City of Sammamish

Department of Public Works and Financial Services

Interim Six-Year Transportation Improvement Program

2001 - 2006

Adopted April 19, 2000
Resolution No. R2000-46

John Cunningham

INTERIM SIX-YEAR TRANSPORTATION PLAN
2001 - 2006

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City of Sammamish, WA
Interim Six Year Transportation Improvement Plan
2001-2006

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OVERVIEW

Purpose

This is the City of Sammamish Interim 6-Year Transportation Program (adopted April 19, 2000). The purpose of this document is to coordinate the City's future programs and projects. This document is required by the Revised Code of Washington (RCW) Chapters 35.77 and 36.81 to be updated annually and to be filed with the Secretary of the Department of Transportation. This document is also prepared to inform other neighboring jurisdictions of the City of Sammamish's current planning direction for transportation needs.

Review

This document is submitted to the Puget Sound Regional Council (PSRC) for review and inclusion in the yearly update of the Transportation Improvement Plan (TIP). Their review of projects receiving federal funding in the near term fulfills the requirement that the Regional Transportation Planning Organization (RTPO) determine that such expenditures are consistent with regionally adopted goals and plans.

Project Selection

The projects included in this document are the result of evaluation of needs in various transportation areas. The City is newly incorporated and transportation needs were on of the main reasons for incorporation. The citizens of Sammamish expressed desire to build sidewalks, bike lanes, street lights etc. In addition, the Public Works Department receives many calls from concerned citizens requesting improvements to the City transportation network to allow for safer pedestrian use. Almost all of the projects in this document provide for non-motorized transportation and replacement of existing infrastructure. The timing of projects and the phasing of various parts are based on the anticipated funds available for each type of project, accident information, and school and commercial access routes. Understandably, the factors determining funding and priority can and do change from year to year.

Program Section

The projects included in this document are separated into the following categories;

1. *Project List*
   Summary list of projects that are in the Six Year Transportation Plan.

2. *Six Year Plan*
   Shows detail project description, limits, schedule, and funding status.

Funding Sources

REVENUES

Arterial Street Fund
The City receives a proportionate share of the total State Motor Vehicle Fuel Tax based on population. The exact amount varies depending on the amount of fuel sold in the State. Based on the current revenue forecasts, the City of Sammamish's share for 2001 will be $216,000.

General Government
The General Fund is a governmental fund supported by all City revenues which are not dedicated to a specific purpose. Because, the City does not have City Road tax, $200,000 (2001) of general funds is anticipated to be transferred into the Capital Improvement Plan to finance the transportation projects.

Surface Water Management Funds
The City collects a surface water management fee on each City parcel to finance the storm drainage element of various road improvement projects. In addition, the City uses revenues from the Surface Water Management Fund, which is utilized to finance capital improvement storm drainage projects. Estimated SWM funds for 2001 are approximately $600,000.

Real Estate Excise Tax
The Real Estate Excise Tax is levied on all sales of real estate, measured by the full selling price. The City has authorized a locally imposed tax of 0.5% in two 0.25% increments. Any local real estate excise tax must be spent for local capital improvements. The amount of the tax collected depends totally upon real estate sales activity.

FEDERAL FUNDING PROGRAMS (BRM, CMAQ, STP)

Federal programs are currently funded under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These programs are administered by the Washington State Department of Transportation (WSDOT) TransAid Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

BRM, BRAC, BRS
The Bridge Replacement Program (BRM, BROS, BRS) has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, other roads, canals, ferry landings and other barriers. These projects may include those structures with physical deterioration

or those with functionally obsolete features. Typical projects may included total replacement of a bridge near its current location, replacement by a new structure in the same corridor, or rehabilitation/replacement of major structural members to increase the integrity and life of the bridge. The funding is based on a Federal share of 80 percent with a 20 percent local match.

CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) has the objective to fund transportation programs and projects that will, or are likely to, contribute to attainment of a National Air Quality Standard. WSDOT is required to consult with the Environmental Protection Agency to determine whether a transportation project or program will contribute to attainment of standards, unless such project or program is included in an approved State implementation plan. CMAQ funds cannot be used on projects that will result in the construction of new capacity available to single-occupant vehicles unless they are available to single-occupant vehicles at other than peak travel times. Allocation for CMAQ funds will follow the same criteria as for Surface Transportation Program (STP) funds. To be eligible for funding under this program, a project must be on the Regional Transportation Improvement Program (TIP) list and rank high enough on the region's priority array. Funding is based on a Federal share of 86.5 percent with a 13.5 percent local match.

TEA21

The Transportation Enhancement Account 21st Century (TEA21) has the objective to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads that are not functionally classified as local or rural minor collectors. TEA21 also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities, and pedestrian walkways.

TEA21 funds have regional allocation through the Puget Sound Regional Council (PSRC). The PSRC suballocates funds by County region based on the percentage of the population The Puget Sound Region is formed by the counties of King, Kitsap, Pierce, and Snohomish. To be eligible for funding under this program, a project must be on the Regional TIP list and rate high enough within the region's priority array. Funding is based on a Federal share of 86.5 percent with a 13.5 percent local match.

STP(H)

ISTEA of 1991 included the Hazard Elimination Program (HES) as part of STP. The objectives of STP(H) are to improve vehicular and pedestrian safety at specific locations. Projects must be located on a public road system and may include, but are not limited to, intersection improvements, alignment changes, and installation of protective devices. Major reconstruction projects are typically excluded from consideration for this funding source. Projects submitted for STP(H) funding are prioritized and funded on the basis of highest need and the availability of funds. The Federal share is 90 percent with a 10 percent local match. To maximize the number of projects being constructed, the per-project allocation has been limited in the recent past.

STP(RRP)

ISTEA of 1991 included the railway-Highway Grade Crossing Program (RRP) as part of STP. The objectives of STP (RRP) are to enhance safety at railway-highway crossings. Any public road crossing over a railroad is eligible for funding. At least half of the available funds are designated for the installation of protective devices at grade crossings. The funding ratio for this program is 90 percent with a local 10 percent match, however, there is often matching funding available through the Washington State Utilities and Transportation Commission (WUTC).

STATE FUNDING SOURCES (TIA, UATA, TIB)

State funding programs are administered to counties and cities through the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB). The TIB administers the Transportation Improvement Account (TIA), the Urban Arterial Trust Account Programs (UATA) and the Pedestrian Facilities Program (PFP.) The CRAB administers the Rural Arterial Program (RAP). The following descriptions identify specific on each program.

TIB

The Transportation Improvement Board (TIB) utilizes Motor Vehicle Fuel Tax funds to finance projects that will reduce existing congestion, improve roadway safety and provide structural integrity needed to carry vehicular loads on the roadways. Typically projects are eligible for a cost reimbursement of 80 percent with a 20 percent match.

TIA

The Transportation Improvement Act (TIA), created by the State Legislature in 1988, is funded by 1 1/2 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional, and local transportation plans (including transit and rail); and be partially funded by local contributions.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

UATA

The Urban Arterial Trust Account (UATA) is administered by the TIB, utilizing Motor Vehicle Fuel Tax funds to finance projects that will reduce existing congestion, improve roadway safety, and provide structural integrity needed to carry vehicular loads imposed on the roadways. Eligible projects are eligible for a cost reimbursement of 80 percent with a 20 percent local match.

PFP

The Pedestrian Facilities Program is administered by the TIB, and provides funding to enhance and promote pedestrian mobility and safety as a viable transportation choice., with a minimum local match of 20 percent.

PROGRAM SECTIONS NARRATIVE

Projects included in this section of the program have been recognized as meeting a City transportation system need. Given the present level of available transportation financing, not all projects are fully funded and are subject to selection. However, projects listed in this section provide other agencies with a clear indication of what the City would accomplish if additional funding were obtained. If an unexpected source of funding for a particular project should become available, the project could be moved forward in the programming process with only minor revisions to the work program. Projects within the project list are identified by improvement type. The following describes these types:

Ongoing Programs: Ongoing Programs identifies categories of work that are recurrent or ongoing in nature. Funds in these categories provide for some degree of flexibility for Public Works Administration to respond as necessary to unforeseen circumstances.

Road Projects: Road projects include all phases of engineering and construction. Each project may contain survey work, preliminary engineering, preparation of construction plans, right-of-way acquisition work, or the preparation of specifications and cost estimates for construction. The upgrading of existing roads may involve the widening of lanes or shoulders, adding lanes, concrete curb, gutter or sidewalks, revising vertical or horizontal alignment, improving intersections and storm drainage.

The construction of new roadways may involve clearing and grading land, preparing the roadway base with crushed rock, paving, installing storm drainage ditches or structures and building retaining walls. Roadway projects also include storm drainage work that is related to roadway construction, maintenance or associated impacts. This may entail construction of new or major revisions to existing surface water detention facilities. These facilities may also mitigate water quality concerns due to roadway construction or use.

Bridge Projects: The bridge projects listed are a result of both routine and special inspections of all bridges in the City road system. Proposed bridge replacement projects are first reviewed by a three-member Technical Committee and then by a nine-member Bridge Replacement Advisory Committee. The Assistant Secretary for Local Programs then selects the final bridge replacement candidates.

Traffic/Signal Projects: Traffic/Signal projects involve a wide variety of traffic safety improvements but are primarily centered on the installation of new traffic signals at intersections where warrants indicate their need.

Enhancement Projects: Enhancement Projects will be accomplished by the implementation of concrete curb, gutter and sidewalks at various locations in the existing roadway network. These projects may incorporate bicycle lanes. Pedestrian safety projects may involve roadway and/or storm drainage work and will enhance pedestrian safety and improve access.

Washington State Department of Transportation

Six Year Transportation Improvement Program

From 2001 to 2006

Agency City of Sammamish
County No. 17
City No. 1136
MPO PSRC

Hearing Date 4/19/00
Adoption Date 4/19/00
Resolution No. R2000-46

Functional Class	Priority Number	Project Identification A. Federal Aid No. B. Bridge No. C. Project Title D. Street/County Road Name or Number E. Beginning MP or road - Ending MP or road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (*Local Agency*)				Federally Funded Projects Only	
									Fund Source Information											
									Federal Funding											
							Project Phase	Phase Start (*mm/dd/yyyy*)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (*MM/YY*)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
14		*3 Phases in Project* 228th Avenue Phase 1B SE 24th to SE 8th 4-lane arterial with median and left-turn lanes					PE RW CN								1080 1170 6750					Yes 1/2001
							Totals								9000					
14		*3 Phases in Project* 228th Avenue Phase 1C SE 8th to NE 8th 4-lane arterial with median and left-turn lanes					PE RW CN								1000	80 1170 6750				Yes 1/2002
							Totals								1000	8000				
16		*3 Phases in Project* 244th Street Phase I SE 8th to NE 8th 2-lane minor arterial with median and left-turn lanes					PE RW CN									700	320 553 6927			Yes 1/2003
							Totals									700	7800			
16		*3 Phases in Project* 244th Street Phase II SE 24th to SE 8th 2-lane collector arterial with median and left-turn lanes					PE RW CN										700	320 553 6927		Yes 1/2003
							Totals										700	7800		

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
17		*1 Phases in Project* SE 8th Street SE 218th to SE 228th Feasibility study for 2-lane collector arterial					PE											50		No
							Totals											50		
14		*3 Phases in Project* Sahalee Way NE Phase I NE 37th to SR 202 4-lane principal arterial with median and left-turn lanes					PE RW CN										100	20 130 750		Yes 1/2003
							Totals										100	900		
14		*3 Phases in Project* Sahalee Way NE Phase II NE 8th to NE 37th 4-lane principal arterial with median and left-turn lanes					PE RW CN											200	52 273 1575	Yes 1/2004
							Totals											200	1900	
14		*1 Phases in Project* SR-202 Sahalee Way to Sahalee Way Participate in WSDOT Intersection Improvements					CN								100	100				No
							Totals								100	100				

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Page 3 **Six Year Transportation Improvement Program**

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
17		*3 Phases in Project* 212th Avenue Phase I SE 24th to ELSP SE 2-lane minor arterial with median and left-turn lanes					PE RW CN											360 195 2445		Yes
							Totals											3000		1/2005
17		*3 Phases in Project* 212th Avenue Phase II ELSP SE to SE 24th 2-lane minor arterial with median and left-turn lanes					PE RW CN											360 195 2445		Yes
							Totals											3000		1/2006
17		*3 Phases in Project* Trossachs Bld. Extension SE 8th to NE 8th 2-lane collector arterial, on-street bike lanes					PE RW CN											240 260 1500		Yes
							Totals											2000		1/2005
17		*3 Phases in Project* East Lake Sammamish Parkway Phase I Inglewood Hill Road to 187th 2-lane minor arterial with median and left-turn lanes					PE RW CN											240 130 1630		Yes
							Totals											2000		1/2006

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
		3 Phases in Project Intersection Improvements Various to Various Various intersection improvements as needed					PE RW CN								24 13 163	24 13 163	24 13 163	72 39 489		Yes 1/2001
							Totals								200	200	200	600		
17		*3 Phases in Project* Issaquah Pine Lake Road Extension 212th to 228th 2-lane collector arterial, on-street bike lanes					PE RW CN											144 156 900		Yes 1/2006
							Totals											1200		
17		*2 Phases in Project* Neighborhood Capital Improvement Program Various to Various Various capital improvements					PE CN								15 85	15 85	15 85	45 255		No
							Totals								100	100	100	300		
17		*2 Phases in Project* Sidewalk Projects Various to Various Various sidewalk projects					PE CN								15 135	15 135	15 135	55 495		No
							Totals								150	150	150	550		

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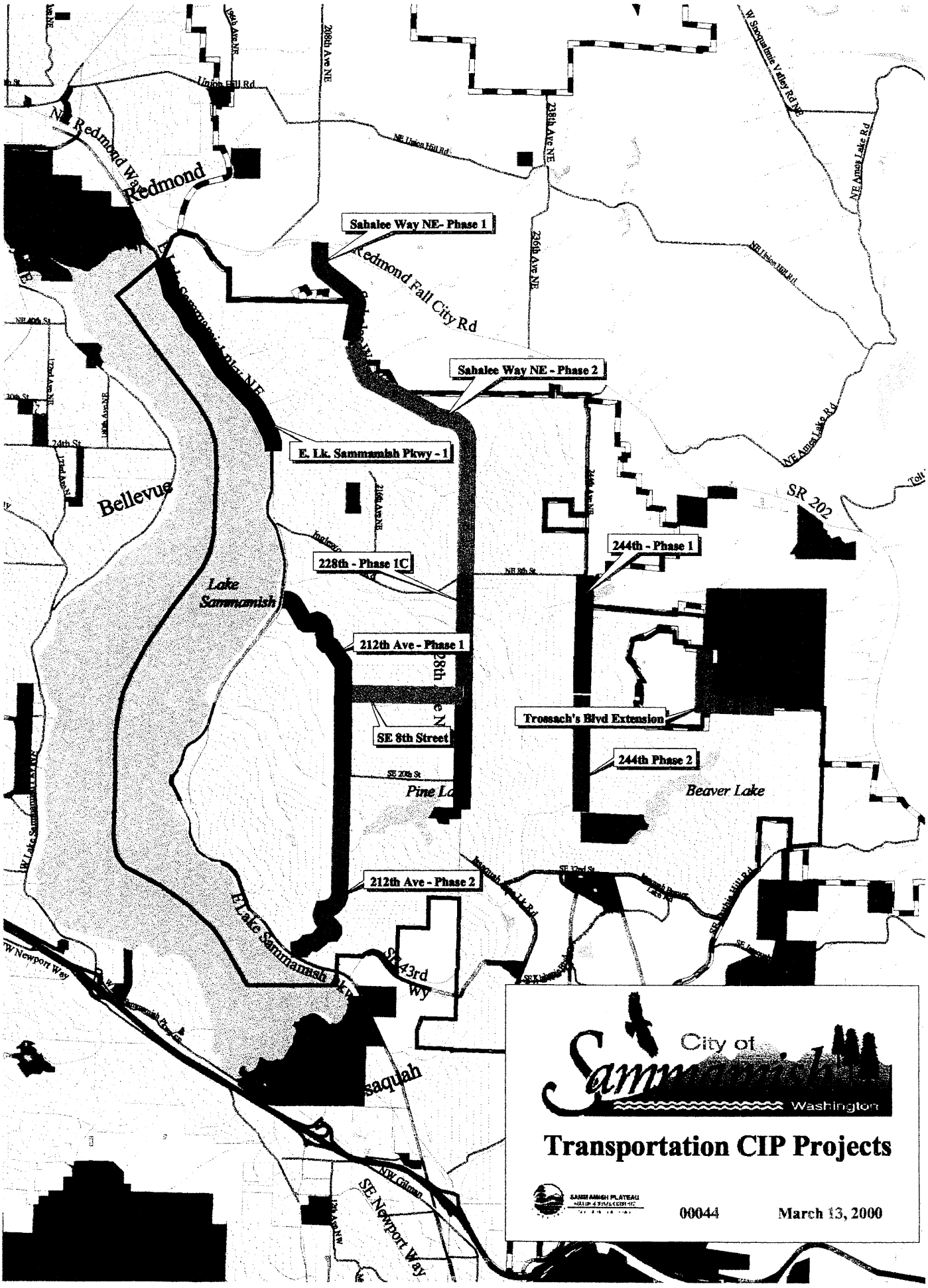
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
		1 Phases in Project Pavement Management Program to Pavement condition survey, life cycle costing					PE								200	225	250	875		No
							Totals								200	225	250	875		
							Grand Totals for								10750	9575	10300	23275		


Sahalee Way NE- Phase 1
Redmond Fall City Rd
Sahalee Way NE - Phase 2
E. Lk. Sammamish Pkwy - 1
228th - Phase 1C
212th Ave - Phase 1
244th - Phase 1
Trossach's Blvd Extension
SE 8th Street
244th Phase 2
212th Ave - Phase 2
Redmond
Bellevue
Lake Sammamish
Beaver Lake
SR 202
SE 43rd Wy
SE Newport Way
NW Gilman
NE Redmond Way
208th Ave NE
238th Ave NE
236th Ave NE
W Snoqualmie Valley Rd NE
NE Union Hill Rd
NE Alder Lake Rd
City of Sammamish Washington
Transportation CIP Projects
SAMMAMISH PLATEAU WATER & SEWER DISTRICT
00044
March 13, 2000

CITY OF SAMMAMISH
WASHINGTON

RESOLUTION NO. R2000-46

A RESOLUTION OF THE CITY OF SAMMAMISH, WASHINGTON, ADOPTING AN INTERIM SIX-YEAR TRANSPORTATION PLAN

WHEREAS, state law requires the legislative body of each city to prepare and adopt a comprehensive transportation plan for the ensuing six years; and

WHEREAS, the purpose of such plan is to assure that each city shall have plans looking to the future, for not less than six years, as a guide in carrying out a coordinated transportation program; and

WHEREAS, if a city has adopted a comprehensive plan, state law provides that the transportation plan shall be consistent with the comprehensive plan; and

WHEREAS, the City is in the process of adopting its first comprehensive plan and, until the comprehensive plan is completed and adopted, the City Council desires to adopt an interim transportation plan; and

WHEREAS, the adoption of an interim transportation plan will allow the City to coordinate current planning efforts, mitigate certain transportation impacts, and pursue grant funding for transportation projects; and

WHEREAS, the City has conducted an environmental review of the plan in accordance with the State Environmental Policy Act, Chapter 43.21C RCW; and

WHEREAS, the City Council has conducted a public hearing to receive comments on the proposed interim plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO RESOLVE AS FOLLOWS:

Section 1. Adoption of Interim Plan. The City hereby adopts the Interim Six-Year Transportation Plan attached hereto as Exhibit "A" and incorporated herein by reference.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 19th DAY OF April, 2000.

CITY OF SAMMAMISH

Mayor Jack Barry

ATTEST/AUTHENTICATED:

Ruth Muller, City Clerk

Approved as to form:

Bruce L. Disend, City Attorney

Filed with the City Clerk: April 12, 2000
Passed by the City Council: April 19, 2000
Resolution No.: R2000-46

City of Sammamish
State Environmental Policy Act (SEPA)
Environmental Checklist

PART I: PROJECT INFORMATION

1. Name of the Proposal: ***City of Sammamish Interim Six-Year Transportation Plan***

2. Applicant:
   a. Name: ***City of Sammamish***
   b. Address: ***704 228th Avenue NE PMB 491***
   c. City, State and Zip: ***Sammamish, WA 98053***
   d. Phone: ***425-898-0660***

3. Agent:
   a. Name: ***Ben Yazici, Director of Public Work and Finance***
   b. Address: ***same as above***
   c. City, State and Zip: ***same as above***
   d. Phone: ***same as above***

4. Description of the Proposal: ***A six-year plan for improvements to the City's street system to serve on an interim basis until the circulation element of the City's Comprehensive Plan is complete.***

5. Scale of the Proposed Project:
   a. Size of the site in acres: ***The City of Sammamish occupies about 22 square miles.***
   b. Total area of proposed building in square feet: ***Does not apply***

6. Location of the Proposed Project:
   a. Site address: ***Does not apply***
   b. Tax parcel number: ***Does not apply***

7. Comprehensive Plan designation of the site: ***All plan designations in the City are impacted.***

8. Zoning of the site: ***All zoning designations in the City are impacted.***

9. Shoreline Designation of the site: ***All four shoreline designations are impacted.***

10. Description of the existing site: ***The City of Sammamish is a suburban community of about 30,000 people occupying the rolling plateau immediately***

east of Lake Sammamish. It includes eleven miles of Lake Sammamish waterfront between Redmond and Issaquah and two large lakes (Beaver and Pine). The land uses are almost exclusively residential, predominantly single-family, with two small shopping areas and no non-retail employment. The City is about half build-out within its existing boundaries.

11. Adjacent land uses: ***The City is bounded on the north by Redmond, on the west by Lake Sammamish, on the south by the Issaquah, and on the east by the urban growth boundary above the eastern edge of the Snoqualmie River valley.***

12. Estimate of timing for completion: ***The plan outlines a six-year program of improvements from 2001 to 2006. The plan will be amended annually and when the Circulation element of the Comprehensive Plan is complete.***

13. List any environmental surveys or reports that have been prepared relating to this proposal: ***The City has inventoried existing street capacities and traffic counts, constructed a transportation model, and prepared several reports and studies leading to the proposed Interim Plan.***

PART II: ENVIRONMENTAL IMPACTS

1. Earth

a. General description of the site (circle one):
   i. Flat
   ii. Rolling
   iii. Hilly
   iv. steep slopes
   v. other (describe): ***All topographic conditions are represented.***

b. What is the steeped slope on the site (in percent slope)? ***10%***

c. What general types of soil are found on the site? ***A full range of soil types will be encountered.***

d. Are there any surface indications or history of unstable soils on the site, or in the immediate vicinity? ***Several streets show a history of unstable soils, particularly 212th Avenue SE between SE 30th Street and East Lake Sammamish Parkway.***

e. Do you propose any proposed filling or grading on the site? If so, describe, including the source of any fill. ***Nearly all street projects will requires both filling and grading. The sources of fill will vary by project.***

f. Could soil erosion occur as a result of clearing, construction or use? If so, describe. ***Yes, soil erosion could occur without appropriate control measures.***

g. What measures will you take to reduce and control erosion on the site? ***All street projects will include strict provisions for erosion control as required by City ordinance. The specific measures will vary by project.***

h. About what percentage of the site will be impervious surface after construction? ***Typically, about 60% of the right-of-way is impervious following road construction.***

2. Air

a. What types of emissions to the air might result from the proposal (for examples, dust, automobile exhaust, smoke, etc.)? If any, describe, including quantities. ***During construction, street projects generate dust and exhaust from construction vehicles. Automobile exhaust emission will also increase due to idling traffic delays. Completed street projects that increase capacity may reduce overall automobile exhaust emissions by increasing speeds and reducing delay and congestion.***

b. Are there off-site sources of air emissions that could affect your proposal? ***No***

c. What measures will you take to reduce and control emissions to the air, if any? ***Dust will be controlled during construction in accordance with City requirements.***

3. Water

a. Surface water

i. Describe any surface water bodies (lakes, streams, ponds or wetlands) on, or in the immediate vicinity of the site. ***The City of Sammamish includes eleven mile of Lake Sammamish waterfront, all of Beaver and Pine Lakes, and about fifteen streams in three major basins: Sammamish, Bear Creek and Issaquah Creek.***

ii. Will the proposed project require any work over, in or within 200 feet of the described surface water bodies? ***Some street projects will be within 200 feet of these surface water bodies.***

iii. Will any amount of fill be placed in or removed from the surface water bodies? If so, describe the approximate quantities and source and/or disposal site for these materials. ***None is anticipated.***

iv. Will the proposed project require surface water withdrawals or diversions? If so, describe, including the purpose and approximate quantity. ***None is anticipated.***

v. Does the proposed site lie within the 100-year floodplain? If so, show the floodplain boundary on the attached site plan. ***Some properties on Lake Sammamish are within the 100-year flood plain.***

vi. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volumes. ***None are anticipated.***

b. Ground water

i. Does the proposal involve withdrawal from, or discharge to, ground water? If so, describe the purpose and anticipated volumes. ***None are anticipated.***

ii. Does the proposal anticipate discharge from a septic system or similar source? If so, describe. *No*

4. Plants

a. Circle any of the following types of vegetation found on the site, and list specific species for circled types:

i. Deciduous trees: ***Alder, Maple, Birch, Aspen***
ii. Evergreen trees: ***Fir, Cedar, Pine, Hemlock***
iii. Shrubs: ***All typical lowland Puget Sound native species, plus domesticated landscape varieties.***
iv. Pasture: ***Typical species in mostly abandoned, but some active, horse and cattle pastures***
v. Grass: ***All typical urban species.***
vi. Crop or grain: ***None***
vii. Wet soil plants: ***Cattail, Buttercup, Skunk Cabbage, Bulrush***
viii. Water plants: ***Water lily, Eelgrass, Milfoil***
ix. Other types of vegetation: ***Typical to disturbed Puget Sound suburban environments.***

b. What kinds and amounts of vegetation will be removed or altered by the proposed project? ***All street projects will remove and alter vegetation according to the scale of the project. Some new vegetation will be added by landscape plantings.***

c. Are any threatened or endangered plant species known to on the site? If so, describe. ***None are known***

d. Does this proposal include any landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site? If so, describe. ***All street projects include landscape elements that preserve some native plants, remove others, and add new plants to the right-of-way corridor.***

5. Animals

a. Circle below any animals that have been observed, or are known to be, on the proposed site:
   i. Birds: ***hawk owl heron eagle songbirds*** other (list)
   ii. Mammals: ***deer bear beaver*** other (list)
   iii. Fish: ***bass salmon trout*** other (list)
   iv. Reptiles: ***snakes toads frogs lizards*** other (list)

b. Are there any threatened or endangered animal species know to be on or near the site? If so, describe. ***ESA listed salmon species are present in some City streams and Lake Sammamish.***

c. Is the site known to be part of a migration route for any animal? If so, describe. ***No.***

d. Is the site on or near a known protected area for animals or wildlife corridor? If so, describe. ***Wildlife corridors have been identified in the King County Comprehensive Plan. They are not currently protected by City regulations, but may be when the City's Comprehensive Plan and implementing ordinances are adopted.***

e. Does this proposal include any measures to preserve, protect or enhance wildlife? If so, describe. ***All street projects will provide run-off protection for streams to preserve and enhance salmon habitat, as required by City ordinances.***

6. Energy and Natural Resources

a. Circle below any type of energy that will be required to meet the needs of the proposed project. Describe the source and use of each circled type.
   i. Electricity: ***for street lighting***
   ii. Natural gas
   iii. Heating oil
   iv. Gasoline: ***for construction vehicles and equipment***
   v. Diesel fuel: ***for construction vehicles and equipment***
   vi. Propane
   vii. Wood
   viii. Solar
   ix. Other

b. Would this project affect the potential use of solar energy by adjacent properties? If so, describe. ***No.***

c. Does this proposal include any measures to conserve energy? If so, describe. ***No.***

7. Environmental Health

a. Fire and hazardous waste.

i. Are there any environmental health problems, such as exposure to toxic chemicals, risk of fire or explosion, or spill of hazardous waste, which could occur as a result of this proposal? If so, describe. ***None are anticipated.***

ii. Would any special emergency services be required to deal with these risks? If so, describe. ***No.***

iii. Does the proposal include any measure to reduce or control any risks of fire or the release of hazardous wastes? If so, describe. ***No special measures beyond routine construction site preparedness.***

b. Noise.

i. Are there any existing noises near the site that might affect this project? If so, describe. ***No.***

ii. What types and levels of noises will be generated during the construction phase of this proposed project? ***Heavy equipment noises will be generated during construction.***

iii. Will this project be the source of any noticeable noise when completed? If so, describe. ***Street projects that increase capacity and traffic will result in more long-term traffic related noise for immediately adjacent properties.***

iv. Does this proposal include any measures to reduce or control any potentially adverse impacts of noise? If so, describe. ***Construction hours will be limited by City ordinance.***

8. Land and Shoreline Use

a. Describe the current use of the site, including any structures. ***Most existing rights-of-way contain road now, many of them substandard. Some new rights-of-way, now mostly vacant, will be acquired for some new roads.***

b. Describe the uses of properties adjacent to the proposed site. ***See response to question 10, Part I, above.***

c. Will this project include the demolition of any existing structures? If so, describe. ***None are anticipated at this time, but some street projects may require removal of structures.***

d. Will the proposed project displace any persons or business? If so, describe. ***Almost certainly not, but future right-of-way needs for some street project may require removal of structures, which may be occupied.***

e. Approximately how many people will live or work in the completed project? ***Does not apply.***

9. Housing

a. Will the proposed project displace any existing housing units? If so, describe, including the income level (high, medium or low) of the displaced tenants. ***See responses to questions 8c and 8d, above.***

b. Does the proposed project include any measures to increase the affordability of housing in the City of Sammamish? If so, describe. *No*

10. Aesthetics

a. What is the tallest height of any proposed structure, including antennas and chimneys? ***Does not apply.***

b. If the project includes buildings, what exterior materials are planned for the structures? ***Does not apply.***

c. What is the proposed project's ratio of building coverage to lot size (expressed as a percentage)? ***Does not apply.***

d. Would the proposed project alter or obstruct any views? If so, describe. ***Some views may be altered by the removal of trees in the rights-of-way for some street projects.***

e. Does the proposal include any measures to reduce or control any potentially adverse aesthetic impacts? If so, describe. ***All street projects include design and landscaping elements to improve the aesthetic appearance of the completed project.***

11. Light and Glare

a. Are there existing sources of off-site light or glare that could adversely impact this proposed project? If so, describe. *No.*

b. Will the proposed project generate any light or glare? If so, describe, including the usual time of day. ***Street lights will be added or relocated as part of some street projects. Street lights come on at dusk and go off at dawn.***

c. Could light or glare from the finished project be a nuisance, interfere with views, or affect wildlife? If so, describe. ***New street lighting could be a nuisance to residential properties adjacent to previously unlighted streets.***

d. Does the project include any measures to reduce or control any potentially adverse impacts of light or glare? If so, describe. ***Care will be taken to minimize any adverse impact of street lighting in the planning of street projects. Lighting which is offensive can usually be altered or redirected to eliminate or reduce the offense while maintaining the benefit.***

12. Recreation

a. Are there any park or recreation opportunities in the immediate vicinity of the proposed project? If so, describe. ***Park and recreation facilities are near some street projects.***

b. Would the proposed project displace any existing recreational uses? If so, describe. *No.*

c. Does the project include any measures to reduce or control any potentially adverse impacts on existing recreation activities? If so, describe. ***Does not apply.***

13. Historic and Cultural Preservation

a. Are there any structures or objects eligible, proposed or listed in local, state or national preservation registers on or near the site? If so, describe. ***Some structures and objects are near some proposed street projects.***

b. Is there anything about the proposed site, or adjacent properties, known to be of archaeological, scientific or cultural importance? If so, describe. ***Some rights-of-way and some adjacent properties to some street projects may be of such importance.***

c. Does the project include any measures to reduce or control any potentially adverse impacts on historic or cultural structures, objects or sites? If so, describe. ***Any street project activity that uncovers such potential objects***

or sites will comply with state law regarding their preservation and protection.

14. Transportation

a. On the attached site plan show all streets and highways serving the proposed site and proposed access to the proposed project. ***The proposed street projects are shown on the attached map.***

b. Will the proposal require any new streets or improvements to existing streets, not including driveways? If so, describe. ***Yes, the proposal will result in both the improvement of some existing streets and the construction of some new street according to the attached plan and schedule.***

c. How many vehicular trips per day will be attracted and generated by the completed project? ***Estimated current and future vehicular travel generated and attracted by current and future land use activities, both inside and outside the City, are the basis of the proposed street improvement program. Theoretically, additional street capacity does not, by itself, attract or generate new trips. However, the availability – or even the promise – of new capacity may affect land use location and route-of-travel decisions that will generate and attract new trips or reroute existing trips to take advantage of the additional capacity.***

d. Is the proposed site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? ***Very limited transit service in available to the City on 228th Avenue and connecting arterials.***

e. Does the proposed project include any measures to reduce or control any potentially adverse impacts on the City's transportation system? If so, describe. ***The purpose of the Transportation Plan is to accommodate existing and anticipated impacts of land use decisions on the City's transportation system.***

15. Public Services

a. Will the proposed project result in an increase in the demand for, or a change in the character or level of any of the following public services? If so, circle the service and describe the impact.
   i. Police protection: ***changes in traffic enforcement***
   ii. Fire protection: ***shorter response times to calls for service***
   iii. Emergency medical response: ***shorter response times to calls for service***
   iv. Street maintenance: ***more street to be maintained***
   v. Park and recreation services: none

vi. Planning and permitting: ***more planning and permitting for the projects***
vii. Water services: none
viii. Sanitary Sewer services: none
ix. Storm water management: ***more impervious surfaces and more storm water to be managed.***
x. Schools: none

b. Does the proposed project include any measure to reduce or control any potentially adverse impacts on public services? If so, describe. ***More money will be budgeted in future years for anticipated higher service levels and costs.***

16. Utilities

a. Identify the utility provider for each of the following: ***Does not apply.***
   i. Electricity
   ii. Water
   iii. Sanitary Sewer
   iv. Telephone
   v. Natural gas
   vi. Solid waste disposal

b. Does the proposed project include any measures to reduce or control any potentially adverse impacts on utilities? If so, describe. ***Does not apply.***

I hereby certify that:

A) The information in this application and attachments thereto is true and correct to the best of my knowledge.
B) I have an ownership interest in the subject land.
C) I am authorized to file this application on behalf of all persons with ownership interest.
D) I authorize the City of Sammamish to place one or more signs with the statement "Notice of Application or Notice of Land Use Action" on the subject property.

Signature of person with ownership interest — date 4/17/00

Ben Yazici, PE
Director of Public Works/Financial Services

City of Sammamish Washington
704 - 228th AVENUE NE • PMB 491 • SAMMAMISH, WASHINGTON 98053 • PHONE 425-898-0660 • FAX 425-898-0669

State Environmental Policy Act (SEPA)

Determination of Nonsignificance (DNS) for Interim Sammamish Transportation Plan

Proposal Description: Interim Sammamish 6-Year Transportation Plan, Interim Sammamish Capital Improvement Plan for Transportation (2001-2006), Interim Sammamish Functional Classification of Streets and Interim Sammamish Public Works Standards dated April 19, 2000.

SEPA Action: The environmental review includes the preparation of SEPA Checklist for each component of the comprehensive planning report document series. The four (4) reports include and describe certain SEPA exempt activities (for example, WAC 197-11-800 2 (c) roadway projects) as well as major transportation projects which will require separate SEPA review and action for individual projects. The SEPA action under this determination is made for the maintenance, planning, budgetary, administrative and procedural actions which do not change the environment. The planned action which is not otherwise SEPA exempt is authorized unless 1) separate permits are required and 2) where a change in the environment is proposed. On September 1, 2000, the City of Sammamish became Lead Agency for SEPA action on this proposal.

Required City of Sammamish Permits: No permits apply to the adoption of planning reports although individual projects described within each planning report may require permits. Each project will address permits at the time of implementation.

Applicant: Public Works Department, City of Sammamish

Applicable Documents (Proposal): Four (4) report documents in binders are the proposal.The lead agency for this proposal has determined that the proposal does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030. This decision was made after review of the four (4) completed environmental checklists. The SEPA checklist information is available to the public on request. The SEPA Checklist meets City of Sammamish environmental review needs for the current proposal and will accompany the proposal to the decision makers (the City Council) on the proposal.

Lead SEPA Agency: City of Sammamish, WA

Contact Person: Matt Mathes, Responsible SEPA Official
Signature: _____ ***Date*** 4-21-00
Phone: 425-898-0660 xt. 223
Fax: 425-898-0669

Mailing Address: 704 228th Ave NE, PMB 491
Sammamish, WA 98053

Office Address: 486 228th Ave NE
Sammamish, WA 98053

Appeals
The SEPA determination is a Type II decision. The decision may be appealed to the City Hearing Examiner. The appeal must be filed within fourteen (14) days of the date of the determination which was issued on April 21, 2000, by not later than May 5, 2000.
The appeal must be filed on a form maintained at City of Sammamish, WA offices. The one page form was adopted on April 19, 2000 and the appeal must accompany a fee of $125 (cash or check).

The appeal and fee must be filed by not later than 5:00PM on May 5, 2000 at the City of Sammamish offices at the address listed above, or by mail (postmarked by May 5, 2000).

Document Availability: A copy of the SEPA Checklists for the four (4) report series are available for review at City of Sammamish, City Hall located at 486 228th Ave NE, Sammamish, WA 98053, 8:30 AM to 5:00 PM, Monday – Friday. Copies may be purchased for $15 each.