed and considered.	
4-005	Citizen	Behringer	Critical Areas- Fish Habitat	The trail planning process needs to include coordination with and information to the groups working on restoring historical kokanee habitat in the various streams. Specifically, the process can provide the opportunity for the public and private groups and local landowners to 'connect the dots' on George Davis Creek to allow kokanee to pass to the east of the Parkway and up onto the plateau, as they do on Ebright creek. There should be a plan.	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. King County is not proposing to construct fish weirs or box culverts in South Sammamish Segment A. King County has been and will continue to work with the Lake Sammamish Kokanee Work Group and adjacent property owners, as design of South Sammamish Segment B progresses. King County will consider existing stream improvement plans and feasibility studies for streams crossing the trail corridor when developing the fish passage improvements that will be designed as part of the East Lake Sammamish Trail project. However, King County will not be developing a restoration plan for George Davis Creek as part of the trail project.	
4-006	Citizen	Behringer	Critical Areas- Wetland	Who decides what is a wetland versus a ditch? The City, the County, the State? What did the water passage of the very small creeks look like before the interim trail was built? Before the railroad.	Wetlands, streams and ditches are identified and delineated by the project scientists (wetland biologists) using city, state, and federal environmental regulations and guidance. Over the last 14 years, the environmental conditions along the East Lake Sammamish Corridor have been thoroughly investigated. The findings for South Sammamish Segment A are documented in the Critical Areas Study, as previously mentioned. The federal, state and city permitting agencies which regulate wetlands, streams, and ditches review, verify, and make the final determination on these features during permit review. Please note that there is very little historic or current information on the "very small creeks", therefore, the project team cannot comment on what the water passages looked like prior to railroad construction.	
4-007	Citizen	Behringer	Critical Areas – Fish Habitat	There could be fish passability on the divided creek at 1139 East Lake Sammamish Parkway. Who will be looking at this?	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. The divided creek at 1139 East Lake Sammamish Parkway is in South Sammamish Segment B and will be evaluated for fish passage culvert improvements as the design for this trail segment progresses.	
4-008	Citizen	Behringer	Critical Areas- Wildlife	How is the issue of wildlife passage along the trail being addressed? There should be a policy in place	The Environmental Impact Statement (EIS) Section 3.4.6 discloses potential impacts to wildlife. Provisions for allowing wildlife passage at intervals along the trail include: the use of split rail fencing adjacent to environmentally sensitive areas such as wetlands and streams, intersecting driveways, and gaps between the fences. The EIS is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail .	

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5-001A	Citizen	Hamilton	Critical Areas – Tree Protection	TREE REMOVAL. Discussion of northern portion and how 1000+ trees were cut down (according to a Sammamish City Councilman) with no regard to whether the trees are high value and without the County being willing to exercise flexibility to save trees.	<p>King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. To clarify, a total of 145 trees meeting the City's definition of a significant tree were removed in the North Sammamish segment. As defined in the Sammamish Municipal Code, significant trees are coniferous trees with a diameter of 8 inches or greater and deciduous trees with a diameter of 12 inches or greater at breast height, or approximately 4 ½ feet above ground.</p> <p>In South Sammamish Segment A, the alignment of the trail has been reviewed and revised to make every effort to preserve trees. In this segment, 250 significant trees were identified within the clearing and grading limits and within 10 feet beyond the clearing and grading limits. Of the 250 significant trees assessed by the arborist, 29 significant trees will be removed. A detailed description of the methodology for evaluating significant trees and the arborist's findings are available in the Preliminary Tree Preservation Plans. These plans are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p>	
5-002A				VEGETATION REMOVAL. The Southern Portion has vast sections in which trees and shrubs are immediately adjacent to the existing gravel trail. These trees provide not only environmental benefits but also a shady, visually-pleasing corridor.	<p>Where vegetation removal is unavoidable to construct the wider trail and improve safety, the project also includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none"> • Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained. • The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion. • Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor and provide habitat for wildlife. • Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. • In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity. <p>The landscape plans are included in the 95% plans, which are available for review or download on the King County project website: www.kingcounty.gov/eastlakesammamishtrail.</p>	
5-003A	Citizen	Hamilton	Critical Areas – Wetland Protection	DEFINED WETLANDS. Surprised that trees would be sacrificed to protect wetlands. In most of the trail, any "wetland" is a ditch. Going to an 18 foot wide trail means the County has to realign the ditch anyway - what's another foot or two. I have yet to see a Class 1 wetland.	<p>King County is required by local, state, and federal regulations to avoid impacts to environmentally sensitive areas such as wetlands, including Class 2, 3, and 4 wetlands. Biologists delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over the years, King County has completed a thorough assessment of wetlands along the trail corridor. Likewise, streams have been identified based on local and state definitions. The findings of this work are documented in the Critical Area Study, which is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p> <p>In many areas in South Sammamish Segment A, there is a wetland on the north/east side of the trail. In those locations where the trail alignment moves into the critical area buffer, those impacts will be mitigated. The trail cannot be moved further north/east without filling the wetland. As a result, the balance of the widening is to the west.</p>	

East Lake Sammamish Trail – South Sammamish Segment A
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5-004A	Citizen	Hamilton	Critical Areas – Wetland Protection	ECOLOGICAL FUNCTION OF WETLANDS. Even if ditches are wetlands, sacrificing trees does even more damage. Trees capture stormwater runoff and stabilize steep slopes. The eco-damage to removing the trees is probably worse than impacting the ditch "wetlands."	See previous responses.	
5-005A	Citizen	Hamilton	Critical Areas – Wetland Protection	ONSITE WETLAND MITIGATION. Mitigate wetland encroachment by creating, enlarging or enhancing wetlands within the Southern Portion.	The 95% plans and Critical Areas Study have been modified to provide onsite mitigation. For additional information, the Critical Areas Study and the 95% Preliminary Tree Preservation Plans are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail .	LA Sheets
5-006A	Citizen	Hamilton	Design - Deviations	<i>DESIGN FLEXIBILITY. The County has it within its discretion to be flexible. See SE 8th St. in Sammamish east of 228th Ave. SE. There are three lanes until you get to the bottom then it's two lanes through a wetland. This was a County project when it was done. Thus, in tight areas that have slopes, particularly constrained areas and areas where trees are prevalent, narrowing the trail slightly and/or realigning the trail slightly makes more environmental and economic sense.</i>	During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18 feet to 30 feet. Safety and accessibility for trail users of all ages and abilities are the County's top priorities. After environmental review and during subsequent design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This cross-section includes a 12-foot wide paved trail with a 2-foot soft surface shoulder and a 1-foot clear zone on both sides for runners and joggers to enjoy. This section meets regional trail standards and national safety guidelines in the American Association of State Highway and Transportation Officials (AASHTO) 2012 Guide for the Development of Bicycle Facilities. As discussed above, the 18-foot wide trail alignment is the preferred option to minimize impacts to adjacent homeowners and environmentally sensitive areas.	
5-001B	Citizen	Hamilton	Design – Deviations	<i>In my previous comments I referred to a telephone conversation I had with Gina Auld last month, in which she said no deviations from trail standards set forth by the county and federal agencies could be made; and that no minor alignment adjustments to take into account saving trees and other considerations could be made because of wetland issues. The County's application calls for a 12 ft wide pavement, two foot gravel shoulders on each side and a one foot clear zone on each side. Ms. Auld said these are, essentially, cast-in-stone standards.</i>	In recent meetings with City of Sammamish staff and elected officials, King County agreed to be more flexible regarding the standards. King County is committed to reviewing options for reducing the impacts to adjacent trees and screening landscape. King County acknowledges that deviations from design standards and guidelines have occurred within the East Lake Sammamish Trail corridor. These deviations reflect site-specific constraints within the corridor. For example, in several places in the corridor, King County has opted to use the existing 10-foot-wide railroad bridges to minimize impacts to the underlying streams. These bridge areas represent approximately 100 linear feet in a corridor that is over 10 miles long.	
6-001	Citizen	Menezes	Shoreline Code Requirements	Citation of RCW 90.58.020 and Sammamish SMP 25.05.030. <i>Shoreline Management Act: Preserving natural character of the shoreline and protect resources and ecology, prioritized above increasing recreational opportunities.</i>	King County has minimized impacts to the shoreline and critical areas by encompassing the existing gravel trail and then shifting the alignment for widening to avoid and minimize critical area impacts. King County has extensively investigated the critical areas along the trail corridor and the associated regulatory requirements, as documented in the Critical Areas Study. The proposed project is consistent with City trail corridor development standards (SMC 21A.30.210(1) - Use of Existing Corridors) and also consistent with the City's permitted alterations to wetlands and streams (SMC 21A.50.300(10); SMC 21A.50.340(7)). For additional information, the Critical Areas Study is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail .	
6-002	Citizen	Menezes	Shoreline Code Requirements	<i>The Sammamish SMP requires 80% retention of trees in the in the shorelines of Beaver Lake and Pine Lake (SMP 25.06.020 (12). This requirement improperly dropped from Lake Sammamish, and the lack of such a standard for Lk Sammamish is incompatible with the goals of the SMA.</i>	King County is required to comply with applicable code requirements. As noted, these higher tree retention requirements are not applicable along Lake Sammamish.	
6-003	Citizen	Menezes	Shoreline Code Requirements	<i>The City's SMP also requires in section 25.1 as well as 25.03.020 (8) that there be no net loss of shoreline ecological function.</i>	Please see previous responses. King County has prepared and submitted a Critical Areas Study that discusses compliance with the City's code requirements for critical areas and shorelines.	

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6-004	Citizen	Menezes	Shoreline Code Requirements	Citation of 25.07.100 (7) which states that: "To the extent possible, vehicle and pedestrian circulation systems shall be designed to minimize clearing, grading, and alteration of topography and natural features. Roadway and driveway alignment shall follow natural contours and minimize width to the maximum extent reasonable." Section 25.07.100 applies to the trail as per 25.07.100 (1) which states: "The following regulations for transportation use shall apply to any use or development where transportation infrastructure is, or is proposed to be, a primarily land use, including new or expanded roadways, trails, non-motorized facilities and parking facilities."	<p>King County has minimized the amount of clearing, grading, and alternation of topography and natural features by starting with the existing gravel trail and then adjusting the alignment for the wider trail to minimize impacts to critical areas and to maintain existing topography at trail and driveway intersections, as well other considerations such as preservation of access, parking, and significant trees.</p> <p>During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18 feet to 30 feet. Safety and accessibility for trail users of all ages and abilities are the County's top priorities. After environmental review and during subsequent design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This section includes 2-foot soft surface shoulders and 1-foot clear zones on both sides of the 12 foot trail for runners and joggers to enjoy. This section meets regional trail standards and national safety guidelines in the American Association of State Highway and Transportation Officials (AASHTO) 2012 Guide for the Development of Bicycle Facilities.</p>	
6-005	Citizen	Menezes	Critical Areas – Significant Trees: South A Trail Section	Background re: BNSF corridor maintenance and how those activities compare with the proposed new trail widening.by widening the trail corridor to 18 feet plus 25-30 feet of 'clearing and grubbing' for construction access, requires removal of essentially 100% of the trail-side trees.	<p>The planned improvements are within the publicly-owned right of way, purchased by King County in 1998. The County's intent to ultimately widen and pave the trail has been documented in public meetings and environmental documents for over a decade. The intent is to provide a trail facility that can accommodate people of all ages and abilities.</p> <p>King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. In South Sammamish Segment A, the alignment of the trail has been reviewed and revised to make every effort to preserve trees. In this segment, 250 significant trees were identified within the clearing and grading limits and within 10 feet beyond the clearing and grading limits. Of the 250 significant trees assessed by the arborist, 29 significant trees will be removed. A detailed description of the methodology for evaluating significant trees and the arborist's findings are available in the Preliminary Tree Preservation Plans. These plan are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p>	
6-006	Citizen	Menezes	Critical Areas – Significant Trees: South A Trail Section	Trees far away from the trail (25 to 50 feet from center line) maintained by neighboring homeowners are not materially part of this project and should not count as retained for purposes of the SSDP permit. Even impermissibly counting these trees, the county's own tree preservation plan envisions retaining only 73 of the 194 significant trees (37.6%) in this section. A further 51 trees are only identified as "save as possible." This plan does not even inventory the hundreds more beautiful trees, slated for removal, that do not meet the stringent test of significance.	<p>To date, the total number of trees within the typical 100-foot wide County right of way has not been quantified. The Tree Preservation Plans identify only those trees within the trail project's clearing and grading limits and within 10 feet beyond the clearing and grading limits. Many significant trees outside the trail project footprint will be retained, however they have not been inventoried and are not included in the Tree Preservation Plans.</p> <p>City of Sammamish regulations do not require an accounting of the removal of trees that do not meet the definition of significant. However, King County considers landscaping and vegetation, as well as many other factors, in determining trail alignment. The ELST trail project includes extensive re-landscaping of the corridor. The landscaping plans are included in the 95% plan set, available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p>	

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6-007	Citizen	Menezes	Design - Deviations	Suggestion of narrowing the footprint to reduce impacts to mature trees. <i>The majority of trail in King County are much less wide than the current proposal, and they provide public recreation without destroying the natural environment.</i>	<p>As noted in a previous response, wider trail alternatives were considered during the environmental review phase, however, the preferred option is the narrower footprint of 18 feet. This section includes a 12-foot paved trail with a 2-foot soft surface shoulder and 1-foot clear zone on both sides for runners and joggers to enjoy. This section meets regional trail standards and national safety guidelines in the American Association of State Highway and Transportation Officials (AASHTO) 2012 Guide for the Development of Bicycle Facilities.</p> <p>Please see previous responses regarding protection of the environment.</p> <p>Regional trail design has evolved over several decades. Early paths were built with fewer users in mind and/or with features that are no longer standard. The most popular of these facilities are gradually being upgraded when possible to handle current and future trail uses and volumes. All of the trails that King County now has in development have a minimum of 12 feet of pavement and two 2-foot shoulders.</p>	
7-001	Citizen (President of	Duvernoy	General	Letter of support	Thank you for your support of the East Lake Sammamish Trail project. We appreciate your continued engagement in the project as we move forward to complete the South Sammamish Segment.	
8-001	Citizen	Brown	Property – Section 7	<i>....the County's application for a Shoreline Substantial Development Permit is deficient because the County has not resolved its legal rights to my property reversionary rights of railroad right-of-way deed holders, the federal appeals courts have held that our properties in Section 7 were originally acquired by an Adverse Easement, not Adverse Possession as the County claims...all the County has is an easement, not fee simple title...subsurface right (drainage, etc.) are limited, as is the proposed width of their expansion, since the original easement was for "railroad operations," the scope of which is much narrower (track and ballast) than the proposed 18' wide trail. Before this permit can be issued, the County must resolve this legal issue with those of us in Section 7 who hold Adverse Easement title...</i>	<p>The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Your property is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment.</p> <p>King County purchased the ELST in 1998 and acquired all of the railroad's property rights including property rights in Section 7. The ELST is a "railbanked" corridor under the National Trails System Act (see 16 U.S.C 1247(d) and accompanying regulations at 49 C.F.R. 1152.29). When a rail corridor is railbanked, trail use of the corridor is authorized by federal law and the corridor is preserved for possible future reactivation of rail service. Regardless of how the underlying property interest was obtained by the railroad, whether by deed, federal land grants, or adverse possession (a method of obtaining land through possession and use), federal "railbanking" authorizes interim trail use in the corridor. King County has sufficient property interests to build, operate and maintain a trail on the ELST corridor.</p>	
9-001	Citizen	Hornish	Design – Emergency Vehicle Access	Mint Grove resident. <i>Movement of the trail to the West could reduce the lateral clearance necessary for emergency vehicle access to my house...Currently we have additional space to the East of the easement (before coming to the trail) that is open and available...</i>	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment; Emergency access is an important design consideration. King County has been and will continue to work closely with Eastside Fire and Rescue to maintain emergency access to private properties as design progresses on South Sammamish Segment B.	

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9-002	Citizen	Hornish	Design – Placement of stop signs	Mint Grove resident. ...moving the stop signs to where the motorists using this crossing will be required to stop instead of the users of the trail (as it is currently) is unreasonable... The Stop Sign memo on King County's website states that the criterion to be used when deciding where stop signs should be located is as follows: "Roadway and intersection design principles give right of way priority to the higher volume/higher speed approach." However, it then states that since the trail users are not required to stop for private drives, the stop signs will be moved to the private motorists' crossing without any discussion or assessment of the "higher volume/higher speed approach" for specific circumstances. The crossing in Mint Grove serves 20 homes, all of which have numerous vehicles and drivers...I believe the volume of motorists using this Mint Grove crossing on a daily basis is much greater than the number of trail users...At the very least, a disinterested, third party should assess the "higher volume/higher speed approach"...	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment: The East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. For more information, the following documents are available for review or download on the project website (www.kingcounty.gov/eastlakesammamishtrail); "The stop sign frequently asked question, dated July 2013"; and "Stop sign memorandum dated January 2015."	
9-003	Citizen	Hornish	Design - Width	Mint Grove resident. ...consideration should be given to reducing the width of the trail where wetlands are located instead of moving/widening the trail to the West and infringing on the rights of the private property owners....there is no requirement that the paved trail must be 12 feet wide (currently proposed to be 18 feet with the soft shoulders and side clearances)...	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment; During the environmental review phase of this project, trail design alternatives ranging in width from 18 feet to 30 feet were considered. However, based upon comments received during the environmental review process and the subsequent design process, wider alternatives were dropped from consideration and the 18-foot trail width became the preferred option to minimize impacts to environmentally sensitive areas and trail neighbors. Safety and accessibility for trail users of all ages and abilities are the County's top priorities. The new trail includes 12-feet of asphalt pavement, 2-foot soft surface shoulders and 1-foot clear zones on each side for runners and joggers to enjoy. This section meets regional trail standards and national safety guidelines as outlined in the American Association of State Highway and Transportation Officials (AASHTO) 2012 Guide for the Development of Bicycle Facilities.	
10-001	Citizen	Hettich	Design - Access	Our home was built 8 - 10 years ago. Our garage is located on the edge of our private drive down Mint Grove. Depending on how far the trail is moved toward the water to avoid "wetlands," it may render our garage completely unusable for being able to park cars in it.	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment; ensuring access to adjacent residences is an important design element for King County. Where space is constrained, the design team will model turning movements to ensure vehicles can be maneuvered within the proposed design. King County will balance regulatory requirements pertaining to critical areas with the need to maintain access, as design for South Sammamish Segment B progresses.	
10-002	Citizen	Hettich	Design Access	...one of the few long lanes that only has one exit and entrance to it...challenges for both deliveries, services, fire truck/ambulance personnel, etc...this needs to be taken into account before a decision is made to just move the trail towards the water to avoid a wetland area. For safety and logical reasons, there needs to be a large enough area for a car or truck to turn around at the end of the lane. If this isn't provided for and an emergency occurs, both the City of Sammamish and King County will likely be facing significant lawsuits...	Please see previous response. As design in South Sammamish Segment B progresses, King County will continue to coordinate with Eastside Fire & Rescue to ensure emergency access is maintained. The ability of various vehicles to maneuver within the lane will also be considered.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
10-003	Citizen	Hettich	Design - Placement of Stop Signs	Mint Grove resident. The line of sight for the entrance to Mint Grove is very short; it is hard to see anyone using the trail....The entire entrance would need to have improved visibility and sight lines if the Stop signs are going to be removed. ...The trail users will be traveling at higher rates of speed when it is paved, and I as a homeowner do not want to take the responsibility of hitting someone who is coming too fast and I cannot adequately see...keep the Stop signs for trail users...	<p>East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. For additional information, the following documents are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail: 1) stop sign frequently asked question, dated July 2013; 2) stop sign memorandum dated January 2015.</p> <p>Safety and accessibility for all trail users are the County's top priorities. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none"> • Providing open sightlines for trail users, motorists, and pedestrians crossing the trail • installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained. • Providing a visual and textural difference from the asphalt trail by constructing concrete intersections • Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing • Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor 	
10-004	Citizen	Hettich	Critical Areas – Wetlands	<i>The so-called "wetlands" that are along the trail next to Mint Grove are actually drainage ditches that have not been adequately maintained.</i>	Please note that these wetlands are outside of South Sammamish Segment A. These wetlands are located in South Sammamish Segment B. However, King County is required by local, state, and federal regulations to avoid and minimize impacts to environmentally sensitive areas. Biologists delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over several years, King County has completed a thorough assessment of wetlands along the East Lake Sammamish trail corridor. Additionally, streams have been identified based on local and state definitions. The details of this work will be documented in a Critical Area Study for South Sammamish Segment B. This document will be available for review or download, once it is complete, on the project website at www.kingcounty.gov/eastlakesammamishtrail .	
10-005	Citizen	Hettich	Design - Parking	<i>Concern about loss of parking. ...It is reasonable that any homeowner would be expect to be able to park at least 2 cars plus a couple for guests at any time. If the trail is moved toward the lake and this current parking is removed, it will adversely impact the property values as well as greatly inconvenience the homeowners...Would parking along the Parkway be allowed? This doesn't seem like a safe or practical solution for anyone...The City and the County owe the homeowners some common sense decisions based on the fact that they are the agencies that approved the house plans for them to be built the way they are and where they are. Nobody foresaw the removal of parking...</i>	King County is committed to minimizing impacts to adjacent trail neighbors and will consider potential impacts to parking as the design for South Sammamish Segment B continues.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
11-001	Citizen	Biege	Critical areas - Tree preservation	Neighborhood: Alexander's on the Lake. <i>Based on the recent completion of the 60 % design phase, the trail is moving approximately 4 feet from the center line of the current gravel trail west towards our property line. The reason given is there is a wetland south of our property and east of the trail that needs to be accommodated....With the movement of the trail to accommodate the wetland, and the extensive sight line requirements for that crossing, we are expecting a significant disruption to our neighborhood...We feel that there are a number of ways around the wetland issue that would minimize the trail movement to the west along our development. To date we don't see that occurring and in fact the grubbing and clearing current plan would appear to remove all the tree's and fence (both been there since the 1980's) in our backyard and parts of our neighbor's as well...We would strongly support the movement of the trail design back to the original center line and or even further east as there is plenty of room to do that...I have some experience with wetland definition and haven't heard anything about secondary review, buffer averaging, acquisition and or the fact there is a slope and drainage effect caused by the railroad line and highway above.</i>	<p>The proposed location of the trail will not affect the existing board fence. A note is added to the 95-percent plans (Sheet SP2, Note 23) that directs the contractor to retain the fence. As shown on the Tree Preservation Plans, only one tree on the southwest corner of the intersection of Driveway 3 is designated for removal. Based on concerns from other citizens, some of the trees further west, which are behind the fence and outside the construction limits, are now shown on the Tree Preservation Plans and designated to be saved. The Tree Preservation Plans are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p> <p>On the southeast corner of the intersection, there are five significant trees that have been identified for removal. These trees are close to trail and impact sight distances. As noted in your comments, there is a wetland on the northeast side of the trail at this location, which was delineated according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). The findings of this work are documented in a Critical Area Study for South Sammamish Segment A, which is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail. Please note that King County has moved the trail alignment into the critical area buffer. Those impacts will be mitigated. The trail cannot be moved further north/east without filling the wetland. As a result, the balance of the widening is to the west.</p>	Sheet TP2, SP2
12-001	Citizen	Pietromonaco	Property rights	<i>I have owned my land and waterfront outright for nearly 50 years. According to our successful Federal case this also includes the railroad bed and easement. The county rail results in simply a "taking" of private property in my instance.</i>	<p>The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Your property is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment.</p> <p>King County purchased the ELST in 1998 and acquired all of the railroad's property rights including property rights in Section 7. The ELST is a "railbanked" corridor under the National Trails System Act (see 16 U.S.C 1247(d) and accompanying regulations at 49 C.F.R. 1152.29). When a rail corridor is railbanked, trail use of the corridor is authorized by federal law and the corridor is preserved for possible future reactivation of rail service. Regardless of how the underlying property interest was obtained by the railroad, whether by deed, federal land grants, or adverse possession (a method of obtaining land through possession and use), federal "railbanking" authorizes interim trail use in the corridor. King County has sufficient property interests to build, operate and maintain a trail on the ELST corridor.</p>	
12-002	Citizen	Pietromonaco	Design - Trail Width	<i>Why must the trail be anywhere from 18 feet to 22 feet at different measurements?</i>	<p>During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18 feet to 30 feet. Based upon comments received during the environmental review process and the subsequent design process, wider alternatives were dropped and the narrower 18-foot trail width was selected as the preferred alternative to minimize impacts to environmentally sensitive areas and trail neighbors. Safety and accessibility for trail users of all ages and abilities are the County's top priorities. The new trail includes 12-foot asphalt pavement, 2-foot soft surface shoulders and 1-foot clear zones on each side for runners and joggers to enjoy. This section meets regional trail standards and national safety guidelines as outlined in the American Association of State Highway and Transportation Officials (AASHTO) 2012 Guide for the Development of Bicycle Facilities.</p>	

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12-003	Citizen	Pietromonaco	Design - Trail Width	<i>Were alternate routes investigated and where?</i>	The Draft Environmental Impact Statement (EIS) issued October 2006, evaluated the potential impacts of 5 (five) alternatives. After reviewing public comments, the County chose the preferred alternative which would widen and pave the existing Interim Trail as the best alternative for minimizing impacts. The preferred alternative was identified in the Final EIS issued April 2010. See EIS Chapter 2 for the full list and description of all 5 (five) alternatives. The EIS is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail .	
12-004	Citizen	Pietromonaco	Design - Alignment	<i>Would moving the trail towards the parkway lessen the impact to the waterfront?</i>	The trail design and alignments are developed by balancing the following considerations: a) complying with local, state and federal environmental regulation to avoid and minimize impacts to environmentally sensitive areas; b) meeting regional trail standards and national safety guidelines, including maintaining clear sight distances; c) building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book); d) minimizing costs where possible without impacting trail standards; e) minimizing impacts to adjacent homeowners; f) preserving significant trees. These considerations are based on location-specific conditions. Moving the trail toward the parkway isn't always the best option for reducing the overall impacts.	
12-005	Citizen	Pietromonaco	Design - Surfacing	<i>Which entity insisted upon the impervious surface to be used and why was it permitted?</i>	The East Lake Sammamish Trail is a trail of regional significance. Widening and paving the trail will provide a facility that can accommodate people of all ages and abilities. King County is designing the trail in accordance with the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. The asphalt surface is consistent with City of Sammamish development standards for a regional trail.	
12-006	Citizen	Pietromonaco	Tree Preservation	<i>Will we lose our trees? How many?</i>	King County has and will continue to work with the City of Sammamish and adjacent trail neighbors throughout the design process. All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated in the fall 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail . King County will notify trail neighbors and schedule community meetings to review the design plans, answer questions and listen to homeowner's concerns. In addition, King County will prepare Tree Preservation Plans for South Sammamish Segment B, similar to Segment A, that identifies trees within the clearing and grading limits and within 10 feet of the clearing and grading limits that will be removed, monitored, and saved. These plans will also be available on the project website.	
12-007	Citizen	Pietromonaco	Design - Misc.	<i>Was the crushed rock used for the interim trail removed to lower the trail bed? If not why not?</i>	Reusing material whenever possible is King County practice and always a factor during the design and construction process. The constructed segments of the East Lake Sammamish Trail have used the crushed rock and even some of the ballast below to reduce the cut and fill area and/or height of the retaining walls. This approach will continue where practical given other considerations like soil conditions and drainage.	
12-008	Citizen	Pietromonaco	Safety	<i>Who will patrol the trail in our secluded areas and how often? Who will supervise trail rules and regulations? Will there be after hours usage? What control will be instigated?</i>	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.	
12-009	Citizen	Pietromonaco	Legal	<i>Who IS LIABLE AND WHY?</i>	King County will need additional information regarding this question to provide a response.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
12-010	Citizen	Pietromonaco	Property Impacts	<i>My property will actually be separated into two sections instead of one.</i>	This property was separated into two sections many years ago by railroad operation. It is currently separated by the interim use trail. Please see previous response regarding trail alignment.	
12-011	Citizen	Pietromonaco	Property Impacts	<i>Dividing my property will entail two locked fences on each side of the trail.</i>	The existing property access and gates will be incorporated into the new trail design.	
12-012	Citizen	Pietromonaco	Design - Access	<i>There is no access in this remote trail part area for police, fire or emergency vehicles. Public accesses are extremely limited.</i>	King County acknowledges and understands the access constraints in this area of the trail. As the design for Segment B progresses, the County will continue to coordinate with Eastside Fire & Rescue regarding emergency access.	
12-013	Citizen	Pietromonaco	Security	<i>There is no visible "on sight" in this area from the upper roadway to trail.</i>	King County assumes this comment is expressing concern regarding the ability of law enforcement to police this portion of the trail. Please see previous response regarding enforcement.	
12-014	Citizen	Pietromonaco	Impacts	<i>The paved trail as planned on my property will necessitate removal of either part of my 30 foot bank on the east side of the trail or the building of a 12 foot embankment on the waterfront side of trail with a loss of more shrubs and fruit trees.</i>	King County has been and will continue to work with adjacent trail neighbors throughout the design process. All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated in fall 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail King County will notify trail neighbors and schedule community meetings to review the design plans, answer questions and listen to homeowner's concerns.	
12-015	Citizen	Pietromonaco	Tree preservation	<i>Several trees over 100 feet tall would be removed on the waterfront side of the trail.</i>	The trail design and alignments are developed by balancing the following considerations: a) complying with local, state and federal environmental regulation to avoid and minimize impacts to environmentally sensitive areas; b) meeting regional trail standards and national safety guidelines, including maintaining clear sight distances; c) building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book); d) minimizing costs where possible without impacting trail standards; e) minimizing impacts to adjacent homeowners; f) preserving significant trees. These considerations are based on location-specific conditions.	
12-016	Citizen	Pietromonaco	Critical areas -	Concerns with wildlife (eagles, osprey), fencing prohibiting wildlife movement.	See previous response.	
12-017	Citizen	Pietromonaco	Utilities/Access	<i>The trail jeopardizes my utility lines from the house to the waterfront.</i>	As part of the design process, utility locates and reviews of utility as-built drawings occur and incorporated into the trail design. However, King County would appreciate any additional information you can provide regarding specific locations of utilities.	
12-018	Citizen	Pietromonaco	Access	<i>Fencing does not allow us to properly access our own waterfront for many kinds of repairs and for timely protection of the waterfront.</i>	The existing property access and gates will be incorporated into the new trail design.	
13-001	Citizen	Lindquist	Public Involvement	<i>...It was very disappointing to realize that the input from many was offered, but changed in its intent and then obviously ignored in the plans and construction of the first phase of the trail....</i> <i>Questions about King County wanting to be "good neighbors".</i>	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Your property is located in South Sammamish Segment B, currently in design. However, King County provides the following response to your comment. King County has and will continue to work with the City of Sammamish and adjacent trail neighbors throughout the design process. The trail design throughout the corridor reflects many changes made as a result of comments received. All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated in fall 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail King County will notify trail neighbors and schedule community meetings to review the design plans, answer questions and listen to homeowner's concerns.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
13-002	Citizen	Lindquist	General: Concerns	Concerned about... <i>Trust of government and inconsistency of meeting codes established in the county and city</i> <i>Ignoring codes that are enforced for homeowners but not trail planners</i>	King County is designing the trail to comply with applicable code requirements such as: a) local, state and federal environmental regulation to avoid and minimize impacts to environmentally sensitive areas; b) regional trail standards and national safety guidelines, including maintaining clear sight distances; c) standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book); d) King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum; and e) local code requirements are developed by the City of Sammamish. Please contact the project hotline; 1.888.668.4886, or project email; ELST@kingcounty.gov, if you have specific concerns regarding code compliance. The City of Sammamish will review and confirm compliance as part of the permit application process for South Sammamish Segment B.	
13-003	Citizen	Lindquist	General: Ownership	Concerned about... <i>protecting our investments.</i> <i>Some of Mint Grove's legal property descriptions refer to the center of the railroad tracks. Is that marker to remain when the trail is paved? When the trail is moved...how would that affect these legal descriptions?</i>	Currently the centerline of the rail bed is not marked. However, the centerline record remains. The alignment of the trail does not affect legal descriptions and no parcel boundaries will be altered by the East Lake Sammamish Trail project. Surveyors use historical property records and previous surveys to locate reference points such as the former rail centerline. This information is used to mark parcel boundaries accordingly.	
13-004	Citizen	Lindquist	Utilities	Discussion of improperly installed water and sewer lines by Sammamish Water and Sewer District.	Comment noted.	
13-005	Citizen	Lindquist	Safety – Emergency vehicles access	Discussion of existing conditions, concerns with emergency vehicle access. <i>-have 2 fire hydrants in Mint Grove</i> <i>-How much space do Fire Trucks need to do their job?</i> <i>-How much space do First Aid (Medic Alert) vehicles need?</i> <i>-How much space does a truck need, passage and turnaround for delivery, construction, repair, yard maintenance, etc.</i> <i>Will our property values plummet if we have limited access and no parking?</i> <i>If someone using the trail has an emergency, medical or assault, will he/she need to contact the nearest resident to get help?</i>	Maintaining access to adjacent residences is a very important design consideration for King County. Where space is constrained, engineers model turning movements to confirm that vehicles can be maneuvered in the context of the proposed design. King County has been and will continue to work closely with Eastside Fire and Rescue as design progresses to maintain emergency access to private properties. In the event of an emergency on the trail, people should call 911 emergency services. However, it is possible that in an emergency, the nearest resident may be called upon for assistance. Potential effects on parking are also a design consideration. All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated in fall 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail King County will notify trail neighbors and schedule community meetings to review the design plans, answer questions and listen to homeowner's concerns.	
13-006	Citizen	Lindquist	Trail etiquette	Discussion of existing users and one suggestion, one question: <i>The County/City needs to set a good example for trail users to be courteous, thoughtful and responsibly use the trail. The example must start there.</i>	King County Parks will continue to work closely with the King County Sheriff's Office and with Cascade Bicycle Club 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.	
13-007	Citizen	Lindquist	Trespassing and Police Response	Concern with trespass such as trail user's using homeowner's honey buckets, suspicious looking people with backpacks, google photos taken from vantage point that was in trespass. Concerns that police response is too slow.	Any suspicious activity should be reported to the police by calling 911 emergency services. Residents may also consider contacting the Sammamish Police Department to form a community block watch program. See previous responses regarding enforcement of trail rules and etiquette. Based upon feedback received from many trail neighbors, the landscaping plan includes some taller shrubs to provide privacy screens, wherever possible. When the trail is paved, the volume of users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. The increased public presence could be a deterrent to illicit activities.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
13-008	Citizen	Lindquist	Design - Stop Signs	Concerns that access will be jeopardized at the expense of 2-5 trail users...we have about 54 cars in our neighborhood with at least 94 trips up and down Mint Grove to the Parkway. Who has the right of way?	The East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. For more information, the following documents are available for review or download on the project website (www.kingcounty.gov/eastlakesammamishtrail); "The stop sign frequently asked question, dated July 2013"; and "Stop sign memorandum dated January 2015."	
13-009	Citizen	Lindquist	Dogs	Concerns with irresponsible dog owners particularly with respect to picking up dog waste, aggressive dogs, loose dogs.	King County Parks works closely with the King County Sheriff's Department to monitor trail use and enforce off-leash dog ordinances throughout the parks and trails system. King County maintenance crews empty trash receptacles and refill bags along all of our regional trails on a weekly basis. Pet waste receptacles are serviced every week. However, if you notice that they are in need of maintenance between service dates, you can contact maintenance staff directly at 206-477-4527. Ongoing maintenance activities include: <ul style="list-style-type: none"> • Mowing and trimming • Clearing of leaves and other debris with additional spot blowing on bridges and high traffic areas • Drainage maintenance and repair • Inspection of trail signage for repair/replacement, split rail fence repair, and filling potholes • King County Parks has a contract with the King County Sheriff's Department to monitor trail use and enforce off-leash dog ordinances throughout the parks and trails system. King County maintenance crews empty trash receptacles and refill bags along all of our regional trails on a weekly basis. Pet waste receptacles are serviced every week. However, if you notice that they are in need of maintenance between service dates, you can contact maintenance staff directly at 206-477-4527. 	
13-010	Citizen	Lindquist	Crime	Description of crimes committed in the Mint Grove neighborhood, all associated with theft.	Residents experiencing theft in their community may want to work with the Sammamish Police Department to form a community block watch program. King County Parks will continue to work closely with the King County Sheriff's Office and with Cascade Bicycle Club 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.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
13-011	Citizen	Lindquist	Bicycles	Concerns with not being able to hear bicyclists approaching and bicyclists not indicating to pedestrians that they are going to pass. <i>The trail needs to be designed to bicyclists must slow down. If they want to go fast, there is a lane on the parkway for this.</i>	<p>Because the ELST is a King County trail, the County is designing and constructing the trail to meet current AASHTO (American Association of State Highway and Transportation Officials) and King County Regional Trail Development Guidelines. The 15 mph speed limit is consistent with the King County guidelines. At areas along the trail where multiple intersections may cause congestion, appropriate signage will be installed on the trail.</p> <p>Once the trail is open, King County Parks will work closely with the Sherriff's Department to provide heightened awareness and enforcement of trail rules on the newly paved trail. For reference, King County Code 7.12.295 addresses trail use:</p> <p>A. No person shall travel on a trail at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with others who are complying with the law and using reasonable care. Travel at speeds in excess of 15 miles per hour shall constitute in evidence a prima facie presumption that the person violated this section.</p> <p>B. No person shall travel on a trail in a negligent manner. For the purposes of this section "travel on a trail in a negligent manner" shall be construed to mean any form of travel on a trail in such a manner as to endanger or be likely to endanger any persons or property.</p>	
13-012	Citizen	Lindquist	Stormwater/ Wetlands	<i>There are several spots where there is a ditch on the east side of the trail. This ditch was dug for drainage by the railroad and with culverts that went under the tracks at a creek spot. These drainage ditches were politically labeled later as "Wet lands". These drainage ditches have not been properly maintained for many years. In our neighborhood, these ditches dried up during the summer. The creeks were still running. Three Creek Drainage spots: between Witty, 1219 and Daugherty 1221; Christensen 1309 and Birrell 1317; Kaufman 1409 and Fletcher 1411.</i>	<p>Thank you for the information regarding the creek drainage spots. King County is required by local, state, and federal regulations to avoid and minimize impacts to environmentally sensitive areas whenever possible. Biologists have delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over several years, King County has completed a thorough assessment of wetlands along the East Lake Sammamish Trail corridor. Likewise, streams have been identified based on local and state definitions. The details of this work will be documented in a Critical Area Study for South Sammamish Segment B. When completed, this report will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail</p>	
13-013	Citizen	Lindquist	Critical Areas -	<i>What criteria is being used for labeling these areas?</i>	See previous response.	
13-014	Citizen	Lindquist	Design – Trail maintenance	<p>Specific concerns re: current maintenance practices.</p> <ul style="list-style-type: none"> -When branches are cut along the trail, the workers use the big rotary mower which splits the ends of the woody branches -Cut debris is left in place to rot in place looking unkempt and messy. This debris could become a fire hazard if weather conditions are dry enough -We have seen workers parked on the trail, get out of the vehicle, clip a couple branches, let them drop to the ground and get back into the vehicle as soon as we walk by. 	Thank you for bringing these maintenance concerns to the County's attention.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
13-015	Citizen	Lindquist	Design	<i>What master plan? What are the specifics? The north end of the trail by Marymoor Storage, the paved areas is 12 feet wide. Is this planned for our area? Will our road be narrowed? Will we lose our parking?</i>	<p>During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18 feet to 30 feet. Based upon comments received during the environmental review process and the subsequent design process, wider alternatives were dropped and the narrower 18-foot trail width was selected as the preferred option to minimize impacts to environmentally sensitive areas and trail neighbors. Safety and accessibility for trail users of all ages and abilities are the County's top priorities. The new trail includes 12-foot asphalt pavement, 2-foot soft surface shoulders and 1-foot clear zones on each side for runners and joggers to enjoy. This section meets regional trail standards and national safety guidelines as outlined in the American Association of State Highway and Transportation Officials (AASHTO) 2012 Guide for the Development of Bicycle Facilities.</p> <p>Maintaining access is an important design consideration for King County. King County has and will continue to work with the City of Sammamish and adjacent trail neighbors throughout the design process. All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated the fall of 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail King County will notify trail neighbors and schedule community meetings to review the design plans, answer questions and listen to homeowner's concerns.</p>	
13-016	Citizen	Lindquist	Public Involvement	<i>It appears that if we express a concern, the trail planners deliberately make decisions to antagonize us i.e. When Bob Christensen expressed location of dog poop collection can, it was moved so it is now behind his house.</i>	<p>All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated in fall 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail King County will notify trail neighbors and schedule community meetings to review the design plans, answer questions and listen to homeowner's concerns.</p>	
14-001	Citizen	Hastings	General – overview of primary concerns	<i>I am concerned that trail construction as currently planned will significantly negatively impact the sensitive shoreline environment including water quality of the lake and habitat for wildlife. I am troubled by what appears to be a disregard for the safety of trail users and homeowners. I am disturbed by reports from my neighbors that the county has treated them and their concerns with indifference and contempt and that city representatives seem uninterested.</i>	<p>King County continues to work with adjacent homeowners to understand their concerns and address them wherever possible, given many design considerations. Among these considerations, safety is a top priority for the County. Responses to your specific concerns regarding shoreline impacts are provided in the responses below.</p>	
14-002	Citizen	Hastings	Design - Stormwater Compliance	<i>...It appears that planning for and management of runoff has been inadequate in the current plan. ...trail footprint should be reduced to reduce negative impact of additional impervious surface area near the sensitive shoreline environment.</i>	<p>King County is designing the trail in accordance with the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. The City of Sammamish will confirm compliance during the permit review process.</p>	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
14-003	Citizen	Hastings	Design - Sight Distance Triangles	<p>... The sight line requirements vastly exceed what is prudent and achieving them requires removal of existing vegetation, further reducing the area where infiltration to groundwater can occur and decimating wildlife habitat. The sight line requirements should be reduced to a reasonable distance to diminish the negative impact removal of vegetation has on water quality and wildlife habitat...</p> <p>More discussion of specifics from the sight line plan and how it is excessive. This sight line far exceeds even the city's sight line requirements of 10 1/2' for intersections at roads where vehicles can be travelling up to 25 mph.</p>	<p>Safety is King County's highest priority. Trail intersections with driveways and roadways are designed to allow trail users and drivers crossing the trail to clearly see one another. Sight distance triangles for the East Lake Sammamish Trail are calculated from the perspective of the stopped vehicle. Vehicle sight distance guidelines are based on national standards outlined by AASHTO in A Policy on Geometric Design of Highways and Streets, 2011 (Green Book) and also the City of Sammamish Public Works Standards, 2000. The 95% plans show reduced sight distance triangles, based on a combination of reducing the design speed slightly and applying City standards. Documents providing a full explanation of how King County determines site distance triangles for this project are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail. Click on Sight Distance Triangles.</p>	
14-004	Citizen	Hastings	Critical Areas - Wetlands	<p>Discussion of trail being moved to avoid in order to protect "man-made drainage ditches." The trail should be moved toward the parkway along its entire route to preserve and protect the sensitive Lake Sammamish shoreline as much as possible.</p> <p>Discussion of man-made ditches as not being wetlands. It is difficult to believe that preservation of the ditch wetlands is the real reason for moving the trail toward the lake when during construction of Phase 1 these "protected wetlands" were filled in, leveled, and used for construction parking.</p>	<p>Protection of the shoreline area includes protection of environmentally sensitive areas such as wetlands. King County is required by local, state, and federal regulations to avoid impacts to environmentally sensitive areas. Biologists delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over the years, King County has completed a thorough assessment of wetlands along the trail corridor. Likewise, streams have been identified based on local and state definitions. The findings of this work are documented in the attached Critical Area Study, which is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p>	
14-005	Citizen	Hastings	Critical Areas – trees	<p>Tree preservation was brought up by countless neighbors at our trail meetings...we received verbal assurances by county representatives that our trees "were probably ok." I was surprised then when our 52 significant trees and one heritage tree (as defined by Sammamish Code) just to the south of 206th Ave SE do not have metal tags and are not marked on the tree preservation plan even though they are within 10' of the clearing and grubbing line....Phase 1 of the trail had the same assurance, and over 1,000 trees were removed. Of the 160 significant trees identified in Phase 1, all 160 were removed. The county's actions contradict its written and verbal assurances, and the contradiction undermines public confidence and trust. Accordingly, I request that the 52 significant trees and 1 heritage tree south of 206th Avenue SE be identified and added to the plan as "saved" trees.</p>	<p>King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. In South Sammamish Segment A, the alignment of the trail has been reviewed and revised to make every effort to preserve trees. In this segment, 250 significant trees were identified within the clearing and grading limits and within 10 feet beyond the clearing and grading limits. Of the 250 significant trees assessed by the arborist, 29 significant trees will be removed. A detailed description of the methodology for evaluating significant trees and the arborist's findings are available in the Preliminary Tree Preservation Plans. These plans are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail.</p>	
14-006	Citizen	Hastings	Design - Stop Signs	<p>Discussion of regulating speeds on the trail for safety reasons. Use of stop signs for trail users not vehicles to achieve this. Failure to control trail traffic results in significant unnecessary risk to citizens and expense to the taxpayers such as the speed humps installed on Burke Gilman trail and required enforcement patrols.. I include a copy of our neighborhood's letter to Laura Philpot urging the City of Sammamish to retain the existing traffic control stopping traffic on the trail at 206th Avenue SE.</p>	<p>East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. Please note that the American Association of State Transportation and Highway Officials (AASHTO) 2012 Guide for the Design of Bicycle Facilities explains that placing stop signs does not enhance safety or prevent accidents. For additional information, several documents are available for review or download on the project website: www.kingcounty.gov. These documents include the stop sign frequently asked question, dated July 2013, and a stop sign memorandum dated January 2015.</p>	

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14-007	Citizen	Hastings	Maintenance	Concerns with budget for trail maintenance including pet waste issues, and hazards to trail users due to unmaintained trails (ruts, pot holes).	King County maintenance crews empty trash receptacles and refill bags along all of our regional trails on a weekly basis. Pet waste receptacles are serviced every week. However, if you notice that they are in need of maintenance between service dates, you can contact maintenance staff directly at 206-296-2974. Ongoing trail maintenance activities include: <ul style="list-style-type: none"> • Mowing and trimming • Clearing of leaves and other debris with additional spot blowing on bridges and high traffic areas • Drainage maintenance and repair • Inspection of trail signage for repair/replacement, split rail fence repair, and filling potholes 	
14-008	Citizen	Hastings	Design - Stormwater Compliance	<i>Issuance of a development permit should be dependent on an adequate mitigation plan for changes in water flow to protect the lake and neighboring homeowners.</i>	Please see the response to your second comment above.	
15-001	Citizen	Homeowners of Alexanders on the Lake	Design- Trail stop signs	Letter from group of homeowners. 36 signatures attached. <i>In discussions about trail construction, King County personnel have repeatedly stated they will remove the existing stop signs on the trail at the intersection, forcing traffic on 206th Avenue SE to yield right-of-way to the trail...unanimously object to removing the existing stop signs on the trail at 206th Ave. SE.</i> <i>Removing the stop signs on the trail will reduce safety at the intersection.</i> <i>Retaining the existing stop sign on the trail supports the free and safe flow of traffic on surrounding roads and provides the most protection for pedestrians and other trail users.</i> <i>Jurisdiction over the street properly belongs to the City of Sammamish.</i> <i>In the functional hierarch system, 206th Ave. SE, a city street, has a higher order than a park trail.</i>	East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. Please note that the American Association of State Transportation and Highway Officials (AASHTO) 2012 Guide for the Design of Bicycle Facilities explains is that placing stop signs does not enhance safety or prevent accidents. For additional information, several documents are available for review or download on the project website: www.kingcounty.gov . These documents include the stop sign frequently asked question, dated July 2013, and a stop sign memorandum dated January 2015.	
16-001	Citizen	Fletcher	Design - Stormwater Compliance	Describes existing drainage issues... <i>I suspect that the paving of the trail to a width of 12 feet (which is wider than our current access lane) could double the amount of free flowing water above ground in proximity to my house.</i>	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, however King County provides the following response to your comments. King County is designing the trail in accordance with the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. The City of Sammamish will review and confirm compliance as part of the permit application process for South Sammamish Segment B.	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
16-002	Citizen	Fletcher	Design - Trail Alignment	<i>The possible removal of trees and vegetation that currently exist between the trail and the [access] road would eliminate a functioning vegetative buffer that now absorbs the trail run off. I would therefore recommend widening the trail to the east, rather than west, leaving the trees on the downhill side of the trail and canting the new paved trail to drain to the east into a drainage ditch similar to the man made ditch that was constructed to protect the rail bed. I think the adverse drainage effects of the new impervious trail surface might be adequately mitigated, so long as the cross culverts and drain pipes that serve the ditch are expanded to match the new capacity.</i>	The trail design and alignments are developed by balancing the following considerations: a) complying with local, state and federal environmental regulation to avoid and minimize impacts to environmentally sensitive areas; b) Meeting regional trail standards and national safety guidelines, including maintaining clear sight distances; c) building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book); d) Minimizing costs where possible without impacting trail standards; e) Minimizing impacts to adjacent homeowners; f) Preserving significant trees. These considerations are based on location-specific conditions. As design advances for South Sammamish Segment B, drainage requirements will be considered, as well as potential effects on significant trees, screening landscaping, parking, and critical areas.	
16-003	Citizen	Fletcher	Design - Parking	<i>...The distance from the private road edge to the trees along the trail is slightly longer than a car length, just enough to allow a vehicle to turn around if entered nose first. Any reduction of this parking area will result in a substantial reduction in the desirability/usability of the property as a residence. Again, I would recommend expanding the trail to the east. Perhaps the boundary of the area east of the trail designated as wetland could be redrawn easterly 10 feet and be defined by the east edge of the newly constructed trail, similar to the way it was previously conveniently defined by the east edge of the railroad.</i>	Please see previous response.	
17-001	Citizens	Sammamish Homeowners	Public Involvement	<i>At the outset, SHO objects to the manner in which the County, and by extension the City as the permitting authority, has sought public comment and feedback regarding this application... [more detail here] Accordingly, SHO respectfully reserves the right to provide additional comment at any time in the future to either the County, City, or both, about the application for South Segment A, including subsequent changes thereto.</i>	Please see separate letter with responses to comments.	
17-002	Citizens	Sammamish Homeowners	Public Involvement	<i>..SHO also objects to the fact that under the Interlocal Agreement currently in effect between the City and County, the County is afforded the opportunity to apply to itself and review its own permit ...[more detail here]...Although the County may have an aspirational goal that all of its trails meet certain regulations, standards and/or guidelines, the County's desires are NOT the standard by which this application is to be reviewed. Instead, this application must be reviewed for consistency with the City's regulations.</i>	Please see separate letter with responses to comments.	
17-003	Citizens	Sammamish Homeowners	Design	<i>The County's Arbitrary, Self-Imposed, Excessively Conservative Sight Line Requirements Lead to the Unnecessary Removal of Trees, Plants, Landscaping, and Homeowner Improvements. [subsequently followed by several pages of text outlining their stance]</i>	Please see separate letter with responses to comments.	
17-004	Citizens	Sammamish Homeowners	Property -Ownership	<i>The County Must Demonstrate the Requisite Ownership Interest in the Subject Real Property Sufficient to Construct South Segment A of the Trail. [subsequently followed one page of text outlining their stance]</i>	Please see separate letter with responses to comments.	
17-005	Citizens	Sammamish Homeowners	Property -Ownership	<i>The County is Improperly Applying Wetland Regulations to Justify Realigning the Trail Away from the Existing Centerline and Toward Private Residences Located on the West Side of the Trail and the Lake. [subsequently followed one page of text outlining their stance]</i>	Please see separate letter with responses to comments.	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
18-001	Local Government	King County	Stormwater	<i>The proposed widening of the trail must meet the City of Sammamish drainage requirements. The detail review will be done once the grading permit for the proposed work is submitted.</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-002	Local Government	King County	Critical Areas	<i>Mitigation for stream buffer impacts is proposed through buffer enhancement at a nearby site along the trail. The southernmost portion of this mitigation proposal poses difficulties in terms of the ongoing maintenance of the surrounding area and adjacent utility lines. The current proposal does not include replacing any fish-passage barrier culverts crossing beneath the trail with fish-passable culverts.</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-003	Local Government	King County	Critical Areas	Discussion of seasonal construction limitations re: bald eagles	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-004	Local Government	King County	Design	Would trail reduce or eliminate parking along existing roads?	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-005	Local Government	King County	Design	Would trail reduce zoning setbacks currently enjoyed, thus resulting in nonconformance front/side setback requirements? Will this impact use of garage and parking on such properties?	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-006	Local Government	King County	Design-Safety	Concerns with emergency service access. Result in sprinkler requirements for future remodeling..	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-007	Local Government	King County	Landscaping	Removal of trees/veg= reduction of privacy, natural beauty, sense of safety, shading, exposure to more noise and traffic pollution	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-008	Local Government	King County	Safety	Conflict with bicycles and cars.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-009	Local Government	King County	Ownership	<i>Lack of proof of easement ownership by the county for the proposed development</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-010	Local Government	King County	General: Permit requirements	List of all the permit submittal items that would be required no later than November 20, 2014. This is a list of 12 items. Includes letter of intent from the property owner at 4229 East Lake Sammamish Parkway providing additional drainage easement, mitigation justification, other mitigation alternatives, narrative as to why no feasible alternative exists for the proposed surface water outfall to Lk Sammamish within the shoreline setback, evaluate whether the functions of the lake a related buffer area would be adversely affected or appropriately mitigated, explain why not replacing fish-passage barrier culverts with fish passable, address mitigation for eagle nest per State guidelines.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-011	Local Government	King County	Stormwater-Comments to TIR	Drainage adjustment is proposed for this project. Discussion of the timeframe to process once application is received.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-012	Local Government	King County	Stormwater-Diversion	Include new outfall in drainage adjustment request.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-013	Local Government	King County	Stormwater- FCMBPs	<i>The property appears to be classified as Large Lot Low Impervious. Please address the FCMBP requirements of SWDM Section 5.2.</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-014	Local Government	King County	Stormwater-Easement	Re: drainage problem located at 4229 East Lake Sammamish Parkway. Letter of intent required.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

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18-015	Local Government	King County	Design- Structural Retaining Wall	Include with submittal, copies of the geotechnical report stating the soil bearing capacity at the proposed wall locations. If box culverts are proposed for the stream crossings, structural plans will be required.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-016	Local Government	King County	Stormwater- Infiltration Trenches	<i>Please include compliance with the requirements of SWDM Section 5.4, pages 5-57 through 5-64....Please see attached copy of MODRET Submittal Requirements..</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-017	Local Government	King County	Stormwater- Groundwater Monitoring	<i>The TIR states (p, 1-19) that water level measurements were obtained from piezometers on 4 dates. SWDM Section 5.4.1 (pg 5-58) requires continuous testing for the wet season high ground water level from October 1 to April 30.</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-018	Local Government	King County	Stormwater- Downstream analysis	<i>Please include confirmation with the next submittal that the downstream flow path has been physically inspected from the proposed trail to Lk Sammamish (SWDM Section 1.2.2.1, p. 1-23).</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-019	Local Government	King County	Stormwater- Water Quality	DPER will require confirmation from the City that the mitigation proposed (for water quality, TIR page 3-2) is acceptable.	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
18-020	Local Government	King County	Stormwater- Comment Response Letter	<i>Please include a response letter with the grading permit application explaining how each of these issues has been addressed.</i>	King County Parks submitted preliminary responses to DPER comments on November 20, 2014. Please see separate letter.	
19-001	Local Government	City of Redmond	Letter of Support	<i>Specific to the Shoreline Permit, the design of this regional trail will meet all environmental regulations and will not cause environmental harm to Lake Sammamish or nearby creeks and streams. The trail is a non-pollution generating surface and will have stormwater infrastructure and best management practices that control runoff and prohibit erosion.</i>	Thank you for your support.	
19-002	Local Government	City of Redmond	Letter of Support	<i>The benefit of the East Lake Sammamish Trail is that commuters and recreational bicyclists will be able to travel from Issaquah to Redmond and beyond on connected regional trails. As with other segments of the eastside regional trail system, approximately 70 percent of users are commuters and Redmond supports advancement of our active transportation system to provide more options for Redmond workers to travel to their jobs while reducing polluted stormwater runoff into our shorelines and greenhouse gas emissions.</i>	Thank you for your support.	
19-003	Local Government	City of Redmond	Letter of Support	<i>This trail is also a great recreational and economic asset to our eastside communities. Bicyclists, walkers, and other trail users consistently demand more trails in our local, regional, and state planning processes. Many of our regional trails provide safe opportunities for families to explore the region together, stopping along the way to appreciate natural areas and enjoy a snack or meal at a local restaurant or business. The East Lake Sammamish Trail is an important amenity that allows the public to view the lake and make non-motorized connections between parks along the lake.</i>	Thank you for your support.	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

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19-004	Local Government	City of Redmond	Letter of Support	<i>With the recent development of the rails to trails project in Redmond, the Redmond Central Connector, we have witnessed thousands of people a day enjoying the trail, our Downtown businesses, and engaging with one another. In addition, the trail and the people it attracts are attracting many new businesses to Redmond including Homegrown, Super Jock and Jill, and Prime Restaurant to name a few.</i>	Thank you for your support.	
20-001	Citizen	Moore	Ownership (in Section 2A)	<i>Questions and records exist that appear to prove that King County does not in fact have clear title to some of the land alongside the proposed 18 foot trail and buffer they intend to construct. Our area is in one of those parcels that is in questions. We hope the City of Sammamish and all authorities flag and question this in their permitting review process versus issuing and approval that could subsequently be contested.</i>	King County purchased the ELST in 1998 and acquired all of the railroad's property rights including property rights in Section 7. The ELST is a "railbanked" corridor under the National Trails System Act (see 16 U.S.C 1247(d) and accompanying regulations at 49 C.F.R. 1152.29). When a rail corridor is railbanked, trail use of the corridor is authorized by federal law and the corridor is preserved for possible future reactivation of rail service. Regardless of how the underlying property interest was obtained by the railroad, whether by deed, federal land grants, or adverse possession (a method of obtaining land through possession and use), federal "railbanking" authorizes interim trail use in the corridor. King County has sufficient property interests to build, operate and maintain a trail on the ELST corridor.	
20-002	Citizen	Moore	Critical Areas- Wetlands	<i>Designation of drainage culvert on the east side as of the proposed trail as "wetland" is the reason given to us for encroaching on the lake side of the trail where there are significant areas of trees and plants. The culvert we see is clearly a drainage ditch going back to the days of the railroad, and does not seem to me the definition of a true wetland! Building the trail just a bit further east would save a significant amount of tree and plant life. The should be questioned as part of the permitting process.</i>	King County is required by local, state, and federal regulations to avoid impacts to environmentally sensitive areas such as wetlands. Biologists delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over the years, King County has completed a thorough assessment of wetlands along the trail corridor. A wetland has been identified on the east side of the trail in the vicinity of your property. The findings of this work are documented in the Critical Area Study, which is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail . Please note that King County has moved the trail alignment into the critical area buffer. Those impacts will be mitigated. The trail cannot be moved further north/east without filling the wetland. As a result, the balance of the widening is to the west.	
20-003	Citizen	Moore	Critical Areas - Significant Trees	<i>Removal of significant trees...natural buffer. We have several trees that have been tagged as "significant" that appear to be at risk of being removed, which is quite shocking.</i>	In the vicinity of your property, King County has attempted to address your concerns about trees. The arborist reviewed the trees on the southeast corner of Driveway 1 and determined that significant trees could be monitored and clearance pruned rather than removed. These considerations are reflected on Sheet TP1 of the 95-percent Tree Preservation Plans, available for review or download from the project website: www.kingcounty.gov/eastlakesammamishtrail .	TP 1
20-004	Citizen	Moore	Stormwater, Drainage	<i>The proposed 18 foot trail and buffer adds a considerable amount of truly impervious surface. ...currently experiencing runoff emanating up in the Peregrine Point neighborhood that runs across E Lake Sammamish Pkwy, down our driveway access, across the trail, then to our home -this then overwhelms our drains along Shore Lane SE and our driveway, The current situation causes flooding to our home, and the addition of the proposed imperious [sic] rail surface will certainly significantly exacerbate this problem. This will also cause erosion and increase risk of mud, silt, road dirt running into the lake!</i>	King County is aware of the existing drainage issues in your vicinity. King County is designing the trail in accordance with the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. Based on stormwater modeling, the trail will contribute a negligible amount of stormwater to the existing system. The results of this analysis are documented in the project Technical Information Report, which is available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail . The City of Sammamish will confirm compliance during the permit review process.	
21-001	Citizen	Easley	Design- Emergency Access	Concerned with emergency vehicle access to homes (i.e. access, ability to turn around).	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, however King County provides the following response to your comments. Maintaining emergency access is an important design consideration. King County has been and will continue to work closely with Eastside Fire and Rescue as design progresses to maintain emergency access to private properties.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
21-002	Citizen	Easley	Design-Parking	Concerned with loss of parking for residents and guests. What does the County recommend to solve the issue?	King County has and will continue to work with the City of Sammamish and adjacent trail neighbors throughout the design process. The trail design for South Sammamish Segment B is progressing and preliminary plans are anticipated to be available for review this fall. All comments received are being considered as the trail design progresses. As the trail design phase for South Sammamish Segment B advances, King County will consider the impacts on parking as well as other design criteria.	
21-003	Citizen	Easley	Design-Stop Signs	Vehicle entry to Mint Grove. <i>If the trail is widened and bicyclists have the right-of-way, it would be extremely dangerous for cars coming into our community from the East Sammamish Parkway. This would be true especially if it is a truck with a boat trailer attached to have room to stop for the trail crossing without causing a traffic problem on the Parkway.</i>	The East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. For more information, the following documents are available for review or download on the project website (www.kingcounty.gov/eastlakesammamishtrail); "The stop sign frequently asked question, dated July 2013"; and "Stop sign memorandum dated January 2015."	
21-004	Citizen	Easley	Critical Areas-Wetlands	Area east of the trail shows wetlands and is a fairly new designation. Since I have been here since I was a child, that area was always dry and used for planting gardens. It was not until increased building on the plateau and the Nisqually earthquake that the amount of water increased to keep the area wet. I hope that part of the trail can be moved east to use part of that land.	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. The wetland referenced is in Sammamish Segment B, however King County provides the following response to your comments. King County is required by local, state, and federal regulations to avoid and minimize impacts to environmentally sensitive areas whenever possible. Biologists have delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over several years, King County has completed a thorough assessment of wetlands along the East Lake Sammamish Trail corridor. Likewise, streams have been identified based on local and state definitions. The details of this work will be documented in a Critical Area Study for South Sammamish Segment B. When completed, this report will available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail	
22-001	Citizen	Birrel	Critical Areas-Wetlands (Segment 2B)	<i>Discussion of realignment of ELST 9 feet to west due to wetlands. It is important to point out the property to the east of the existing trail was not a 'Wet Lands' until several actions by the Railroad, City of Sammamish and/or King County caused this area to retain water. First the approval by both King County and the City of Sammamish to allow significant development upon the hill to the east of Lake Sammamish Parkway, thus allowing increased water runoff from the area. In addition, following the Nisqually earthquake in 2000 and the subsequent damage to East Lake Sammamish Parkway adjacent to Mint Grove, the road was rebuilt and a much larger drainage culvert was placed under the parkway which increased the flow volume of water from the hill into the section of property just east of the trail... Discussion of issues with drainage in Mint Grove, discussion of how the property to the east of the trail was dredged to allow for greater water retention and now functions as a wetland. Discussion of how former use of the existing "wet lands" was gardening and that it was dry. Discussion of how the three pipes that currently drain the area before it goes to Lk. WA are undersized and should have been replaced at the time the larger culvert was replaced for the parkway and that is why the large retention area was constructed.</i>	The Shoreline Substantial Development Permit (SSDP) currently under review is for South Sammamish Segment A. Mint Grove is located in South Sammamish Segment B, however King County provides the following response to your comments. King County is required by local, state, and federal regulations to avoid and minimize impacts to environmentally sensitive areas whenever possible. Biologists have delineated the wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997). Over several years, King County has completed a thorough assessment of wetlands along the East Lake Sammamish Trail corridor. Likewise, streams have been identified based on local and state definitions. The details of this work will be documented in a Critical Area Study for South Sammamish Segment B. When completed, this report will available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
22-002	Citizen	Birrel	Critical Areas/trees	By moving the trail center line to the west 9 feet this will result in the removal of 238 existing mature trees which control water runoff from the west side of the trail, provide privacy for homeowners, and beautify the area. To move the centerline to the west, widen and pave the trail without the buffer provided by the trees will increase the amount of water diverted to our properties.	The trail design and alignments are developed by balancing the following considerations: a) complying with local, state and federal environmental regulation to avoid and minimize impacts to environmentally sensitive areas; b) Meeting regional trail standards and national safety guidelines, including maintaining clear sight distances; c) building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book); d) Minimizing costs where possible without impacting trail standards; e) Minimizing impacts to adjacent homeowners; f) Preserving significant trees. These considerations are based on location-specific conditions. As design advances for South Sammamish Segment B, drainage requirements will be considered, as well as potential effects on significant trees, screening landscaping, parking, and critical areas.	
22-003	Citizen	Birrel	Design- Access	Shifting the trail centerline will "extremely limit" access to waterfront properties, eliminate homeowner parking, limit guest parking. Concerned with issues of delivery trucks and emergency vehicle ability to turn around and the risk to residents in an emergency. Recommend fire district be included in evaluation. Commenter points out that new construction or significant remodeling requires a sprinkler system.	Maintaining access to adjacent residences is a very important design consideration for King County. Where space is constrained, engineers model turning movements to confirm that vehicles can be maneuvered in the context of the proposed design. King County has been and will continue to work closely with Eastside Fire and Rescue as design progresses to maintain emergency access to private properties.	
22-004	Citizen	Birrel	Design - Parking	Concerned about parking, ability to park cars in garages. Concerned that taking away parking will result in decreased property values.	Please see previous responses.	
22-005	Citizen	Birrel	Design - Proposed trail realignment	Suggesting the trail should be moved to the east. Realignment to the east could both satisfy the trail and drainage.	Please see previous responses.	
22-006	Citizen	Birrel	General	Throughout the trail development process many complaints have been lodged with the City of Sammamish and King County regarding the removal of trees, impacting property owners, disregard with code compliances, and many others. In response the City of Sammamish and King County have committed to being better "good neighbors". The current plan of the development of the trail next to Mint Grove does not reflect this commitment.	King County has and will continue to work with the City of Sammamish and adjacent trail neighbors throughout the design process. The trail design throughout the corridor reflects many changes made as a result of comments received. All comments received are being considered as the trail design progresses. Completion of the preliminary trail design for South Sammamish Segment B is anticipated in fall 2015. These plans will be available for review and download on the project website; www.kingcounty.gov/eastlakesammamishtrail King County will notify trail neighbors and schedule community meetings this fall to review the design plans, answer questions and listen to homeowner's concerns.	
23-001	City of Sammamish			The existing interim trail centerline should be shown on the final construction drawings in the Site Preparation Plans.	Both the existing and proposed centerline are shown on the Existing Conditions Sheets (Sheets EX 1 through EX 9). The Site Preparation Plans are for the contractor. Showing both lines on the Site Preparation Plans could be confusing.	EX Sheets
23-002	City of Sammamish			The plans should show the limits of existing hedges and trees not currently captured by the tree inventory.	Plans have been updated to show some of the larger hedges that could be affected by trail development. Please refer to Sheets SP 1 through SP 9.	Primarily SP and TP sheets
23-003	City of Sammamish			There are multiple locations where the trail footprint should be narrowed to avoid impacts to existing trees. Context-sensitive design principles should be used.	The number of significant trees to be removed has been reduced from 69 to 29 by a combination of tightening clearing and grading limits, reducing sightlines, limbing up trees versus removal, and monitoring rather than removing trees in poor health. In addition, this project will result in thousands of new plants being installed to provide screening and habitat.	TP sheet
23-004	City of Sammamish			There are numerous locations where the trail footprint could easily be shifted to the east. There are locations where the proposed eastern edge of the clear zone is a foot or more from the existing split rail fence. The alignment should be shifted such that the edge of the clear zone coincides with the face of the existing fence.	See previous response and detailed responses below.	SP, AL, PS, and TP sheets
23-005	City of Sammamish			Please utilize the City of Sammamish sight distance standards for intersection sight triangle evaluations.	Sight distance triangles have been reduced by slightly reducing the design speed in accordance with AASHTO and applying City of Sammamish standards. Please refer to Sheets PS1 through PS 9.	PS sheet
23-006	City of Sammamish			Driveways #1 and #2: Install facilities to redirect runoff from the portion of the driveway east and uphill of the trail crossing.	City and County staff have agreed that this is a larger issue not only attributed to the trail but to the East Lake Sammamish Parkway and are committed to working together on improvements.	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
23-007	City of Sammamish			STA 218+90 to 220+50 LT: Reduce trail width to preserve existing screening trees (including un-mapped arbor vitae)	Immediately north of Driveway #1, trees will be monitored rather than removed. From STA 218+00 to STA 219+75, there is a second row of trees, many of which are now shown on the 95% plans. The second tier of trees will remain for screening. The arbor vitae are shown on the plans but most cannot be saved.	TP 1
23-008	City of Sammamish			Vicinity STA 221+00 LT: Minimize removal of un-mapped screening trees within the sight distance triangle. First evaluate limbing existing trees to increase sight lines.	In general, the sight distance triangles have been reduced by reducing the trail design speed and applying City standards. This results in a reduction of tree removals at some of the intersections. Some trees at the intersections that were previously designated as removal are now shown as clearance pruning. At this location, some tree removal is still necessary.	SP1, AL1, PS1, and TP1
23-009	City of Sammamish			STA 222+50 to 223+45 LT: Justify the need for expansion of clearing limits at this location. Ensure the function of existing screening trees is maintained.	King County has tightened the clearing limits from Sta 222+50 to Sta 223+00, and the arbor vitae should be saved. North of Station 223+00, the clearing limits as currently shown are necessary to construct Wall #2 and geogrid behind the wall, and to excavate to install the manhole and culvert at this location.	SP1, AL2, and TP1
23-010	City of Sammamish			STA 224+40 to 226+75 LT: Provide screening plantings between the new walls. Screening plantings to be quantified and shown on the contract bid drawings.	King County has revised the design to eliminate the tiered wall, replacing it with a taller, single wall that allows more space for planting screening vegetation. Landscaping is shown on Sheets LA 1 and LA2 of the 95% plans, as requested. Also as requested by city and neighbors, the proposed planting areas at the base of the wall are removed to provide parking and emergency vehicle access.	LA 1 and 2
23-011	City of Sammamish			STA 227+45 LT: Revise wall design and/or location to preserve existing trees (NO 43545 and 43543)	There is a wetland on the east side of the trail. King County has moved the trail alignment into the critical area buffer. As requested by the city more of those impacts will now be mitigated on site. The trail cannot be moved further east without filling the wetland. King County has revised the design to eliminate the tiered wall, replacing it with a taller, single wall that allows more space for planting screening vegetation. Landscaping is shown on Sheets LA 1 and LA2 of the 95% plans, as requested. Also as requested by city and neighbors, the proposed planting areas at the base of the wall are removed to provide parking and emergency vehicle access. The County has revised the design from a tiered wall to a higher single wall in this area to reduce the footprint on the west and allow more area for landscaping. While several trees continue to be called for removal, more screening vegetation will be installed.	AL 2 and 3, LA 1 and 2, TP 2
23-012	City of Sammamish			STA 228+50 LT: Revise wall design and/or location to preserve existing tree (No 43542)	There is a wetland on the east side of the trail. King County has moved the trail alignment into the critical area buffer. As requested by the city those impacts will now be mitigated on site. The trail cannot be moved further east without filling the wetland. King County has revised the design to eliminate the tiered wall, replacing it with a taller, single wall that allows more space for planting screening vegetation. Landscaping is shown on Sheets LA 1 and LA2 of the 95% plans, as requested. Also as requested by city and neighbors, the proposed planting areas at the base of the wall are removed to provide parking and emergency vehicle access. The County has revised the design from a tiered wall to a higher single wall in this area to reduce the footprint on the west and allow more area for landscaping. While several trees continue to be called for removal, more screening vegetation will be installed.	AL 2 and 3, LA 1 and 2, TP 2
23-013	City of Sammamish			STA 228+90 to 230+50 LT: Provide screening plantings between the new walls. Screening plantings to be quantified and shown in the contract bid drawings.	Significant screening will be done in this area as requested and are shown on the Landscape Plan (Sheet LA2).	LA 2
23-014	City of Sammamish			STA 230+90 LT: Revise wall design and/or location to preserve existing tree (No 43245)	Both trees 43246 and 43245 will be monitored, as shown on Sheet TP2.	TP 2
23-015	City of Sammamish			STA 234+50 to 238+75 LT: Add note to preserve existing fence.	The existing fence will be preserved and a note is added to the 95% site preparation plans (Sheet SP2).	SP 2
23-016	City of Sammamish			Driveway #4 (206th Ave SE): Shift alignment east to avoid impact to existing neighborhood entry landscaping.	The limits of construction will be tightened and design has been amended to preserve the existing neighborhood entry monuments at this intersection. King County will work with the property owner to ensure that the exact same type of entry landscaping can be replanted in the same location.	SP 3, AL 5, and LA 3
23-017	City of Sammamish			Driveway #4 (206th Ave SE): The City will not allow a stop sign on 206th Ave SE. 206th Ave SE has the right of way over the trail.	Please see technical memorandum dated April, 14, 2015, Supplemental Response to City's Comment on 206th Ave SE Stop Control.	Technical memorandum

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

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23-018	City of Sammamish			STA 239+75 RT: How is the widening going to be constructed immediately adjacent to the stream (No 0163)? There are no walls shown.	There is existing width to construct the trail without impacting the stream, removing trees or installation of a wall. Please refer to Sheets SP3 and AL5 for reference.	SP 3, and AL 5
23-019	City of Sammamish			STA 240+00 RT: Why is the existing tree (No 42644) called for removal?	As shown on Sheets SP3 and TP3, this tree will not be removed but will be monitored due to poor health.	SP 3 and TP 3
23-020	City of Sammamish			STA 242+50 LT: Existing significant tree (No 42337) must be saved. The trail alignment and/or width shall be revised as necessary to ensure that this tree is not impacted.	As shown on Sheets SP3 and TP3, this tree will be monitored during construction.	SP 3 and TP 3
23-021	City of Sammamish			STA 244+50 LT: Do not eliminate existing trees (No 42189 and 42190) within the sight triangle. First evaluate limbing existing trees to increase sight lines.	As shown on Sheets SP3 and TP3, these trees will be pruned and monitored.	SP 3 and TP 3
23-022	City of			STA 246+50 LT: Why is the existing tree (No 42071) called for removal?	As shown on Sheets SP3 and TP3, this tree will be monitored for health.	SP 3 and TP 3
23-023	City of Sammamish			STA 248+30 to 249+35 RT: Reduce trail width to eliminate wall at this location. The significant added impact caused by this wall is not justified. A clear zone is not necessary on the east side of the trail at this location.	The trail is shifted to the east through here to avoid screening trees that provide privacy to property owners to the west. As a result, many trees are saved and only one significant tree (42036) on the east is to be monitored during construction. For reference, see Sheets SP4, AL7, and TP4.	SP 4, AL 7, and TP 4
23-024	City of Sammamish			STA 246+25 LT: An existing tree (No 260539) assumed to be called for removal is missing from the plans.	The stationing referenced is incorrect. Tree 260539 is located near Sta 225+90 LT. In this area we will be placing a wall which will require this tree to come out. In response to city and neighbor comments we are eliminating planting beds at base of wall to accommodate emergency vehicles in parking. Between wall and trail extensive planting/screening will take place. See Sheets SP1 and TP1.	SP 1 and TP 1
23-025	City of Sammamish			STA 259+25 to 261+75 LT: Reduce trail width to preserve existing screening trees.	King County has adjusted the trail alignment and tightened the clearing and grading limits in this area to minimize the impacts to significant trees. This resulted in 14 trees changing from Removal to Monitor. In addition, King County is proposing to relocate the jurisdictional ditch (Corps) on the east side of the trail, pending final approval from the U.S. Army Corps of Engineers. This potentially saves many more trees. Please refer to Sheets SP 5, AL 9, AL 10, and TP 5.	SP 5, AL 9, AL 10, and TP 5
23-026	City of Sammamish			Driveway #8 (SE 33rd St): Do not extend the sidewalk along SE 33rd St west of the trail crossing.	King County made this change, as requested. Please refer to Sheets SP9 and AL14.	SP 9 and AL 14
24-001	Mountains to Sound	Brockhaus	Letter of support.		Thank you for your support. We appreciate your continued engagement in the project as we move forward to complete the South Sammamish Segment.	
25-001	Citizen	Libby	Drainage	Ecological impact on Lake Sammamish due to increased stormwater draining to lake. Increased drainage issues for homeowners due to increased impervious surface.	King County is designing the trail in accordance with the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. The City of Sammamish will confirm compliance during the permit review process.	
25-002	Citizen	Libby	Tree preservation	Removal of a substantial number of trees and effect to erosion and drainage.	King County Parks shares your sentiment regarding preserving existing trees and our policy is to avoid impacting significant trees whenever possible. 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. King County's maintenance team only removes trees that are unhealthy or pose a safety risk to the public. The County's contractor only will remove the trees necessary to build the trail. As defined in the Sammamish Municipal Code, significant trees are coniferous trees with a diameter of 8 inches or greater and deciduous trees with a diameter of 12 inches or greater at breast height (DBH), or approximately 4 ½ feet above ground. There were 250 significant trees identified in South Sammamish Segment A. Of the 193 significant trees assessed by the arborist, 29 significant trees will be removed. See the Tree Preservation Plans online: www.kingcounty.gov/eastlakesammamishtrail . Areas temporarily affected during construction (e.g., vegetation removal) will be replanted following construction. Please see previous response regarding drainage.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
25-003	Citizen	Libby	Construction methods	Lack of accountability for construction methods used to build trail.	As a public agency, King County does not dictate the Contractor's means and methods for constructing a project.	
25-004	Citizen	Libby	Wetlands	Concern about trail alignment and wetland delineation. Refusal to consider wetland mitigation as an alternative to realignment of the trail.	Wetlands, streams and ditches are identified and delineated by the project scientists (wetland biologists) using city, state, and federal environmental regulations and guidance. Over the last 14 years, the environmental conditions along the East Lake Sammamish Corridor have been thoroughly investigated. The findings for South Sammamish Segment A are documented in the Critical Areas Study, as previously mentioned. The federal, state and city permitting agencies which regulate wetlands, streams, and ditches review, verify, and make the final determination on these features during permit review. Please note that there is very little historic or current information on the "very small creeks", therefore, the project team cannot comment on what the water passages looked like prior to railroad construction. King County is required by local, state, and federal regulations to avoid impacts to environmentally sensitive areas.	
25-005	Citizen	Libby	Clearing and grubbing limits	Clearing and grubbing limits are too invasive.	Clearing and grading limits for the East Lake Sammamish Trail are consistent with the Washington State Department of Transportation Construction Manual. These limits are appropriate based on past experience with other trail segments. However, King County is looking at some areas that are relatively flat, in which the limits may potentially be tightened.	
25-006	Citizen	Libby	Sight distance triangles	Sight line triangles at intersections exceed the County's design standards.	Safety is King County's highest priority. Trail intersections with driveways and roadways are designed to allow trail users and drivers crossing the trail to clearly see one another. Sight distance triangles for the East Lake Sammamish Trail are calculated from the perspective of the stopped vehicle. Vehicle sight distance guidelines are based on national standards outlined by AASHTO in A Policy on Geometric Design of Highways and Streets, 2011 (Green Book) and also the City of Sammamish Public Works Standards, 2000. The 95% plans show reduced sight distance triangles, based on a combination of reducing the design speed slightly and applying City standards. Documents providing a full explanation of how King County determines site distance triangles for this project are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail . Click on Sight Distance Triangles.	
25-007	Citizen	Libby	Landscaping	Disregard for homeowners landscaping, fencing, improvements, and street parking	In the design of the South Sammamish Segment A, King County has avoided any changes to the access road and associated parking. King County has also been able to preserve existing board fence along much of the alignment. Please see previous response regarding trees and landscaping.	

Comment ID	Commenter	Last Name	Discipline	Summary	Response	Change Made on Sheet #
25-008	Citizen	Libby	Stop signs	Concern that wide, straight trail with no stop signs will promote bicycle speeding and safety concerns.	<p>East Lake Sammamish Trail is considered a high priority corridor because it is a regionally significant trail. The volume of trail users could match counts taken on the Burke-Gilman Trail and Sammamish River Trail, ranging from 2,500 to 4,000 trail users per day. This potential volume of trail use greatly exceeds the daily vehicular volumes that would be generated by the residences that use these roads for access. As a result, the trail is typically given priority over driveways and local roads at intersections. For additional information, the following documents are available for review or download on the project website: www.kingcounty.gov/eastlakesammamishtrail: 1) stop sign frequently asked question, dated July 2013; 2) stop sign memorandum dated January 2015.</p> <p>Safety and accessibility for all trail users are the County's top priorities. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none"> • Providing open sightlines for trail users, motorists, and pedestrians crossing the trail • installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained. • Providing a visual and textural difference from the asphalt trail by constructing concrete intersections • Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing • Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor <p>Because the ELST is a King County trail, the County is designing and constructing the trail to meet current AASHTO (American Association of State Highway and Transportation Officials) and King County Regional Trail Development Guidelines. The 15 mph speed limit is consistent with the King County guidelines. At areas along the trail where multiple intersections may cause congestion, appropriate signage will be installed on the trail.</p> <p>Once the trail is open, King County Parks will work closely with the Sherriff's Department to provide heightened awareness and enforcement of trail rules on the newly paved trail. For reference, King County Code 7.12.295 addresses trail use:</p>	
					<p>A. No person shall travel on a trail at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with others who are complying with the law and using reasonable care. Travel at speeds in excess of 15 miles per hour shall constitute in evidence a prima facie presumption that the person violated this section.</p> <p>B. No person shall travel on a trail in a negligent manner. For the purposes of this section "travel on a trail in a negligent manner" shall be construed to mean any form of travel on a trail in such a manner as to endanger or be likely to endanger any persons or property.</p>	
25-009	Citizen	Libby	Parking	Trail users are parking along East Lake Sammamish Trail Shore Lane.	Thank you for bringing this to King County's attention. The intent of the future parking lot at SE 33rd St is to offer trail users a designated parking area that doesn't affect private parking or access. The parking lot is tentatively scheduled for construction in 2018, depending on funding availability.	

East Lake Sammamish Trail – South Sammamish Segment A
 Responses to Comments on Shoreline Notice of Application (SHOR14-0022)
 95% Plan Review Submittal

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27-007	Citizen	Vanderhoeven	Trail alignment and wall design	The present alignment of the trail requires extensive tree removal and re-grading of the southern side of the trail, as well as a retaining wall. Based on a cursory review a realignment of the centerline on both sides of station 118+00 should be achievable with thoughtful engineering that doesn't just take the centerline of the original railroad right of way as the centerline of the trail. This realignment would salvage trees, preserve privacy of Dr. Vanderhoeven's property and may even save the county and/or city expense.	King County Parks submitted comment response letter to Ms. Vanderhoeven on January 21, 2015. The proposed centerline is not the same as the original railbed centerline. However, a wetland on the east side of the trail limits the amount of widening that can occur in that direction. The County carefully considered several design options, such as fill slopes, retaining walls, and constructing within the critical area buffer, to identify the design that is as closely aligned to the wetlands and streams as possible without filling them. To move the trail as far to the east as possible, the County will be constructing trail improvements within the wetland buffer and mitigating those impacts. The retaining wall planned on the west side of the trail is intended to reduce the trail footprint and provide planting space following construction to re-establish screening vegetation.	
27-008	Citizen	Vanderhoeven	Wildlife passage	Water that is discharging through the creek (a Class S-2 salmon stream as re-designated by Fish and Wildlife agencies) needs to be carefully dealt with as the additional impervious surface and the uphill and rework of the unnamed streams north of the right of way in this area is a significant concern to the habitat as well as Dr. Vanderhoeven's property.	King County Parks submitted comment response letter to Ms. Vanderhoeven on January 21, 2015. The project will contribute a negligible amount of stormwater to the existing system as described in the response to #1. The County is not proposing any rework to the unnamed streams north of the right of way in this area. As a result, the habitat on Dr. Vanderhoeven's property will not be affected.	