

# ShoreScore Update

July 2018

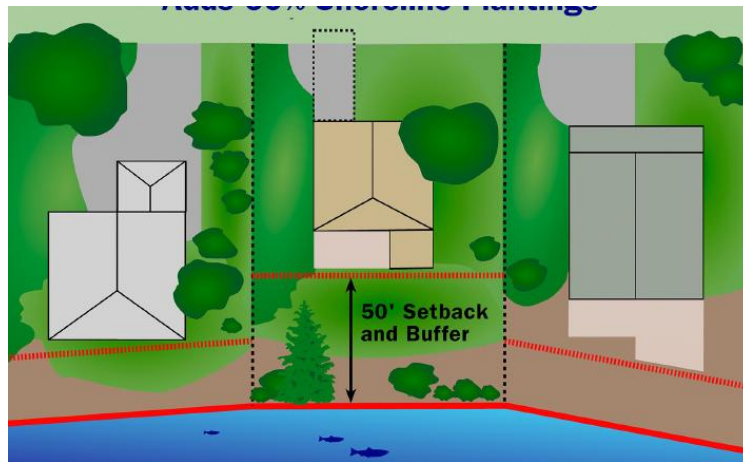


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## Bellevue Shoreline Management Program (SMP)

More than 10 years have passed since Bellevue embarked on a State mandated update of its SMP. Close to finalization, only waiting for Dept. of Ecology final approval, the new SMP will replace the Critical Area regulations that the City elected to use in the interim to regulate shoreline development.



If you live within 200 feet of the shore on either Lake WA or Lake Sammamish, you're within the regulated boundary of the Shoreline Overlay. The most restrictive rules will apply to activity within the Vegetation Conservation Area (VCA) of the shore. This area extends from the shore landward 50 feet.

Assuming Ecology approves the final draft SMP adopted by Bellevue's Council in May -

- The SMP [Goals and Program Overview](#) can be found here.
  - The Shoreline [Inventory, Cumulative Impact Analysis, and Restoration Element](#) are here.
  - And, to see how the [SMP integrates with other city land use regulations](#), that's here.
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## Lake Sammamish Water Levels

Do you live along the lake's shoreline and are you among those who've lost docks or suffered erosion as shown on the next page?



Have high spring lake levels created unsafe boating conditions for you . . .



. . . or, conversely, have low summer water levels left you high and dry?

Have you built a new dock and been required to have it at a ridiculous height above normal water levels?

Are you concerned with the safety issues?

Are you aware that the Sammamish River WAS a federally funded flood control system that protected your property. . .

. . . but it no longer provides flood protection given obstructions in the river allowed by King County?



If you said, "Yes" to any of these questions or are interested in knowing more, [check out the letter](#) recently sent to the King County Flood Control District by your neighbors. And, for a more in depth review of issues facing Lake Sammamish residents, check out [WSSA's web site](#).

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## Supreme Court Ruling on Culverts - Losing Sight of Secondary Impacts

Last month the court ruled that [our state must replace culverts](#) that block passage of endangered salmon runs. Most advocates of this action and the general public likely will not think twice about it. **We ask -**



IS THERE REALLY A LIGHT AT  
THE END OF THIS TUNNEL?

The sheer [magnitude of this effort](#) is not simply the State DOT replacing some pipes. Cities, counties, and private landowners will be involved. Indeed, they have been already.

**BUT, there are implications to you!**

What is lost in the local discussion, as well as the SCOTUS decision, is the danger of simply putting a larger pipe in place of a smaller, more restrictive one. Above and below these pipes are drainage basins. Reconstructing these culverts will alter water flow - the resulting drainage patterns potentially wrecking havoc if not properly re-designed. Time, care, and sufficient funding will be needed to avoid inadvertent catastrophes. **BUT**, what other projects will be stepped over to accomplish this mandate?

There is a common thread woven in several of this ShoreScore issue's topics - **myopic decision making**. In the SCOTUS ruling, above, we see a rush to provide salmon passage without consideration of secondary impacts. In the case of King County's Willowmoor Project, the City of Redmond's ground water supply would be drained, at a cost of millions of dollars, to cool river waters a degree or two - all without addressing the loss of flood protection and potential impacts to properties in the river basin.

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## East Lake Sammamish Trail

As most of you know, this trail is along the abandoned rail line that runs from Redmond, through Sammamish and into Issaquah. On completion, this 11 mile long, [multi-use pathway](#) will connect the Burke Gilman (urban) Trail from Seattle to the John Wayne (wilderness) Trail in Preston. More than a decade in development, there are still issues surrounding it, however. Here's a status report.



Construction on the middle third of East Lake Sammamish Trail (ELST) has not started pending resolution of permitting issues. (The north and south segments in Sammamish are complete.) A hearing examiner for the city of Sammamish rejected the county's application for a Shoreline Substantial Development Permit due primarily to missing design information, but the County appealed that ruling to the Shoreline Hearings Board (SHB), and the board heard that appeal the week of June 25th.



There will be one follow-up hearing, so a ruling by the SHB is not expected until sometime after that.

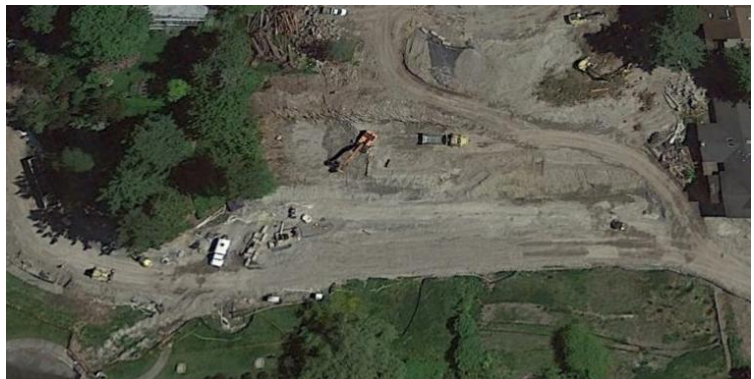
Meanwhile residents along the former railroad right-of-way remain in litigation with the County over who owns the underlying rail corridor. Citizens are hoping to avoid some of the abuses experienced by adjacent property owners along two other segments. The rail corridor is typically 100 feet wide, and 200 feet in some areas. The County is attempting to dictate use of the entire width despite a 2011 ruling in Federal Claims Court that the County has only a surface easement for a trail, and the adjacent property owners, in most cases, own the land. The matter is pending in both federal court and Washington Superior Court but is moving slowly.

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## Lake Washington Update

Progress on [Meydenbauer Bay Park and Marina](#) continues.

Seen last year as construction began. . .



. . . progress is now evident, with the framework of the public space (called the Whaling Building) and over-water pedestrian walkway/pier taking shape.

For more information contact - Scott Vander Hyden, City Project Manager at 425-452-4169

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## Your Support

With your generous support, we can continue our efforts to inform and represent you on shoreline related issues. Please make a contribution to -

**Washington Sensible Shorelines Association (WSSA) at P.O. Box 6773, Bellevue 98008.**