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SEPA ENVIRONMENTAL CHECKLIST

Note: DCD Comments in red text boxes. Comments provided by D. McIntyre on 6/15/2018

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for non-project proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

City of Sammamish Comprehensive Plan Glossary and Transportation Element

2. Name of applicant: [\[help\]](#)

City of Sammamish, Public Works Department

3. Address and phone number of applicant and contact person: [\[help\]](#)

Cheryl Paston
Deputy Director
Public Works Department
City of Sammamish
801 228th Ave SE
Sammamish, WA 98075
425-295-0572

4. Date checklist prepared: [\[help\]](#)

June 6, 2018

5. Agency requesting checklist: [\[help\]](#)

City of Sammamish

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

The Planning Commission is expected to make a recommendation on the proposed amendments to the Comprehensive Plan Glossary and Transportation Element ("Element"), and updates to the Sammamish Municipal Code (SMC) in June 2018. Final action on the proposal by the City Council is expected to occur in July 2018.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Comprehensive Plan is reviewed and amended on an annual basis to reflect changing conditions. The SMC must reflect the Comprehensive Plan's policies so substantive and minor updates to the SMC are included in the proposed content. Each of these actions will be subject to independent SEPA review and threshold determinations.

These amendments and updates are in response to the City Council's emergency action regarding revision of the City's transportation concurrency and level of service policies.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

- Final EIS for Sammamish Town Center Sub-Area Plan, October 2, 2007.
- Final EIS for Sammamish Comprehensive Plan, 2003.

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. [\[help\]](#)

The Comprehensive Plan Glossary and Transportation Element provide policy guidance for the City of Sammamish. The SMC codifies the policy direction in the Comprehensive Plan and applies citywide. On an ongoing basis, the City receives private and public proposals for land use and other actions that are within the area covered by the Comprehensive Plan. These proposals are reviewed for consistency with the current adopted Comprehensive Plan and SMC.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]
The City Council will consider the Planning Commission's recommendations and adopt ordinances implementing the amendments to the Comprehensive Plan and code updates.
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]
This proposal is to amend the City's Comprehensive Plan Glossary and Transportation Element, and make minor and substantive updates to the SMC related to the City Council's emergency action regarding the City's transportation concurrency and level of service policies. See Attachment A – Transportation Issue Paper for more information.

Glossary amendments: The Glossary updates the terms Concurrency and Level of Service to be consistent with the revised concurrency policy.

Transportation Element amendments: The proposed Element revises the City's concurrency and level of service standards to eliminate the segments and corridor evaluation. It updates the intersection standards to consider an expanded list of facilities (43 intersections) based on a volume-weighted average of all legs, and to consider both the AM and PM peak hours.

Sammamish Municipal Code updates: The City's regulations need to be updated to reflect the proposed transportation concurrency and LOS policies as described in the Comprehensive Plan Glossary and Transportation Element.

The amended Glossary, Transportation Element and SMC apply to the entire City of Sammamish (see map in Appendix A).

12. 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. [help]
The City of Sammamish is located in east King County, immediately adjacent to the eastern shore of Lake Sammamish. Neighboring jurisdictions include the City of Redmond to the north, City of Issaquah to the south and unincorporated King County to the northeast, east and southeast. The city encompasses 21.5 square miles, including both land and water area. See Attachment A Vicinity Map.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth [\[help\]](#)

- a. General description of the site:
(circle one): Flat, rolling, hilly, steep slopes, mountainous, other ____
Most of the city is hilly, but contains a range of terrain, including flat, rolling and steep slopes. The city sits at a higher elevation compared to the surrounding area, with steep slopes along its western edge and a gradual slope along the northern border leading down to the plateau.
- b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)
There are slopes along creek ravines of roughly 55%. The slopes on western portion of the city are roughly 45%.
- 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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#) [N/A](#)
According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, soil types in Sammamish include:
- Alderwood Gravelly Sandy Loam
 - Everett Gravelly Sandy Loam
 - Kitsap Silt Loam
 - Neilton Very Gravelly Loamy Sand
 - Seattle Muck
 - Shalcar Muck.
- The western slopes contain primarily Alderwood and Kitsap soils, with Alderwood and Everett gravelly sandy loam dominating the eastern portion of the city with pockets of muck throughout.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#) [N/A](#)
- Steeps slopes, Landslide Hazard Area along western portion of the city
 - History of previous slopes failures on northern edge of Lake Sammamish
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.
As a non-project action, the proposal does not propose any fill or grading. Future project-specific development proposals in the city that may include fill or grading will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Please see response to 1.e above.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
Please see response to 1.e above.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
Please see response to 1.e above.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

As a non-project action, the proposal will not directly result in impacts to air quality. Future project-specific development proposals could impact air quality through construction, operation and maintenance activities and would be reviewed consistent with the applicable provisions of the SMC and the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

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

Please see response to 2.a above.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Please see response to 2.a above.

3. **Water** [\[help\]](#)

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. [\[help\]](#)

The City of Sammamish is located within the Cedar River Basin. Much of the city is located within the East Lake Sammamish sub-basin, with many streams and wetlands flowing towards Lake Sammamish. The northeastern portion of the city drains to the Evans Creek sub-basin. The city's urban growth area also includes the North Fork Issaquah Creek sub-basin, also within the Cedar River Basin.

There are numerous wetlands (greater than 100) known to be located within the city; some are very high quality and high functioning wetlands, including several wetlands (approximately 13) that contain a bog ecosystem.

The following shorelines of the state are located within the East Lake Sammamish sub-basin in the City of Sammamish:

- Lake Sammamish
- Pine Lake
- Beaver Lake

The following streams are located within East Lake Sammamish sub-basin in the City of Sammamish:

- Ebright Creek (WRIA 0149) (Salmon bearing)
- Pine Lake Creek (WRIA 0152) (Salmon bearing)
- Laughing Jacobs Creek (Salmon bearing)
- Laughing Jacobs Lake (WRIA 0166) (Salmon bearing)
- George Davis Creek (WRIA 0144) (Salmon bearing)
- Zaccuse Creek (WRIA 0145) (Salmon bearing)
- Kanim Creek (WRIA 0153) (Salmon bearing)
- Many Springs Creek (WRIA 0164) (Salmon bearing)
- Numerous (approximately 20 to 30) unnamed streams that flow to Lake Sammamish; some support limited salmonid use.
- Several (approximately 5 to 10) unnamed streams that flow to Pine Lake or Beaver Lake, and

eventually to Lake Sammamish; some of these streams support limited salmonid use.

In addition, several (approximately 5 to 10) unnamed streams are present in Sammamish that flow to Evans Creek in the Evans Creek sub-basin, and a few (2 to 5) streams are located in the north fork Issaquah Creek sub-basin within the city's urban growth boundaries. Salmonid use of several of these streams is either documented or assumed.

- 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. [\[help\]](#)

As a non-project action, the proposal will not require work over, in or adjacent to any surface water bodies. Future project-specific development proposals that may require work over, in or adjacent to surface water bodies would be reviewed for consistency with the applicable provisions of the SMC, including SMC Title 25 Shoreline Management and the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

- 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. [\[help\]](#)

Please see the response to 3.A.2, above.

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

Please see the response to 3.A.2, above.

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

The entire eastern shore of Lake Sammamish is in the 100-year floodplain along Lake Sammamish, which in some areas extends as far east as East Lake Sammamish Parkway. There is a base flood elevation of 33 feet (NGVD) above sea level for Lake Sammamish.

- 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. [\[help\]](#)

Please see the response to 3.A.2, above.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

As a non-project action, the proposal will not result in the withdrawal of groundwater from a well for drinking water or other purposes, or discharges to groundwater. Future project specific development proposals within the city that may result in water withdrawals or discharges to groundwater will be reviewed consistent with the applicable provisions of the SMC and the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

- 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. [\[help\]](#)

Please see the response to 3.B.1, above. The non-project proposal does not include a proposed waste treatment system.

c. Water runoff (including stormwater):

- 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. [\[help\]](#)

As a non-project action, the proposal will not result in water runoff. Future project specific development proposals that may result in water runoff would be reviewed consistent with the applicable provisions of the SMC, including Title 13 Surface Water Management Code, and the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)
Please see the response to question 3.C.1, above.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)
Please see the response to question 3.C.1, above.

d. Water Reduction/Control

Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

Please see response to 3.C.1 above.

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

___deciduous tree: alder, maple, aspen, other

___evergreen tree: fir, cedar, pine, other

___shrubs

___grass

___pasture

___crop or grain

___ Orchards, vineyards or other permanent crops.

___ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

___ water plants: water lily, eelgrass, milfoil, other

___ other types of vegetation

All types of vegetation listed below are found in the city.

- deciduous tree: alder, maple, aspen, cottonwood, Pacific dogwood, ash, poplar, willow, crabapple, cascara, bitter cherry, birch, and other
- evergreen tree: fir, cedar, pine, spruce, hemlock, Pacific madrone, and other
- shrubs: rose, hazelnut, hawthorn, devil's club, huckleberry, kinnikinnick, Labrador tea, oceanspray, osoberry, ninebark, rhododendron, elderberry, red-flowering currant, red-osier dogwood, salal, Oregon grape, salmonberry, snowberry, serviceberry, thimbleberry, twinberry, bog-laurel, bog-rosemary, and other
- grass
- pasture

- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, horsetail, various sedge and rush species, and other
- water plants: water lily, eelgrass, milfoil, bogbean, smartweed, bur-reed, and other
- other types of vegetation including but not limited to ferns, mosses, and lichens.

b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

As a non-project action, the proposal will not result in removal or alteration of vegetation. Future project specific development proposals within the city that may result in impacts to vegetation would be reviewed consistent with the applicable provisions of the SMC and City of Sammamish SEPA procedures (Chapter 20.15 SMC).

c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

There are no known threatened or endangered plant species in the city.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

As a non-project action, the proposal will not result in landscaping or other measures to preserve or enhance vegetation. Future project specific development proposals within the city that may result in landscaping or other measures to preserve or enhance vegetation would be reviewed consistent with the applicable provisions of the SMC and City of Sammamish SEPA procedures (Chapter 20.15 SMC).

e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

Invasive plant species include Himalayan blackberry, Evergreen blackberry, fragrant water lily, ivy, holly, laurel, and Japanese knotweed. Noxious weeds are identified as any weed identified in the King County noxious weed list (<http://www.kingcounty.gov/environment/animalsAndPlants/noxious-weeds/laws/list.aspx>)

5. Animals [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

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

All of the birds and animals listed below are known to be on or near the city.

- hawks, heron, eagle, songbirds, woodpeckers, owls, and other:
- deer, bear, cougar, bobcat, coyote, beaver, raccoon, rabbit, squirrel, opossum, river otter, muskrat, and other:
- bass, salmon, trout, crayfish, frogs, salamanders, snakes

b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

- Resident Coastal Cutthroat
- Winter Steelhead
- Coho
- Townsend's Big-eared Bat
- Fall Chinook

- Kokanee

c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Some anadromous salmonid species and some migrating waterfowl are found within Sammamish.

d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

As a non-project action, the proposal will not result in preservation or enhancement of wildlife. Future project specific development proposals within the city that may result in impacts to wildlife would be reviewed consistent with the applicable provisions of the SMC and City of Sammamish SEPA procedures (Chapter 20.15 SMC).

e. List any invasive animal species known to be on or near the site. [\[help\]](#)

There are no confirmed invasive animal species in the city but there are likely bullfrogs (*Rana catesbeiana*) present.

6. Energy and Natural Resources [\[help\]](#)

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. [\[help\]](#)

As a non-project action, the proposal will not result in use of electric, natural gas, oil, wood stove or solar energy. Future project specific development proposals within the city that may result in impacts to wildlife would be reviewed consistent with the applicable provisions of the SMC and City of Sammamish SEPA procedures (Chapter 20.15 SMC).

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe. [\[help\]](#)

Please see response to 6.a above.

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: [\[help\]](#)

Please see response to 6.a above.

7. Environmental Health [\[help\]](#)

a. 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. [\[help\]](#)

As a non-project action, the proposal is not expected to cause environmental health hazards. Future project specific development proposals within the city that may result in environmental health hazards would be reviewed consistent with the applicable provisions of the SMC and City of Sammamish SEPA procedures (Chapter 20.15 SMC).

1) Describe any known or possible contamination at the site from present or past uses. [\[help\]](#)

There are no known contamination sites in Sammamish. Possible contamination may be present at commercial sites that use hazardous materials, such as dry cleaning establishments, gas stations or auto repair facilities.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)

Please see response to question 7.A.1, above. There are gas transmission pipelines throughout the City of Sammamish.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

[\[help\]](#)

Please see the response to question 7.A.1 above.

- 4) Describe special emergency services that might be required. [\[help\]](#)

As a non-project action, no special emergency services are required.

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Please see the response to question 7.A.1 above.

b. Noise [\[help\]](#)

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

Types of noise in the city include noise levels typical to a suburban/urban area, including noise of traffic; schools, including special events; construction noise; and mechanical equipment.

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.

As a non-project action, the proposal will not directly result in noise impacts. Future project specific development proposals within the city that may result in noise impacts would be reviewed consistent with the applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

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

As a non-project action, the proposal will not directly result in noise impacts. Existing transportation policies seek to reduce traffic levels through increased opportunities for walking and biking, use of transportation demand management measures, and expanded local transit service. Transportation Policy T.4.8 specifically seeks to develop a transportation system that minimizes impacts to human health, including noise.

8. LAND AND SHORELINE USE

- A. What is the current use of the site and adjacent properties? Will the proposed affect current land uses or nearby or adjacent properties? If so describe

- **City of Sammamish**

- Residential, single family
- Residential, multifamily
- Commercial, office and mixed-use
- Institutional & education
- Parks

- **Adjacent**

- **Unincorporated King County**
 - Open space

- Parks
- Residential (single family, large lot)
- Recreation (golf courses)
- Commercial (grocery store, storage facility)
- **City of Redmond**
 - Residential, single family
 - Residential, multifamily
 - Office Park
- **City of Issaquah**
 - Residential, single family
 - Residential, multifamily
 - Commercial/retail

As a non-project action, the proposal will not directly result in changes to current land uses or nearby or adjacent properties. Future project specific development proposals within the city that may result in impacts to adjacent or nearby properties would be reviewed consistent with the applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

- B. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

Historically, before incorporation, areas within the city were used for farming and forestry. Farming has been small scale, and today there are no major agricultural uses within the city limits. Forestry uses largely ended by the 1930s. The city does not contain any agricultural or forest land of long-term commercial significance.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how;

The proposal is entirely contained within the City of Sammamish and does not adjoin any designated agricultural or forest areas. No impacts to farm or forest land normal business operations are anticipated.

- C. Describe any structures on the site.

- Single Family Residences
- Multi-Family Residences
- Business/Commercial buildings
- Mixed Use buildings
- Schools
- Other public/institutional buildings
- Structures associated with recreation areas

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

As a non-project action, the proposal does not propose demolition of any structures. Future project-specific development proposals within the city that may propose demolition of any structures will be reviewed consistent with applicable provisions of the SMC and SEPA

procedures (Chapter 20.15 SMC).

E. What is the current zoning classification of the site?

- R-1: 1 unit per acre
- R-4: 4 units per acre
- R-6: 6 units per acre
- R-8: 8 units per acre
- R-12: 12 units per acre
- R-18: 18 units per acre
- CB: Community Business
- NB: Neighborhood Business
- O: Office
- TC-A, TC-B, TC-C, TC-D, TC-E: Town Center

F. What is the current comprehensive plan designation of the site?

- R-1: 1 unit per acre
- R-4: 4 units per acre
- R-6: 6 units per acre
- R-8: 8 units per acre
- R-12: 12 units per acre
- R-18: 18 units per acre
- CB: Community Business
- NB: Neighborhood Business
- O: Office
- Public/Institutional
- TC-A, TC-B, TC-C, TC-D, TC-E: Town Center

G. If applicable, what is the current shoreline master program designation of the site?

Shoreline properties along Lake Sammamish, Pine Lake and Beaver Lake are designated as Urban Conservancy or Shoreline Residential. Most of the city's shorelines are designated Shoreline Residential. The areas of Urban Conservancy are located on the north end of Lake Sammamish, the west and east ends of Pine Lake and the northern and southern ends of Beaver Lake.

H. Has any part of the site been classified critical area but the city or county? If so, specify.

Critical areas within Sammamish include erosion hazard areas, frequently flooded areas, landslide hazard areas, seismic hazard areas, critical aquifer recharge areas, wetlands, streams, and fish and wildlife habitat conservation areas

I. Approximately how many people would reside or work in the completed project?

The 2035 planning targets established by the King County Countywide Planning Policies for Sammamish are 4,640 net new housing units and 2,088 net new jobs.

J. Approximately how many people would the completed project displace?

As a non-project action, the proposal would not directly cause displacement of people, and no mitigation is proposed. Future project-specific development proposals within the city that may result in displacement of people will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

K. Proposed measures to avoid or reduce displacement impacts, if any?

Please see the response to question 9.J, above.

- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

As a non-project action, the proposal will not directly result in changes to current land uses or nearby or adjacent properties. Future project specific development proposals within the city that may result in impacts to adjacent or nearby properties would be reviewed consistent with the applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

- M. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

The proposal is entirely contained within the City of Sammamish and does not adjoin any designated agricultural or forest areas. No impacts to farm or forest land normal business operations are anticipated and no mitigation is proposed.

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

As a non-project action, the proposal would not create housing units. Future project-specific development proposals within the city that may result in displacement will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

See answer to 9.a. above.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

See answer to 9.a. above.

10. Aesthetics [\[help\]](#)

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

The proposal is a non-project action that does not include any proposed structures. Future project-specific development proposals within the city that may result in proposed structures will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC). The tallest building height allowed in the SMC is 80 feet, in the R-18 zone.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Please see response to 10.a above.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

Please see response to 10.a above.

11. Light and Glare [\[help\]](#)

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

The proposal is a non-project action that will not produce light or glare. Future project-specific development proposals within the city that may result in light or glare will be reviewed consistent with

applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC). The tallest building height allowed in the SMC is 80 feet, in the R-18 zone.

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

Please see the response to question 11.A, above.

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

Please see the response to question 11.A, above.

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

Please see the response to question 11.A, above.

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

The City of Sammamish's park system has 14 parks, preserves and facilities totaling 611 acres of park land. Within this system, facilities include seven community parks, two neighborhood parks, and five preserve/natural areas, two community fields, a skate park, an off-leash dog area, a spray park, and miles of trails. Facilities include the Sammamish Community & Aquatic Center, The Lodge at Beaver Lake, Beaver Lake Pavilion, Sammamish Teen & Recreation Center, and the Reard-Freed House. In addition, there are a number of private open space areas within residential neighborhoods that provide informal play opportunities for neighborhood residents. The East Lake Sammamish Trail is on the western border of the city and is currently under construction to be a fully paved regional trail.

b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

The proposal is a non-project action that will not displace any existing recreational uses. Future project-specific development proposals within the city that may result in displacement of existing recreational uses will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Please see response to 12.b above.

13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)

- One national register building: Frank Lloyd Wright house
- One Community Landmark register building: Reard Freed house

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

- Professional studies conducted on a project-by-project basis have found evidence of cultural importance in Sammamish.

- The King County Historic Resource Inventory 2012 inventoried 25 resources, 8 of some degree of intact, 8 some degree of altered.
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)
- King County Historic Resource Inventory 2012
 - WISAARD Washington Department of Archaeology and Historic Preservation (DAHP) database
 - King County and Local Landmarks List, Technical Paper No. 6
 - SEPA notice is distributed for individual projects.
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)
 Future project-specific development proposals within the city that may result in impacts to historic resources would be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC) to identify potential environmental impacts and applicable mitigating measures.

14. **Transportation** [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)
 A summary of the public streets serving Sammamish is shown in below:

Street System

<i>Functional Classification</i>	<i>Miles (centerline)</i>
<i>Principal arterial</i>	<i>14</i>
<i>Minor arterial</i>	<i>16</i>
<i>Collector</i>	<i>21</i>
<i>Non-arterial</i>	<i>157</i>
<i>Roadway total</i>	<i>208</i>

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)
 Public transit (Metro routes 216, 219, and 269, Sound Transit route 554) serves the 228th Ave SE/Sahalee Way NE corridor and Pine Lake-Issaquah Road SE.
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)
 The proposal is a non-project action that will not result in additional parking spaces.
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

New motorized improvements and improvements to existing transportation facilities will be required to meet traffic concurrency. New development will construct both new public and private roadways and intersections and/or pay impact fees for City-sponsored transportation improvements. The City will construct new projects, improve existing intersections, and implement strategies to reduce intersection delays.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
Water, rail, and air transportation uses are not anticipated to be used or occur in the immediate vicinity of the city.
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and no passenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)
None. This project does not generate vehicular trips. The traffic model reflects the City's growth targets as referenced in the 2015 Comprehensive Plan.
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)
The City is not in close proximity to agricultural or forestry uses; conflict with the movement of agricultural and forest products in not anticipated.
- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)
The proposed Comprehensive Plan Glossary and Transportation Element amendments and updated SMCs revise the city's concurrency and LOS policies and codes. For additional discussion, please see Attachment A - Transportation Issue Paper.

15. **Public Services** [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)
Yes. As described in 14b above, new motorized improvements and improvements to existing transportation facilities may require additional public services. Future project-specific development proposals will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC) to determine what services would be required.
- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)
Future project-specific development proposals will be reviewed to ensure impacts are mitigated and compliant with adopted traffic concurrency and LOS standards.

Existing concurrency failures will require the City to provide remedies such that the LOS standards will be met. These projects will be addressed in the City's Six-Year Transportation Improvement Plan (TIP).

16. **Utilities** [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
Other _____
All utilities are available in the city.

- 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. [\[help\]](#)

The utilities that serve the City of Sammamish are shown below. Please see the discussion in Attachment B.5, Utilities and Capital Facilities Issue Paper.

Sammamish Utility Providers

Provider	Utility Service
City of Sammamish	Stormwater management
NE Sammamish Sewer and Water District	Water and sewer service
Sammamish Plateau Water and Sewer District	Water and sewer service
King County Sheriff	Law enforcement
Eastside Fire and Rescue	Fire and Emergency services
Republic Services	Solid waste
Williams Northwest Pipeline	Natural gas pipeline
Puget Sound Energy	Natural gas distribution
Puget Sound Energy	Electric power
Comcast	High speed cable

C. Signature [\[help\]](#)

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

Signature: 

Name of signee: Cheryl Paston

Position and Agency/Organization: Deputy Director, Public Works, City of Sammamish

Date Submitted: 6/13/2018

D. Supplemental sheet for non-project actions [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?
As a non-project action, the proposal would not increase the discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. Future

project-specific development proposals within the city that may result in an increased need for discharges to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise public services will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

2. How would the proposal be likely to affect plants, animals, fish, or marine life?
As a non-project action, the proposal would not affect plants, animals, fish, or marine life. Future project-specific development proposals within the city that may affect plants, animals, fish, or marine life will be reviewed consistent with applicable provisions of the SMC and SEPA procedures (Chapter 20.15 SMC).

Proposed measures to protect or conserve plants, animals, fish, or marine life are:
See response to D.2 above.

3. How would the proposal be likely to deplete energy or natural resources?
As a non-project action, the proposal will not deplete energy or natural resources. However, project specific development proposals within the city that may result in depleting energy or natural resources would be reviewed consistent with the City of Sammamish SEPA procedures (Chapter 20.15 SMC) and requirements of the applicable service provider.

Proposed measures to protect or conserve energy and natural resources are:
See answer to D.3 above.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

As a non-project action, the proposal will not affect environmentally sensitive areas or areas designated for governmental protection. However, project specific development proposals within the city that may result in affecting environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection would be reviewed consistent with the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

The proposal is entirely contained within the City of Sammamish and does not adjoin any designated agricultural or forest areas. No impacts to farm or forest land normal business operations are anticipated and no mitigation is proposed.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Please see the response to question D.4, above

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

As a non-project action, the proposal will not affect land and shoreline use. However, project specific development proposals within the city that may result in affecting land and shoreline use would be reviewed consistent with the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

Proposed measures to avoid or reduce shoreline and land use impacts are:

Please see the response to question D.5, above.

Shoreline Master Program (Title 25 SMC) regulates activity within shoreline jurisdiction. In certain cases, federal and state permits may also be required.

Please see the response to question D.5, above.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As described under the Environmental Elements section of the SEPA checklist (14d), new motorized improvements and improvements to existing transportation facilities may require additional public services. However, future project specific development proposals within the city that may result in affecting land and shoreline use would be reviewed consistent with the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

Proposed measures to reduce or respond to such demand(s) are:

Future project-specific development proposals will be reviewed to ensure impacts are mitigated and compliant with adopted traffic concurrency and LOS standards.

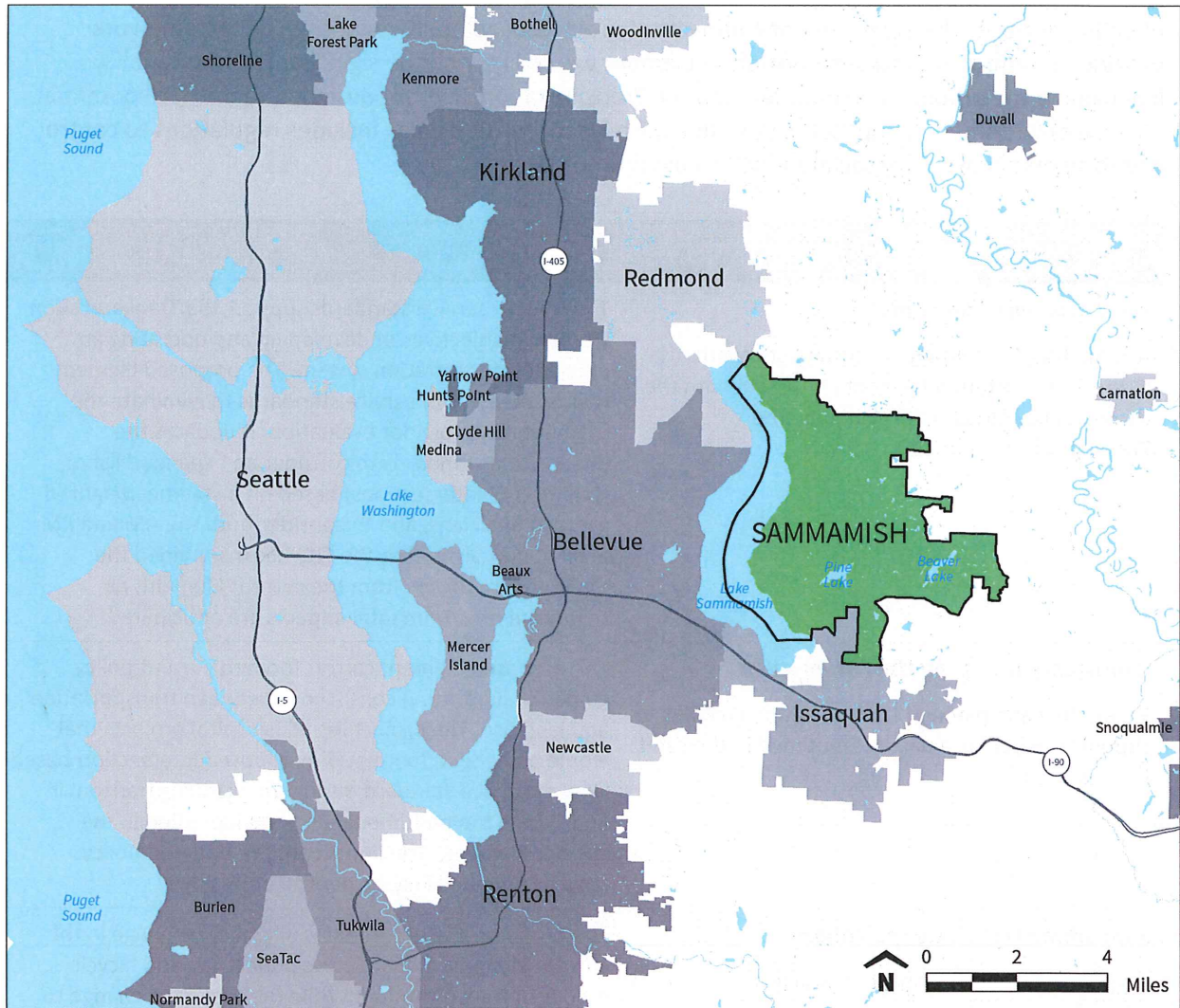
Existing concurrency failures will require the City to provide remedies such that the LOS standards will be met. These projects will be addressed in the City's Six-Year Transportation Improvement Plan (TIP).

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

As a non-project action, no conflicts with local, state, or federal laws or requirements for the protection of the environment. However, project specific development proposals within the city that may result in conflicts with local, state, or federal laws or requirements for the protection of the environment would be reviewed consistent with the City of Sammamish SEPA procedures (Chapter 20.15 SMC).

ATTACHMENT A

City of Sammamish: Vicinity Map



Source: map created by Studio 3MW using data provided by the City of Sammamish in 2013, from the WA State Department of Ecology (major waterbodies and city boundaries), and WSDOT (major roadways)

City of Sammamish: Transportation Issue Paper

Introduction

The major change in these proposed amendments to the Transportation Element (“Element”) is to revise the City’s level of service standards used for concurrency. To be consistent with this new level of service policy, changes were made to clarify and refine language, and to identify additional capital projects that would be needed to continue meeting the proposed level of service standard during the planning horizon. The environmental impacts of projects developed under the policy framework provided by the proposed Transportation Element would likely not be significant. There is policy language in the proposed amendments to the Transportation Element designed to mitigate potential adverse environmental impacts. The Sammamish Municipal Code also includes regulations to control environmental impacts associated with transportation projects.

KEY ISSUES	POTENTIAL IMPACTS
<p><i>Level of Service Standards</i></p> <p>Are the transportation level of service standards in the Transportation Element consistent with the overall policy direction provided by the Transportation Element?</p>	<p>The level of service standards support the Transportation Element’s objectives of developing and operating an efficient transportation system. The proposed Element revises the level of service standards to eliminate the segments and corridor evaluation. It updates the intersection standards to consider an expanded list of facilities (43 intersections) based on a volume-weighted average of all legs, and to consider both the AM and PM peak hours. Given that the City has maintained the multimodal projects from the current Element, no significant environmental impacts are anticipated.</p>
<p><i>Consistency with Land Use Assumptions</i></p> <p>Do existing and planned transportation facilities support the land use patterns outlined in the Land Use Element?</p>	<p>The proposed Element carries forward current policy guidance supporting consistency between transportation and land use. The project list adds capital projects that would be needed to meet the proposed intersection-based level of service standard during the planning horizon, in addition to the multimodal projects identified in the current Element. The impacts of the updated policy language would likely be neutral or positive.</p>
<p><i>Support for Active Transportation</i></p> <p>Do policies provide support for walking and biking?</p>	<p>The proposed Element retains all policy language in the current Element that supports pedestrian and bicycle modes of transportation. While the proposed change to the level of service policy eliminates consideration of capacity for active transportation modes from the City’s concurrency policy, the capital project list retains these investments. This ensures that the City will continue to invest in projects that provide opportunities for physical activity, decreased vehicle emissions and increased transit ridership.</p>

Proposed Policies, Impacts and Mitigation

Level of Service Standards

Level of service (LOS) standards describe the amount, type or quality of facilities needed to serve the City; they establish a minimum threshold for provision of services and facilities. Policy T.1.3 in the proposed Transportation Element sets forth LOS standards for intersections. The LOS for intersections is based on the Highway Capacity Manual, with LOS D or E being the standard for intersections of principal arterials and LOS C being the standard for intersections of minor arterials or collector arterials. These LOS standards apply to an expanded list of facilities (43 intersections) and apply to both the AM and PM peak periods. Because the City has maintained a robust, multimodal project list, no significant environmental impacts are anticipated.

The proposed Element includes new policy language for focusing LOS standards on the performance of key intersections during the AM and PM peak periods (Policy T.1.1). It also includes policy language to support pedestrian, non-motorized, and multimodal options (Policy T.1.2). This is consistent with other policy language in the Element that supports greater mobility options within Sammamish. The City is planning to adopt a Transportation Master Plan in 2019 that will include a focus on ways to continue providing safe and complete facilities for all modes of travel, in particular for walking, biking, and accessing transit. The City has partnered financially with King County Metro, Microsoft, and the cities of Redmond and Issaquah for the past 10 years to provide bus route 269 service between Bellevue and Issaquah via Redmond and Sammamish to provide transportation options to residents, workers and employers.

Consistency with Land Use Assumptions

The location and design of transportation infrastructure is one of the City's key tools for implementing the Comprehensive Plan Land Use Map. The proposed Element carries forward current policy guidance to ensure that transportation facilities are coordinated with the City's land use needs. The proposed Element also carries forward policy that recognizes the role that the City's transportation system has in supporting the regional growth strategy. Additionally, the proposed Element adds emphasis on using multimodal transportation systems to support land use objectives. Goal T.1 and Policy T.1.4 support the City's and region's growth strategy by developing and operating an efficient multimodal transportation system. The impacts of the updated policy language would likely be neutral or positive.

Support for Active Transportation

Active transportation is a means of getting around that is powered by human energy, primarily walking and bicycling.¹ Over the past decade, there has been growing recognition of the link between the built

¹ Partnership for Active Transportation, <http://www.partnership4at.org/why/what-is-active-transportation>

environment and community health, including the impact of transportation systems on people's ability to be physically active on a day-to-day basis.

The proposed Element retains many of the transportation policies in the existing Element that support pedestrian and bicycle modes of transportation. The proposed Element retains two goals that emphasize multimodal transportation systems. Goal T.1 calls for moving people and goods (versus cars) with a highly efficient multimodal transportation network. Policy T.1.2 calls for addressing non-motorized modes of transportation. While the current plan calls for inclusion of these modes in the City's concurrency policy, the project list associated with this proposed Element also retains the multimodal investments identified in the previous Element, ensuring that the City will continue to invest in projects that support these modes.

The proposed Element retains Goal T.2, which calls for investing in transportation systems that offer greater options, mobility and access. Policies under this goal include increasing the proportion of trips made by transportation modes other than driving alone, making it easier for people to move between modes, addressing the needs of non-driving populations, siting and designing transit facilities for pedestrian and bicycle access, encouraging local street connections, designing transportation facilities to be safe for all users including pedestrians and bicyclists, and improving local street design for walking and bicycling. Additional policies call for designing or redesigning roads and streets to accommodate non-motorized travel modes (Policy T.3.5), providing education on safe non-motorized travel (T.3.10), emphasizing transportation investments that provide alternatives to single occupancy vehicle travel and that support pedestrian- and transit-oriented development (T.3.12, T3.13), and providing opportunities for healthy lifestyles by integrating the needs of pedestrians and bicyclists into transportation plans (T4.7).

The full impacts of the new policy language will depend on how it is implemented. The City has hired a consultant team to prepare a Transportation Master Plan in 2019, which will provide a strong focus on providing safe and connected systems for all modes. This substantial investment in planning for active transportation users demonstrates the City's commitment to provide access to opportunities for physical activity, decreased vehicle emissions and increased transit ridership.

The Sammamish Municipal Code (SMC) must reflect the Comprehensive Plan's policies so substantive and minor updates are part of this proposal. These include amendments to Chapters 14, 14A, 20, 21A, 21B, and 27A of the SMC to reflect the policy direction for concurrency and LOS.