

PROJECT NARRATIVE
East Lake Sammamish Trail – Inglewood Hill Road Parking Lot
PRA2016-00282

This project narrative is provided to describe the project background and work necessary to construct the proposed project. Along with the other materials submitted with this permit application, this narrative indicates how substantive City of Sammamish code requirements will be met. This narrative does not provide comment on what procedures are appropriate for permit review.

Background

King County proposes to reconstruct the existing gravel Inglewood Hill Road Parking Lot into a 30-stall paved lot including an access ramp to serve the East Lake Sammamish Trail, and to develop 425 feet of the multi-use trail (to replace an existing interim trail) in the City of Sammamish. The City of Sammamish constructed the existing gravel parking lot and a stormwater vault in 2009. This project will build upon these initial activities with expanded parking and other features including a pedestrian ramp, kiosk, and public restroom. The project also includes reconfiguring the driveways across King County property at the bottom of Kokomo Drive to improve trail safety. Design elements include grading, structural earth walls, a stormwater system fencing paving and striping signage and landscaping.

The proposed Inglewood Hill Road Parking Lot is in conjunction with ongoing activities associated with the development of the East Lake Sammamish Master Plan Trail—an approximately 11-mile regional multi-use trail and nonmotorized, alternative transportation corridor located near the eastern shore of Lake Sammamish. This development was addressed in the Final Environmental Impact Statement for the East Lake Sammamish Master Plan Trail (FEIS) completed in 2010. The need for and potential impacts resulting from this parking facility were evaluated in the FEIS in detail. No changes have occurred since publication of the FEIS that would change the findings or decision.

Project Location

The project is located west of East Lake Sammamish Parkway NE, north of Inglewood Hill Road, Sammamish, Washington on parcels 357530-0260, 357530-0340, 357530-0365, 357530-0370, 357530-0460, 292506-9007. Project activities are proposed just north of the intersection of Inglewood Hill Road and East Lake Sammamish Parkway.

Overview of Basis of Design

The County's intent to build a parking and restroom facility on this site predate the Draft Environmental Impact Statement issued in 2006. From 2005 to 2011, King

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County staff coordinated with City of Sammamish staff, as improvements to the East Lake Sammamish Parkway were designed. Through that process, King County allowed the City to construct a stormwater vault on King County property, with the location of the vault compatible with the future parking lot design and the size of the vault large enough to accommodate stormwater flows from the parking lot.

In designing the parking facility and other amenities, efforts were made to minimize environmental impacts. The site topography is one of the biggest drivers. This is a very steep site constrained by the East Lake Sammamish Trail on the west and East Lake Sammamish Parkway on the east. There is approximately 34 feet of vertical drop between the parkway and the trail. The access drive for the parking lot was designed with the maximum allowable slope while allowing access for emergency vehicles. It is also desirable to have the parking lot and plaza be at an elevation close to the parkway so that it is more visible from the parkway for safety purposes. Given these restraints and design criteria, the grading for the vehicle and pedestrian circulation systems was minimized as much as practicable.

The project will disturb an area of approximately 57,756 square feet (1.33 acre), with a proposed impervious surface of approximately 41,440 square feet (0.95 acre). Volume of estimated fill is 22,780 cubic yards, with an estimated 200 cubic yards of excavation.

Zoning

The proposed development of 400 feet of the East Lake Sammamish Trail and establishment of a parking facility with pedestrian ramp, kiosk, and public restroom are uses consistent with the City's zoning.

Shoreline Management

Development of 400 feet of the East Lake Sammamish Trail, replacing the existing interim trail is considered a public recreational use and is permitted per Sammamish Municipal Code (SMC) 25.07.010. The parking lot is accessory to the permitted shoreline use and is also permitted. The project is consistent with the goals and objectives of the City's shoreline master program.

None of the proposed improvements occur within the 50-foot shoreline setback area. Although most of the improvements are within the 200-foot shoreline area, the parking lot and many of the amenities are located east of the trail (away from the lake).

Critical Areas

Based on the City's critical area mapping, of the six types of critical areas regulated in SMC 21A.50, only two types of critical areas occur on the project site: seismic hazard area and Class 3 critical aquifer recharge area (CARA).

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Trail Development Standards

1. **Use of Existing Corridors.** The trail improvements as part of the proposed project are located in the former Burlington Northern Santa Fe railroad corridor. An interim gravel trail was constructed after the railroad use had ceased and the corridor was railbanked. The project encompasses the previously cleared area of the gravel trail, minimizing the amount of vegetation removal, but clears additional adjacent area to achieve the width needed for a safe, shared use path, as recommended by American Association of State Highway and Transportation Officials (AASHTO). The trail has been designed with input from the public and with attention to avoiding sensitive areas where feasible. The only two types of critical areas on the project site are seismic hazard area and Class 3 CARA. The proposed improvements have been reviewed and received input from a geotechnical engineer, as documented in the draft geotechnical report. Therefore, the proposed project is consistent with SMC 21A.30.210(1).
2. **Compatibility with Adjacent Land Uses.** As noted in the Shoreline checklist, the proposed trail design would have different methods to encourage users to stay on the trail. A chain link fence will be installed on top of the proposed wall on the west side of the trail to prevent intrusion into recreational properties or into areas with an edge hazard. No lighting is proposed on the trail. Allowed uses are consistent with the plan for the East Lake Sammamish Trail and with the adjacent, previously approved trail sections in North Sammamish, Issaquah, and Redmond, as documented in the FEIS.

In 1971, King County identified the need for a corridor to connect the Burke-Gilman Trail with the John Wayne Pioneer Trail (Iron Horse State Park). The Burlington Northern Santa Fe rail corridor was identified as a future urban trail corridor and was included in the King County Urban Trails Plan (1971). The regional trail system is intended to be constructed and function as a continuous network of nonmotorized transportation corridors, of which the East Lake Sammamish Trail is one part. As noted in the Purpose and Need statements for the trail in its FEIS, a multi-use trail is synonymous with a "shared use path or trail" as defined by AASHTO. It is also defined as a "multi-purpose trail" in the King County Regional Trails Plan and as a "Shared Use Path" in the Washington State Department of Transportation (WSDOT) Facilities for Non-Motorized Transportation. The trail is intended to safely accommodate a variety of user groups such as bicyclists, pedestrians, runners, wheelchair users (including those with motorized wheelchairs), and in-line skaters of different ages and skill levels.

Therefore, the proposed project is consistent with the regulatory provisions for compatibility with land uses in SMC 21A.30.210(2).

3. Width. The trail will be widened to a consistent 12-foot width with 2-foot-wide shoulders and 1-foot clearance zone for a total constructed width of 18 feet. This configuration is consistent with AASHTO guidelines. Therefore, the proposed project is consistent with SMC 21A.30.210(3).
4. Sensitive Areas and Buffers. The only critical areas located on the project site are a seismic hazard area and a Class 3 CARA. The proposed improvements have been reviewed and received input from a geotechnical engineer, as documented in the draft geotechnical report. The requirements associated with a CARA are addressed in the draft Technical Information Report. Therefore, the proposed project is consistent with SMC 21A.30.210(4).
5. Location. No wetlands or streams occur on or close to the project site. Therefore, the proposed project is consistent with SMC 21A.30.210(5).
6. Wildlife. Chain link fence or hand rails will be constructed along the top of the proposed retaining walls. Topography between the parkway and trail is relatively steep. The fences and topography discourage intrusion into adjacent undeveloped areas that may offer some wildlife habitat. When the design nears completion, a Vegetation Management Plan will be developed and provided to the City. Following project planting, the Contractor will be required to maintain the landscaping for a one-year period. The project is consistent with the requirements of SMC 21A.30.210(6).
7. Surfacing. The design and function of the proposed trail section requires an impervious, paved surface, as has been previously approved for the northern and southern sections of the trail in Sammamish. East Lake Sammamish Trail is a regional trail designed for multiple types of users and to serve alternative transportation modes between the cities and neighborhoods connected by the trail. As stated explicitly in the FEIS, the purpose of the trail is to have "an alternative non-motorized transportation corridor and multi-use recreational trail. The trail would 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 trail system." The trail is intended to safely accommodate a variety of user groups such as bicyclists, pedestrians, runners, wheelchair users, and in-line skaters, of different ages and skill levels within those groups.

The project will comply with the City's stormwater regulations and requirements as described in the project Technical Information Report. The East Lake Sammamish Trail is part of King County's regional trail system. This project is the missing link in a 44-mile urban regional trail system linking Puget Sound in Seattle to the hub of east King County and on to the Cascade Foothills. The project is listed in King County's Capital Improvement Program. For these reasons, the applicant requests approval of a paved trail surface under the provisions for paved trails in SMC 21A.30.210(7).

Illumination

King County Park facilities, including both the parking lot and trail, are open from dawn to dusk. The County is currently reviewing the City's illumination standards given the operational context and will either comply with the City's requirements or provide justification for varying from the requirements.