



PURPOSE:

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

INSTRUCTIONS:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). For nonproject actions (actions involving decisions on policies, plans and programs), the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

Background Information

1. Name of proposed project, if applicable:

East Lake Sammamish Parkway Improvement Project

2. Name of applicant:

City of Sammamish

3. Address and phone number of applicant and contact person:

***Jeff Brauns, PE
Sr. Transportation Program Engineer
City of Sammamish
801-228th Avenue SE
Sammamish, WA 98075
(425)295-0561***

4. Date checklist prepared:

May 2007

5. Agency requesting checklist:

City of Sammamish

6. Proposed timing or schedule (including phasing, if applicable):

The project is being broken down into three construction phases. Phase 1 construction is tentatively scheduled to begin in spring 2009. Phase 2 is tentatively scheduled for construction in 2015. Phase 3 is tentatively scheduled for construction 2020.

Project phases include:

- ***Phase 1: NE Inglewood Hill Road to approximately 120 feet north of 28th Place (station 174+00)***
- ***Phase 2: End of phase 1 (station 174+00) to approximately 650 feet north of 196th Avenue NE (station 217+50),***
- ***Phase 3: End of phase 2 to 187th Avenue NE.***

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

None known at this time.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The following studies, memos, and discipline reports have been prepared by the project:

- ***Storm Drainage Technical Information Report, Perteet Inc., April 2006.***
- ***Draft Geotechnical Report, GeoEngineers, June 2006.***
- ***Hazardous Materials Report, GeoEngineers, April 2006.***
- ***Wetland Report, Jones and Stokes, June 2006.***
- ***Fish, Wildlife, and Vegetation Report, Jones and Stokes, June 2006.***
- ***Cultural Resource Study, Jones and Stokes, June 2006.***
- ***Environmental Justice Report, Perteet Inc., July 2006.***

- **Biological Assessment, Jones and Stokes, June 2006.**
- **Public Lanes -4(f) Discipline Report, Perteet Inc., June 2006.**
- **Air Quality Memo, Jones and Stokes, June 2006**
- **Noise Memo, Jones and Stokes, May 2006**
- **Transportation Report, Jones and Stokes, June 2006.**
- **Land Use Analysis, Perteet Inc., June 2006.**
- **Public Services and Utilities Report, Perteet Inc., June 2006.**
- **Visual, Light, and Glare Report, Perteet Inc., June 2006.**
- **Design Report, Perteet Inc., June 2006.**
- **Draft Environmental Impact Statement: East Lake Sammamish Interim Use Trail, King County, May 2000.**
- **Federal Highway Administration/Washington Department of Transportation NEPA Class II Categorical Exclusion Approval – Feb. 27, 2007**

No other environmental information, reports or studies are known to have been prepared at this time.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

While there are several on-going private development projects in the area, there are no known projects that would directly affect the East Lake Sammamish Parkway Project.

King County is working on an Environmental Impact Statement for the East Lake Sammamish Trail (ELST) project which includes design and construction of an alternative non-motorized transportation corridor and a multi-use recreational trail along 11 miles of the former Burlington Northern Santa Fe railroad corridor on the east side of Lake Sammamish. The purpose of the trail is to provide access to recreation, employment, and retail centers in the Cities of Redmond, Sammamish, and Issaquah and complete a link in the King County regional trails system. The City of Sammamish does not expect that this project will negatively affect the East Lake Sammamish Parkway Project.

10. List any governmental approvals or permits that will be needed for your proposal, if known.

The following permits will be needed for each of the three construction phases:

- **City of Sammamish Right-of-Way Permit**
- **City of Sammamish Grading Permit**
- **City of Sammamish Shoreline Substantial Development Permit**
- **City of Sammamish Building Permit for rockeries and walls**
- **Corp of Engineers 404 Permit for Wetland**
- **Department of Ecology 401 Water Quality Permit**
- **Department of Ecology NPDES Permit**
- **Department of Ecology Coastal Zone Management Permit**
- **Wash. Department of Fish and Wildlife – Hydraulic Permit Application for stream crossings**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

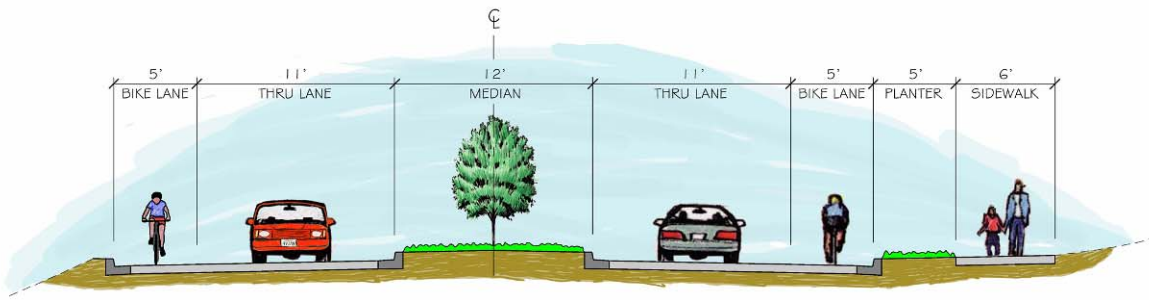
The City of Sammamish is initiating a road-improvement project along East Lake Sammamish Parkway (ELSP) within the city limits between 187th Avenue NE and NE Inglewood Hill Road to reduce traffic congestion and to increase traffic, pedestrian, and bicycle safety. Traffic improvements will include new left-turn lanes, landscape medians,

bicycle lanes, landscape planters, and a pedestrian sidewalk along the eastern edge of the corridor.

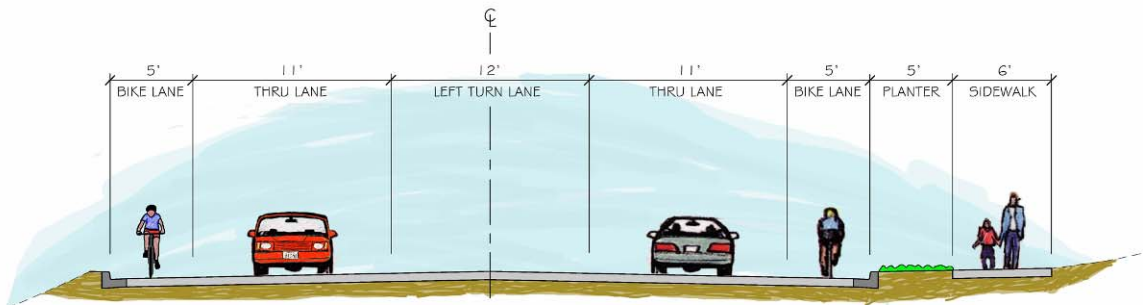
Project improvements to the East Lake Sammamish Parkway include:

- **12-foot-wide, center left-turn lane where driveways or roadway intersections are located along the length of the project;**
- **Landscaped center median where the left-turn lanes is not constructed;**
- **One 11-foot-wide general-purpose travel lane in each direction;**
- **One 5-foot-wide bike lane in each direction;**
- **Curbs and gutters on both sides of the roadway;**
- **A 5-foot-wide planter strip and 6-foot-wide sidewalk on the east side of the roadway (planter strips may be eliminated in some areas because of steep driveways);**
- **Street lighting at intersections;**
- **10 to 15 foot high retaining walls on the west side along most of the length of the project; and average 5-foot retaining walls on the east side through portions of the project length; and**
- **Storm drainage collection and treatment systems.**

The project (including roadway, median, bike lanes, planter strip, and sidewalks) would be approximately 55 feet wide. The total length of the project is approximately 2.65 miles. The East Sammamish Parkway Pedestrian and Safety Improvement will consist of the following design concepts (both concepts are orientated facing north):



CONCEPT 1 - 2 LANE SECTION W/ PLANTED MEDIAN
N.T.S.



CONCEPT 1 - 3 LANE SECTION W/ LEFT TURN LANE
N.T.S.

The project will be constructed in three phases:

- ***Phase 1: NE Inglewood Hill Road to approximately 120 feet north of 28th Place (station 174+00)***
- ***Phase 2: End of phase 1 (station 174+00) to approximately 650 feet north of 196th Avenue NE (station 217+50),***
- ***Phase 3: End of phase 2 to 187th Avenue NE.***

Due to cash flow and other resource constraints, construction of phase 1 is estimated to begin in 2009; construction of phase 2 and 3 are tentatively scheduled to begin in 2015 and 2020 respectively.

Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located in the City of Sammamish, Washington, between Inglewood Hill Road and 187th Avenue NE, at the northern city limits.

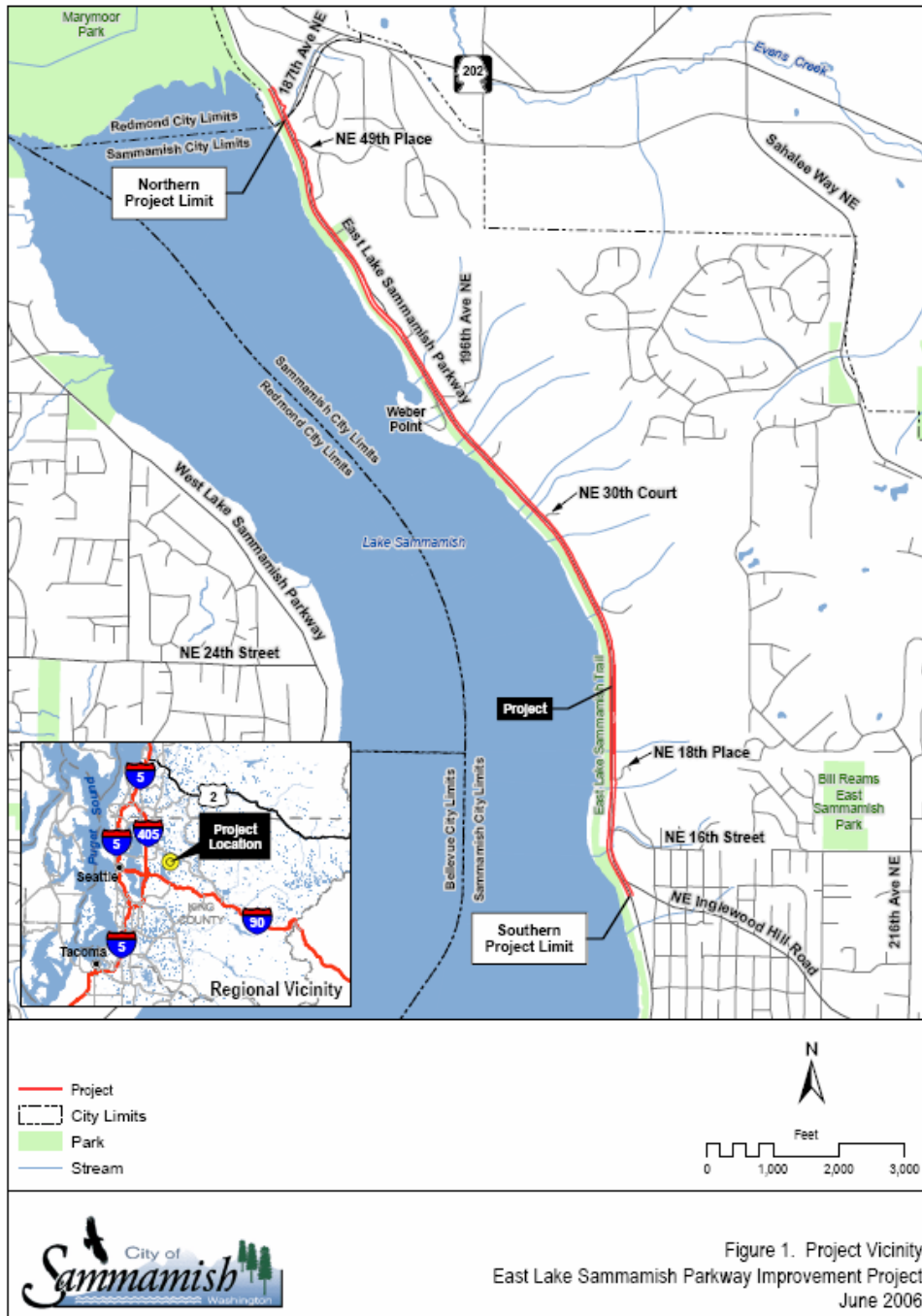


Figure 1. Project Vicinity
East Lake Sammamish Parkway Improvement Project
June 2006

Environmental Elements

1. Earth

- a. General description of the site (circle one); **flat**, rolling, hilly, **steep slopes**, mountainous, other _____.

The existing East Lake Sammamish Parkway alignment is fairly level, with elevations of 60 to 80 feet in the project area. The topography generally slopes up to the east with cut slopes up to 35 feet high with inclinations up to ¾ H:1V (horizontal to vertical). The topography continues to climb up to the east towards the Sammamish Plateau. East Lake Sammamish Parkway crosses numerous small streams and drainages, and in these areas, the roadway has been built up with fill. The topography generally slopes down to the west toward Lake Sammamish, and in many areas, the East Lake Sammamish Parkway alignment is supported by fill embankments up to 25 feet high with inclinations up to 1H:1V. The slope inclinations to the east and west of East Lake Sammamish Parkway may be locally higher where driveways are supported by over steepened slopes or rockeries.

- b. What is the steepest slope on the site (approximate percent slope?)

The proposed project area is relatively flat with less than a 2% slope along the roadway. On either side of the roadway, the terrain drops off and rises steeply with some slopes approaching 50%.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Six borings were completed to evaluate subsurface soil and ground water conditions along the project alignment. The subsurface soils along most of the project corridor consist of dense glacially consolidated soil or recessional outwash. These native soils are covered with fill locally along the west portion of the road and where the road embankment crosses through the numerous drainage ravines that descend the slope. There are also wetland areas and stream bottom areas where soft and/or loose soils are accumulated.

Fill consisting of loose to medium dense silty sand with gravel was observed in several borings and extended to depths of 4½ to 9 feet below the ground surface. Dense glacially consolidated soil or recessional outwash was encountered from near the ground surface or below the fill in all of the borings. The recessional outwash consists of medium dense sand with variable silt and gravel content. Glacially consolidated soils consist of medium dense to very dense silty sand with gravel and hard silt and clay.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The project geotechnical engineers performed slope stability analyses to evaluate the stability of the existing cut and fill slopes along the east side of East Lake

Sammamish Parkway, as well stability analyses of the proposed slopes and structures along the road. For the analyses, the project geotechnical engineers used the slope stability program Slope/W Version 5. Analyses were performed at typical cross-sections along the road. The topographic information used to generate the cross-sections was obtained from preliminary project drawings.

The analyses considered the local (shallow) and global (deep-seated) static and seismic slope stability of the existing and proposed slopes for the current and proposed configurations. A horizontal acceleration coefficient of 0.18g was used for the seismic stability analyses. This acceleration coefficient corresponds to 50 percent of the predicted peak ground acceleration for an earthquake with a 10 percent probability of exceedance in 50 years.

Based on the analyses, the existing and proposed slopes and structures have adequate factors of safety against sliding. For a complete analysis of the methodology and results please refer to the East Lake Sammamish Parkway Improvement Project - Geotechnical Report prepared by GeoEngineers, June 2006.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Construction will include grading for the roadway expansion, sidewalks, planter strip, and retaining walls as well as excavating and backfilling trenches for the storm drainage water quality system. Overall preliminary design calculations expect approximately 38,400 cubic yards of excavation and 58,200 cubic yards of fill material, totaling approximately 96,600 cubic yards. As final civil engineering plans are designed and finalized, these quantities may vary, however the overall project concept and design elements will remain the same.

For the purposes of this checklist and identifying phases, the above listed grading quantities were divided into thirds. As final design for each phase progresses, more detailed cut and fill quantities will be determined. However the cut and fill quantities shown below are conservative estimates and the actual quantities upon final design are not expected to exceed those shown below.

- **Phase 1: 12,800 cubic yards of cut and 19,400 cubic yards of fill**
- **Phase 2: 12,800 cubic yards of cut and 19,400 cubic yards of fill**
- **Phase 3: 12,800 cubic yards of cut and 19,400 cubic yards of fill**

Where on-site fill material cannot be used, clean structural material will be purchased and brought on to the site. Excavated material not used on site will be taken to an approved off-site disposal facility.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Yes, erosion is always a possibility with a construction project. However, the project will be designed with appropriate erosion control measures to reduce the possibility of sedimentation in surface waters leaving the site. Erosion control measures will be in place prior to any work start. See question "h" below.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Within the project boundaries, there is approximately 12.61 acres of existing impervious area mostly consisting of asphalt roadway surface, shoulder, and driveways. Roadway widening and the pedestrian walkway will add approximately 1.72 acres of new impervious area. The total impervious area once the roadway widening project is complete will be 14.33 acres. As the final design has not yet been completed, these figures are approximate values within +/- 5%.

Existing and new impervious area calculations are broken down per phase as follows:

- ***Phase 1: 4.33 acres of existing impervious area and 4.81 acres of new impervious area after completion.***
- ***Phase 2: 4.10 acres of existing impervious area and 4.69 acres of new impervious area after completion***
- ***Phase 3: 4.18 acres of existing impervious area and 4.83 acres of new impervious area after completion.***

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The most significant temporary project effect is potential erosion from ground disturbance due to grading and construction of embankments and structures. An erosion control plan will be prepared according to the City of Sammamish's Development Standards and the Washington State Department of Transportation Standard Specifications. Erosion control measures will be designed to address site specific conditions and may contain, but are not limited to: installation of silt fences, hay bales, check dams, and hydro-seeding. Exposed areas will be covered with plastic sheeting, or other erosion control measures, after two days in wet weather conditions and within two weeks in dry weather conditions.

Soil erosion will be of greatest concern during the wet season of the year. The wet weather season generally begins in October and continues through May in western Washington; however, periods of wet weather may occur during any month of the year. If wet weather earthwork is unavoidable, the following temporary erosion control measures will be implemented:

- ***The ground surface in and around the work area will be sloped so that surface water is directed away from the work area. The ground surface should be graded such that areas of ponded water do not develop. Measures should be taken by the contractor to prevent surface water from collecting in excavations and trenches. Measures should be implemented to remove surface water from the work area.***
- ***Erosion control techniques will be implemented to prevent sediment from leaving the site.***
- ***Earthwork activities will not take place during periods of heavy precipitation.***
- ***Slopes with exposed soils will be covered with plastic sheeting or some other acceptable material.***
- ***The contractor will take the necessary measures to prevent on-site soils and soils to be used as fill from becoming wet or unstable. These measures may include the use of plastic sheeting, sumps with pumps, and grading. The site soils should not be left un-compacted and exposed to moisture. Sealing the surficial soils by rolling with a smooth-drum roller prior to periods of precipitation will help reduce the extent that these soils become wet or unstable.***

- **Construction activities will be scheduled so that the length of time that soils are left exposed to moisture is reduced to the extent practical**

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

During project construction additional short term air impacts may be created by the heavy machinery needed for grading, filling, excavation, and paving of the proposed road and walkway improvements. Air impacts could include automobile and heavy equipment emissions as well as the potential for an increase in dust residue if work is being done in an excessively dry construction season.

In accordance with US Environmental Protection Agency (EPA) guidance, the CO hot-spot analysis is required to focus only on the most heavily congested intersections calculated to operate at LOS D or worse (EPA 1992). The only signalized intersection for the Project would operate at LOS C or better. Furthermore, WSDOT's transportation conformity guidance (KJS 1995) indicates hot-spot modeling is not required for intersections with LOS C or better unless the peak-hour entering volumes exceed 2,500 vehicles per hour. The forecast traffic volume for this intersection is below this threshold. Therefore, no CO hot-spot analysis is required for the Project. The Project would not cause or contribute to any localized air quality violations.

- b. Are there any off-site sources of emission or odor that may affect your proposal? If so, generally describe.

No.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The project will include typical mitigation measures to minimize air quality and odor issues caused by fugitive dust and tailpipe emissions. Mitigation measures include:

- ***requiring all City construction crews and contractors to comply with PSCAA regulations for fugitive dust control and soil trackout during construction;***
- ***maintaining the engines of construction equipment according to manufacturers' specifications; and***
- ***minimizing idling of equipment while the equipment is not in use.***

3. Water

- a. **Surface Water:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

All areas adjacent to the roadway were evaluated for the presence of critical areas that could potentially be affected by the Project. The methods used to delineate and evaluate effects to wetlands and streams are consistent with federal, state, and local regulations. The findings of the critical areas study prepared for the East Lake Sammamish Parkway Improvement Project include:

Lakes:

Portions of the project are within 200 feet of Lake Sammamish which is regulated under the City's Shoreline Management Program.

Wetlands:

- **Wetlands do occur within the project area and have already been disturbed to some extent by development, including the original construction of the Parkway and former shoreline railway, as well as residential development in the surrounding area.**
- **A majority of the wetlands are dominated by emergent and/or scrub-shrub vegetation and are considered to be of low value, providing relatively little function other than nutrient/toxicant removal and general habitat suitability.**
- **The following Tables summarizes of the wetlands found in the project area:**

Wetland ID (Station #)	Dominant Habitat Type(s) ¹	Landscape Position	Dominant Plant Species	General Wetland Hydrology	Hydric Soil Texture and Indicators	Estimated Total Size (Sq ft within study area)	City Rating ²	Ecology Rating ³
1 (135+00)	PEM	low-lying, westward-draining, <i>Phalaris</i> -lined swale that continues into roadside ditch	<i>Phalaris arundinacea</i>	temporarily to seasonally saturated	gravely sandy loam with cobbles – low chroma values with mottles (some fill)	< 0.1 acre (1,296)	IV	IV
2 (149+50)	PSS	hillside seep wetland that narrows drastically under bridge where it ends	<i>Thuja plicata</i> , <i>Alnus rubra</i> , <i>Rubus spectabilis</i> , <i>Hedera helix</i> , <i>Equisetum arvense</i> , <i>Carex obnupta</i>	seasonally saturated; associated with Stream 1	gravely sand, aquic moisture regime	< 1 acre (2,272)	IV	IV
3 (152+00)	PEM	roadside ditch collects water from Wetland 2 and drains north to Wetland 4	<i>Rorippa nasturtium-aquaticum</i>	seasonally inundated	silt; sand + gravel - low chroma values	0.008 acre 363	IV	IV
4 (153+00)	PFO	hillside seep wetland associated with Streams 2 and 3	<i>A. rubra</i> , <i>R. spectabilis</i> , <i>Athyrium filix-femina</i>	seasonally saturated	silt loam/muck + cobble/gravel – low chroma; sulfidic odor	< 1 acre (2,945)	III	III
5 (155+50)	PFO	hillside forested seep associated with Stream 4	<i>A. rubra</i> , <i>R. spectabilis</i> , <i>Oplopanax horridus</i>	seasonally saturated	sandy loam – low chroma values with mottling	< 0.5 acre (3,037)	IV	IV
6 (160+00)	PFO	hillside forested seep associated with Stream 5	<i>T. plicata</i> , <i>R. spectabilis</i> , <i>A. filix-femina</i>	seasonally saturated	sandy silt loam – low chroma values	< 0.5 acre (1,974)	IV	IV
7 (162+50)	PSS	PSS system below steep hillside discharge (seep)	<i>R. spectabilis</i> , <i>Oplopanax horridus</i> , <i>E. arvense</i> , <i>Lysichiton americanum</i>	seasonally saturated	silt loam/muck + gravely sand – low chroma values + gleying	< 1 acre (8,450)	IV	IV
8 (165+00)	PFO/EM	seep discharge on hillslope terrace drains to roadside ditch	<i>A. rubra</i> , <i>R. spectabilis</i> , <i>E. arvense</i> , <i>L. americanum</i>	seasonally saturated	gravely loam – low chroma values	< 0.20 acre (1687)	IV	IV

Wetland ID (Station #)	Dominant Habitat Type(s) ¹	Landscape Position	Dominant Plant Species	General Wetland Hydrology	Hydric Soil Texture and Indicators	Estimated Total Size (Sq ft within study area)	City Rating ²	Ecology Rating ³
9 (184+50)	PSS	PSS system below steep hillside discharge (seep)	<i>Salix lucida</i> var. <i>lasiandra</i> <i>Cornus sericea</i> , <i>E. arvense</i> , <i>P. arundinacea</i>	seasonally saturated	silt loam/muck + gravelly sand – low chroma values + gleying with mottling	< 0.20 acre (1829)	IV	IV
10 (195+50)	PEM	low-lying slope (seep)	<i>Juncus effusus</i>	seasonally saturated	silt loam – low chroma values with mottling; over hardpan	0.04 acre (1987)	IV	IV
11 (213+00)	PEM/SS	low-lying slope (seep)	<i>P. arundinacea</i> , <i>S. sitchensis</i>	temporarily saturated	silty clay loam – low chroma values with mottling	< 0.25 acre (7564)	III	III
12 (234+00)	PFO	small forested seep	<i>T. plicata</i> , <i>E. hyemale</i>	seasonally saturated	sandy loam – low chroma values with mottling	0.02 acre (739)	IV	IV
13 (241+50)	PEM/SS	hillside seep	<i>P. arundinacea</i>	seasonally saturated	silty clay loam + clay – low chroma values with mottling	< 0.5 acre (3318)	IV	IV
14 (257+00)	PEM	slope seep	<i>E. arvense</i> , <i>L. americanum</i> , <i>Ribes lacustre</i> , <i>T. plicata</i>	permanently saturated; seasonally inundated	silt loam – low chroma, gleying, and mottles; aquatic moisture regime	< 0.10 acre (2565)	IV	IV
16 (260+00)	PSS	low-lying stormwater retention pond	<i>A. rubra</i> , <i>Solanum dulcamara</i>	permanently saturated; seasonally inundated	muck – low chroma; aquatic moisture regime	< 0.10 acre (1895)	III	III
A (155+50)	PEM	Low-lying depression	<i>P. arundinacea</i> <i>Rorippa nasturtium-aquaticum</i>	seasonally to semi-permanently flooded	silt loam – low chroma values	0.02 acre (741)	III	III
B (220+00)	PEM	Seep embankment + ditch	<i>P. arundinacea</i> <i>Scirpus microcarpus</i> <i>R. nasturtium-aquaticum</i>	temporarily to seasonally saturated	sandy silt loam – low chroma values	0.1 acre (4312)	IV	IV
C (260+50)	PEM	Seep embankment + ditch	<i>P. arundinacea</i>	temporarily to seasonally saturated	loam - low chroma values with mottling	0.02 acre (871)	IV	IV
31A ⁵ (152+00)	PEM	Seep embankment + ditch	<i>P. arundinacea</i> <i>A. felix-femina</i>	temporarily to seasonally saturated	gravelly sandy loam – low chroma values	0.03 acre	III	III
31B ⁴ (149+50)	No data available					0.02 acre	IV	IV
31C ⁴ (146+00)	PEM	Seep embankment + ditch	<i>P. arundinacea</i> <i>R. discolor</i>	temporarily to seasonally saturated	silt to sandy loam – gleyed to low chroma values	0.02 acre	IV	IV
32A ⁴ (195+50)	PEM/SS	Seep embankment associated with stream 0143D and 0143E	<i>Polygonum cuspidatum</i> <i>P. arundinacea</i> <i>R. discolor</i>	permanently saturated; seasonally inundated	loamy sand – low chroma values	0.25 acre	III	III
32B ⁴ (200+00)	PEM/SS	Seep embankment associated with stream 0143D and 0143E	<i>Juncus effusus</i> <i>P. arundinacea</i> <i>R. discolor</i>	permanently saturated; seasonally inundated	mucky sandy loam – low chroma values and mottling	0.18 acre	III	III
34B ⁴ (265+00)	PEM	Disturbed swale	<i>P. arundinacea</i>	temporarily to seasonally saturated	sandy loam – low chroma values and mottling	0.04 acre	IV	IV
34E ⁴ (253+00)	PEM	Seep embankment + ditch	<i>P. arundinacea</i> <i>R. discolor</i>	temporarily to seasonally saturated	sandy loam – low chroma values, mottling in areas	0.02 acre	III	III
34G ⁴ (240+00)	PEM	Disturbed swale	<i>P. arundinacea</i> <i>R. discolor</i>	temporarily to seasonally saturated	silt loam – low chroma values, mottling in areas	0.02 acre	III	III

¹ P = Palustrine; EM = Emergent; FO = forested; SS = scrub-shrub, based on Cowardin et al. 1979.

² City of Sammamish Wetland Rating based on City's Critical Areas Code, Chapter 21A.50.290 Environmentally Critical Areas, Wetlands Development Standards.

³ Ecology rating based on the Washington State Wetland Rating System for Western Washington, Revised (Hurby 2004).

⁴ A Wetland 15 was originally delineated northeast of Wetland 16, but was ultimately determined to be outside of the study area.

⁵ Wetland data derived directly from Parametrix data sheets (Appendix A) from 2004 Wetland Discipline Report for the East Lake Sammamish Parkway Master Plan Trail Report. The report did not include data for Wetland 31B, only its size; information regarding Wetland 34B was limited to field data sheets. Wetland Descriptions

The locations of the wetlands are broken down as follows:

Phase 1 includes wetlands 1-8, A, 31A, 31B, and 31C; totaling 36,704 square feet

Phase 2 includes wetlands 9-11, B, C, 32A, and 32B; totaling 26,135 square feet

Phase 3 includes wetlands 12-16, 34E, and 34G; totaling 10,259 square feet

Streams:

- **The Build Alternative would not adversely affect streams or fish habitat. All of the streams that cross the project are too small and steep to provide significant fish habitat, and the existing culverts along the ELSP are barriers to fish passage. Furthermore, only two of the streams crossing the project have perennial flow.**
- **Typical pollution control measures will prevent construction from affecting water quality in waters of the U.S., including wetlands.**
- **Erosion control measures will be used during construction to control erosion and prevent sediment transport by overland flow to waters of the U.S., including wetlands.**
- **The following Table is a summary of the streams found in the area:**

Station	Stream ID ¹	State/City Water Type ²	Fish Use	Buffer Width	Buffer Characteristics
148+00	1	Ns	No	50	Part of Wetland 2
148+00	0143J	F	Potential	150	
152+00	2	Ns	No	50	Part of Wetland 4
152+00	0143I	F	Potential	150	
154+00	3	Ns	No	50	Part of Wetland 4
154+50	4	Ns	No	50	Part of Wetland 5
159+50	Unnamed tributary to 0143H	F	Potential	150	
160+00	5	Ns	No	50	Part of Wetland 6
160+00	3C-8	Culvert	No	0	
185+50	6	Ns	No	50	Part of Wetland 9
185+50	0143G	F	Potential	150	
260+50	7	Ns	No	50	(Beyond study area)
260+50	0143A	F	Potential	150	
260+00	8	Ns	No	50	(Beyond study area)
260+50	0143A	F	Potential	150	
195+50	9	Ns	No	50	(Subsurface under rock)
200+00	0143D	F	Potential	150	
189+50	10	Np	No	75	Lawn grass (yard)
189+50	0143F	F	Potential	150	
187+50	11	Np	No	75	Partially intact forest
187+50	3C-4	F	Potential	150	

¹All streams crossing East Lake Sammamish Parkway are non-fish-bearing in the project vicinity. These 11 streams are denoted numerically (i.e., Streams 1–11). All open channels between the East Lake Sammamish Trail and Lake Sammamish, denoted alpha-numerically (e.g., 0143X), may support seasonal fish use.

²F = fish-bearing; Ns = non-fish-bearing, seasonal; Np = non-fish-bearing, perennial.

The following streams are in each phase of the project:

Phase 1: 5 streams total including streams 1-5

Phase 2: 4 streams total including streams 6 & 9-11

Phase 3: none*

****Note: two additional streams (streams 7 and 8) were located per the table above, however they are located beyond the study limits and therefore won't be impacted by any of the construction phases.***

Since the proposed project would result in unavoidable impacts on wetlands, streams and their buffers, mitigation will be required per the City's critical areas ordinance. Both category III and IV wetlands must be replaced at a ratio of 1.5 to 1. For every acre of wetland lost, 1.5 acres must be created or restored of equivalent type, within the same drainage basin, of the same category, and have a high probability of success. Stream impacts may be compensated by enhancing stream buffer vegetation along those reaches that exist on the eastern shoreline of Lake Washington.

Mitigation sites and plans for the wetland and stream impacts have not been completed yet; however with each construction phase, a shoreline substantial development permit will be required and full mitigation plans will be prepared at that time. In addition to preparing a mitigation plan in accordance with City standards, the City will determine if additional environmental review will be required for work at the mitigation sites.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes; see response to question 1 above.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Overall the Project would result in unavoidable permanent negative effects to 0.15 acre of wetlands, 1.47 acres of wetland buffer, 230 feet of stream channel, and 0.06 acre of stream buffer, which would be mitigated (compensated) per federal, state, and local regulations. (See June 2006 Wetlands Discipline Report by Jones & Stokes and June 2006 Biological Assessment by Jones & Stokes.)

Wetland Identifier	Ecology Category	City of Sammamish Rating	Wetland Size within Study Area ¹ (acres)	Buffer Acres ²	Permanently Filled/Disturbed Area (acres)		Permanently Disturbed Waters		Avoidance and Minimization
					Wetland	Buffer	Stream Identifier	Stream Length (feet)	
1	IV	IV	0.03	0.30	0.008	0.025	-	-	Unavoidable due to roadway design standards
2	IV	IV	0.06	0.43	0.003	0.045	1	25	Unavoidable (due to roadway design standards)
3	IV	IV	0.01	0.11	0.01	0.019	-	-	Unavoidable
4	III	III	0.11	0.40	0.006	0.029	2 and 3	25+55	Unavoidable
5	IV	IV	0.08	0.26	0.010	0.029	4	25	Unavoidable
6	IV	IV	0.05	0.30	0.005	0.050	5	25	Unavoidable
7	IV	IV	0.22	0.50	0.012	0.053	-	-	Unavoidable
8	IV	IV	0.03	0.25	0.013	0.042	-	-	Unavoidable
9	IV	IV	0.04	0.23	0.017	0.011	6	25	Unavoidable
10	IV	IV	0.05	0.24	0.006	0.035	-	-	Unavoidable
11	III	III	0.17	0.70	0.025	0.112	-	-	Unavoidable
12	IV	IV	0.02	0.23	0.00	0.034	-	-	Minimized (retaining wall)
13	IV	IV	0.09	0.23	0.017	0.019	-	-	Unavoidable
14	IV	IV	0.06	0.33	0.023	0.059	-	-	Unavoidable
16	III	III	0.06	0.34	0.00	0.000	-	-	Avoided
A	III	III	0.02	0.16	0.00	0.020	-	-	Avoided
B	IV	IV	0.10	0.58	0.00	0.443	-	-	Avoided
C	IV	IV	0.02	0.15	0.00	0.020	-	-	Avoided
31C ³	IV	IV	0.02	0.15	0.00	0.022	-	-	Avoided
31B	IV	IV	0.02	0.21	0.00	0.027	-	-	Avoided
31A	III	III	0.03	0.18	0.00	0.038	-	-	Avoided
32A	III	III	0.25	0.45	0.00	0.147	-	-	Avoided
32B	III	III	0.18	0.51	0.00	0.127	-	-	Avoided
34G	III	III	0.02	0.14	0.00	0.032	-	-	Avoided
34E	III	III	0.02	0.20	0.00	0.035	-	-	Avoided
34B	IV	IV	0.04	0.17	0.00	0.008	-	-	Avoided
Streams Not Associated with Wetlands									
							10	25 + (0.04 ac buffer)	Unavoidable
							11	25 + (0.02 ac buffer)	Unavoidable
TOTAL					0.15	1.47		230 + (0.06 ac buffer)	

¹A majority of the wetlands located along the east side of East Lake Sammamish Parkway extend beyond the study area, defined as 75 feet east and west of the existing roadway centerline. Wetland size was calculated based on data obtained from Pertere following delineation of wetlands.

²Buffers are all 50 feet.

³P denotes wetlands delineated by Parametrix, Inc. in conjunction with the East Lake Sammamish Master Plan Trail Project (2004).

Impacts to wetlands and streams are as follows for the following phases:

Wetlands:

Phase 1: .067 acres of wetland impacts and .398 acres of buffer impacts.

Phase 2: .048 acres of wetland impacts and .903 acres of buffer impacts.

Phase 3: .040 acres of wetland impacts and .179 acres of buffer impacts.

Streams:

Phase 1: 155 linear feet of stream (buffer impacts are with the associated wetlands)

Phase 2: 75 linear feet of stream and .06 acres of buffer

Phase 3: none

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Some work within the ordinary high water mark of study area streams is anticipated. Several streams located within the study area could be affected by connecting to, or extending existing culverts, or by placing new culverts. Where in-water work is required, these project elements would require a Hydraulic Permit Application (HPA) from the Washington Department of Fish and Wildlife. The HPA will specify the in-water work window to avoid or minimize impacts to fish. Typically, the approved work window for Lake Sammamish tributaries is July 1 through October 15.

Specific BMPs for in-water work would be implemented as follows:

- **Any culvert extensions, replacements, or maintenance requiring in-water work shall be conducted during the approved in-water work windows. For Lake Sammamish tributaries this is from July 1 through October 15.**
- **Construction equipment shall not operate within a waterbody without authorization from WDFW.**
- **Culvert extensions shall be designed and constructed to prevent excessive erosion of the streambed at the culvert inlets and outlets.**

- 5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

According to the City of Sammamish Critical Areas Map, the roadway improvement project does not lie within the 100 year flood plain. A small portion of the East Lake Sammamish Trail at Inglewood Hill Road lies significantly lower than the Parkway and could be within the flood plain. However, the proposed parking lot and stormwater facility at this location are higher than the trail and would not be within the flood plain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The proposed roadway project does not involve the discharge of any waste materials. After completion of the project, storm water runoff from the project area

will be collected, treated, and routed to existing stormwater outlets which drain in Lake Sammamish.

3. Water (Cont.)

b. Ground Water:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The proposed roadway improvement project does not involve the discharge of any waste materials. After completion of the project, storm water runoff from the project area will be treated and released to existing stormwater outlets which drain into Lake Sammamish.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters, If so, describe.

The East Lake Sammamish Parkway project is located in the Panhandle Sub-basin of the East Lake Sammamish Basin in King County. The project area is split into six (6) sub-basins referred to as Basins 1-6. Phase 1 construction includes sub-basin 1 and 2 and a small portion of sub-basin; the majority of sub-basin 3 and half of sub-basin 4 is within the phase 2 construction limits; and the remaining sub-basins is in the phase 3 construction limits. Each of the six (6) sub-basins will have a storm water quality system; no detention is required as the storm water will be directly released to Lake Sammamish after flowing through a storm water quality treatment facility. The storm water quality facilities will be constructed within the project limits using the 2006 Highway Runoff Manual (WSDOT) applying the WWHM for modeling software. For conveyance, the King County Surface Water Design Manual will be used. Stormwater will be treated to Enhanced Treatment Standards. Each of the six basins will be designed with a wet water and sand filter vault. These vaults will be located underground entirely within the East Lake Sammamish Trail right-of-way. This design requires two vaults; the first vault will collect storm water runoff and allow sediment to settle out. The second vault will be filled with sand to filter the water before it is tightlined and released to the existing stormwater outlets which drain into Lake Sammamish.

- 2) Could waste material enter ground or surface waters? If so, generally describe.

No

d. Water Reduction/Control

1. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Stormwater from the roadway currently flows untreated into Lake Sammamish. The proposed project will add 1.72 acres of new impervious surface to East Lake Sammamish Parkway, primarily in the form of turn lanes, bike lanes, and sidewalks. If left unmitigated, the direct impacts of the proposed action would be the generation of pollutants that would find their way to wetlands, streams and eventually, Lake Sammamish.

The stormwater facilities proposed for the project will be designed to capture and treat runoff from the roadway to the standard of Phosphorus Control and Enhanced Treatment as per WSDOT Highway Runoff Manual 2006, King County Surface Water Design Manual, and WDOE Stormwater Management Manual for Western Washington. Treatment objectives using stormwater BMPs are the removal of sediment, nutrients, petroleum products, dissolved metals and fecal coliform. Treatment will be performed with media filtration through sand, zeolite, perlite and/or carbon filters.

The treatment process will be incorporated into several vault systems, each treating between one and five acres of surface area. Erosion control measures at stream and discharge outlets will be designed and constructed per Best Management Practices (BMP) to mitigate the effects of concentrating discharge from the water quality facilities.

4. Plants

- a. Check or circle types of vegetation found on the site:
- deciduous tree: alder, maple, aspen, other
 - evergreen tree: fir, cedar, pine, other
 - shrubs
 - grass
 - pasture
 - crop or grain
 - wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 - water plants: water lily, eel grass, milfoil, other
 - other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

Selective trees, shrubbery, ornamental landscape vegetation, wetland vegetation, stream vegetation, and buffers within the project limits will be removed to construct the roadway improvements, stormwater treatment vaults and driveway reconstruction.

- c. List threatened or endangered species known to be on or near the site.

The study area has no known occurrences of plant species that are listed as threatened or endangered under the Endangered Species Act or that are a candidate for such listing. Nor are there any plant species of federal concern or species included in the Washington Natural Heritage Program database in the study area.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposed planting strips will be planted with deciduous trees, groundcover or sod grass. Any other areas disturbed by the project will be landscaped or hydro-seeded to the property owners' satisfaction and as directed by the City. A final landscape plan will be prepared and approved by the City prior to actual planting.

Mitigation will be provided at a minimum rate of 1.5:1 for wetland and stream vegetation and buffer impacts. Prior to issuance of any permits, a final wetland and stream mitigation plan will be prepared showing where mitigation shall occur and detailed mitigation planting plans.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other _____

Mammals: deer, bear, elk, beaver, other _____

Fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened or endangered species known to be on or near the site.

The project area drains to Lake Sammamish by a number of small independent drainages. This entire area is within the Lake Washington (Cedar\Sammamish) Watershed. Although no listed species occur in the channels that cross the project area, Puget Sound chinook salmon (threatened), Puget Sound steelhead trout (proposed), and coho salmon (candidate) all occur in Lake Sammamish, which is located 100 to 500 feet west of East Lake Sammamish Parkway and at least 50 feet west of all project area. Coastal/Puget Sound bull trout potentially occur in Lake Sammamish, as well.

Bald eagles nest northwest of the project area; their territory includes a portion of the Lake Sammamish shoreline in the action area west of the northern end of the project area.

- c. Is the site part of a migration route? If so, explain

See response to the question above.

- d. Proposed measures to preserve or enhance wildlife, if any:

Temporary erosion and sedimentation control best management practices (BMP's) (BMPs) will be used to prevent generation and transport of sediment to Lake Sammamish and tributary streams during construction. Sand filter stormwater vaults would be installed as a part of the Project to control runoff from new and existing impervious surfaces, improving runoff timing, peaks, and water quality from existing conditions.

Project timing during the dry summer season would be used to minimize the potential for water quality effects from construction of drainage features.

Bald eagles could be present in the project area during construction, and may be able to hear construction noise. However, due to the limited intensity and duration of noise from construction, and the existing noise levels in the project area, bald eagles are not expected to be affected by construction noise. An eagle

management plan may be required by the Washington Department of Fish and Wildlife.

6. Energy

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity is used to power the existing street lights and traffic signals. The proposed roadway improvement project will only relocate some of the existing utility and light poles; therefore the project will not result in the consumption of more energy than prior to the project.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None

7. Environmental Health

a. **Health Hazard**

1. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Use of construction vehicles and equipment can potentially lead to accidental spills of hydraulic fluids, diesel fuels and gasoline. City of Sammamish contract requirements require a spill prevention program be submitted to the City by the hired Contractor prior to construction.

- i.) Describe special emergency services that might be required.

No special emergency services are anticipated.

- ii.) Proposed measures to reduce or control environmental health hazards, if any:

The Contractor is required to adhere to OSHA, WISHA guidelines, state law and the specifications of this proposal in the application of construction methods and in the use of all construction equipment on this project.

b. **Noise**

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

A noise study was conducted by Jones and Stokes dated June 2006 for the purpose of identifying any noise impacts on the surrounding neighborhoods as a result of the East Lake Sammamish Parkway Improvement project.

The FHWA Traffic Noise Model was used to predict existing and future noise levels during the peak rush hour period for the baseline year and the design year. Distances between the houses and the center of the nearest through lane range from 40 feet to 190 feet. Noise levels were modeled at receiver locations consisting of homes within 500 feet of the roadway. A total of 111 dwelling units were included as modeling receivers. Predicted peak-hour noise levels were compared to FHWA's Noise Abatement Criteria (NAC) to determine if the project would result traffic noise impacts.

The results of the noise evaluation showed that in no case would the proposed road alignment move the closest through lane within half of its original distance of the identified receivers. Therefore the report concluded the proposed project would not cause any additional noise impacts at any home that what currently exists.

However, during construction it is anticipated that construction vehicles and equipment will generate some temporary noise, therefore the project construction hours will be limited to the City's standard construction hours requirements.

- 3) Proposed measures to reduce or control noise impacts, if any:

The Contractor is required to work only during acceptable hours as prescribed by the City of Sammamish, and not work on holidays observed by the City.

8. Land/Shoreline Use

- a. What is the current use of the site and adjacent properties?

The predominate land use pattern in the study area is single-family residential or undeveloped parcels that are most likely undeveloped due to environmental constraints such as steep slopes or privately owned open space.

Parallel to much of the roadway on the west side of East Lake Sammamish Parkway is the East lake Sammamish Trail which is owned and maintained by King County.

- b. Has the site been used for agriculture? If so, describe.

No

- c. Describe any structures on the site.

There are no buildings within the project boundaries. The existing East Lake Sammamish Parkway right-of-way improvements include: surface pavement, underground utilities, utility poles, other above-ground utilities, and mailboxes.

- d. Will any structures be demolished? If so, what?

No above-ground structures are proposed to be demolished.

- e. What is the current zoning classification of the site?
The project is located in the Residential – four dwelling units per acre (R-4) – zoning district.
- f. What is the current comprehensive plan designation of the site?
The Comprehensive Plan designation for the project site is Residential – one - four dwelling units per acre (R-1-4).
- g. If applicable, what is the current shoreline master program designation of the site?
Along the 2.65 mile project corridor there are two shoreline designations: rural and conservancy
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.
Yes, there are wetlands, streams, and steep slopes within the project boundaries. See the earth, vegetation, and stormwater sections of the checklist for additional details.
- i. Approximately how many people would reside or work in the completed project?
None; the proposal is a roadway improvement project.
- j. Approximately how many people would the completed project displace?
None
- k. Proposed measures to avoid or reduce displacement impacts, if any:
None needed.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The proposal is consistent with the City of Sammamish's Comprehensive Plan, Zoning, and Capital Improvement Program.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
None
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None
- c. Proposed measures to reduce or control housing impacts, if any:

Not Applicable

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed.

Not Applicable

- b. What views in the immediate vicinity would be altered or obstructed?

The proposed project will widen the roadway to allow for formal bicycle lanes, a sidewalk, a planting strip next to the sidewalk and either a landscaped median island or a two-way left-turn lane. The guardrails and concrete barriers on the west side of the roadway will be replaced by a traffic barrier.

A driver's experience would not differ significantly in that there will not be additional lanes, other than a center turn lane. However, the sidewalk, bicycle lanes, and plantings will change the view along the roadway.

A resident of a home on the east side of the road would observe more vegetation and a traffic barrier rather than a guard rail or concrete barrier, which will blend the manmade road features into the natural environment and views of the lake.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Landscaping with street trees, shrub and native plants will be included with this project to enhance the visual appearance of the completed project. Below are three examples showing before and after views of the completed project:

Example: View with Center Turn Lane ~ Station 148

Before:



After:



Example: View with Landscape Median ~ Station 188

Before:



After:



Example: View of Lake ~ Station 222

Before:



After:



11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

No increase in light or glare is proposed, either during construction or with the proposed improvements. For safe passage of vehicle and pedestrians, the existing street lights will be retained.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

No existing off-site light or glare is anticipated.

- d. Proposed measures to reduce or control light and glare impacts, if any:

None

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The East Lake Sammamish Parkway improvement project run directly parallel to the East Lake Sammamish Trail currently owned and operated by King County. The trail is an abandoned railroad line that runs along the top of the abandoned railroad grade. The crushed-rock trail is 12 feet wide and 11 miles long. It connects the cities of Issaquah and Sammamish to the Sammamish River Trail in Redmond. Using the East Lake Sammamish Trail, people can make non-motorized connections from Issaquah to Seattle's Burke Gilman Trail. People use this trail system for recreation as well as for their daily work commute.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

Trail access may be limited during construction. Limitations in access may occur from closing half of the width of the trail, similar to reducing a street from two lanes down to one lane. Limitations in access may also result in temporary

closures. These closures will generally range from a one to two days for installation of the stormwater facilities and/or driveway reconstruction. No closures are anticipated for the wetland mitigation work. When work is not occurring, steel plates will be placed over any excavations to maximize the facility's use outside of construction hours.

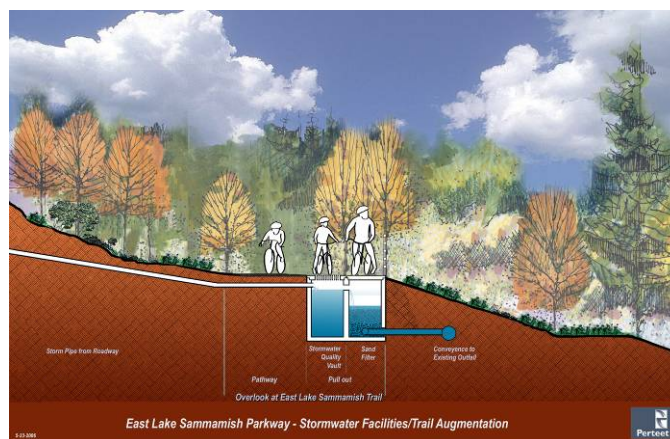
Although there will be short-term, construction impacts, the stormwater facilities and driveways will not adversely affect the trail's regular use. These facilities are being designed to be level with the trail surface. Furthermore, the proposed stormwater facility will enhance the trail by providing scenic overlook/pullout areas. The wetland restoration will not affect access.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Mitigation measures for impacts to the trail right-of-way include:

- **Using the top of the stormwater vaults to create pullouts that act as overlooks and opportunities to move out of the trail traffic.**
- **Performing wetland mitigation in the right-of-way to improve wildlife habitat.**

Example of Stormwater Facility within the Trail Right-of-Way:



13. Historic/Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national state, or local preservation registers known to be on or next to the site? If so, generally describe.

No. A cultural resources study was completed by Jones and Stokes in June of 2006 that concluded that there are no cultural resources impacted by the proposed roadway improvement project.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Twenty-six historic buildings were evaluated along East Lake Sammamish Parkway for their eligibility for listing in the NRHP. Jones & Stokes' architectural historian determined that four of those 26 buildings appear to be eligible for listing in the NRHP, however none of these buildings are currently listed on the register. No prehistoric archaeological or historic period archaeological sites were identified during the pedestrian survey of the project's boundaries.

- c. Proposed measures to reduce or control impacts, if any:

If during construction any evidence of archeological or historic resources are found, all work will be stopped and a qualified professional will be consulted. The State office of Historic Preservation and/or affected tribes will also be contacted and consulted with to determine the correct course of action to be taken.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The proposed road improvement project is located along East Lake Sammamish Parkway between the northern City limits at 187th Avenue NE to NE Inglewood Hill Road.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No, 228th Street is the main street used by transit in the City of Sammamish. The ELSP project will not impact transit use in the City.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

Currently, there are legal spaces along the shoulder of ELSP. With the widening project some of these spaces will be eliminated. The total number and location of the displaced parking spaces will be determined during final design.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private?)

This proposal by definition is an improvement to existing roads as described above. In general, private and public driveways and streets will be reconstructed within the East Lake Sammamish Parkway right-of-way (pavement transitions are anticipated).

As described in the project description, the project includes adding left-turn lanes or landscape medians, bicycle lanes, landscape planters, and a pedestrian sidewalk along East Lake Sammamish Parkway.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Existing traffic volumes in this segment of East Lake Sammamish Parkway (ELSP) is about 19,000 ADT today, and are expected to increase to about 22,700 in 2030. The City plans construction of a new corridor along 244th Avenue NE and improvements on 228th Avenue NE / Sahalee Way that will divert trips that would otherwise use ELSP, hence the relatively small growth in traffic between now and 2030. Traffic volumes on ELSP drop off significantly south of the southern project

limit of Inglewood Hill Road as many of the trips use Inglewood Hill Road to access the Sammamish Plateau.

The proposed project is not anticipated to generate any new vehicle trips. The purpose of the project is to enhance public safety for pedestrians, bicyclists, the driving public, and the local neighborhood

- g. Proposed measures to reduce or control transportation impacts, if any:

This proposal addresses the City's concurrency requirements for East Lake Sammamish Parkway as well as alleviating the traffic safety, pedestrian, bicycle and storm water inadequacies in the East Lake Sammamish Parkway infrastructure.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Not Applicable

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

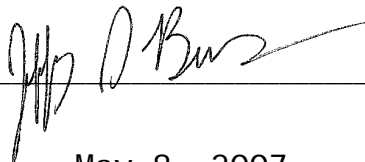
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No new utilities, besides the storm water component of the project, are proposed. However, coordination will be made with the above listed utility purveyors to ensure existing lines are not damaged during construction or are relocated or adjusted to accommodate the proposed improvements.

Signatures

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to makes its decision..

Signature: _____



Date Submitted: May 8, 2007