



# City of Sammamish

Department of Public Works

## Interim Six-Year Transportation Improvement Program 2002 - 2007

*Adopted August 1, 2001  
Resolution No. R2001-81*

**INTERIM SIX-YEAR TRANSPORTATION PLAN  
2002 - 2007**

**TABLE OF CONTENTS**

<b><u>Section</u></b>	<b><u>Page</u></b>
<b>Index</b>	<b>i</b>
<b>Overview</b>	<b>ii</b>
<b>Funding Sources</b>	<b>iii</b>
A. City Funding	
B. Federal Funding	
C. State Funding	
<b>Program Sections Narrative</b>	<b>vii</b>
<b>Six Year Plan - Map</b>	<b>1</b>
<b>Total Project Expenditure Summary Chart</b>	<b>2</b>
<b>Summary of Funding Sources Chart</b>	<b>3</b>
<b>Individual Project Description Sheets</b>	<b>4-26</b>
<b>Appendix "A" Resolution R2001-81</b>	<b>A1</b>
<b>Appendix "B" SEPA Checklist</b>	<b>A2</b>
<b>Appendix "C" Determination of Non-Significance (Environmental)</b>	<b>A3</b>

---

City of Sammamish, WA  
Interim Six Year Transportation Improvement Plan  
2002-2007  
**INDEX**

Page	Project #	Project Name	Project Limits
1	1	228 <sup>th</sup> Avenue Phase 1C	SE 8 <sup>th</sup> to NE 8 <sup>th</sup>
2	2	244 <sup>th</sup> Avenue Phase I	SE 8 <sup>th</sup> to NE 8 <sup>th</sup>
3	3	SE 32 <sup>nd</sup> Street / Issaquah-Pine Lake Road	SE 37 <sup>th</sup> PL to 231 <sup>st</sup> Lane
4	4	Issaquah-Pine Lake Road Extension	228 <sup>th</sup> Ave SE to 244 <sup>th</sup> PL SE
5	5	Sidewalk Projects	Various to Various, Citywide
6	6	Overlay Program	Various to Various, Citywide
7	7	244 <sup>th</sup> Avenue Phase II	SE 24 <sup>th</sup> St to SE 8 <sup>th</sup> St
8	8	Intersection and Safety Improvements	Various to Various, Citywide
9	9	Neighborhood Capital Improvement Program	Various to Various, Citywide
10	10	Trossachs Blvd SE Extension	SE 8 <sup>th</sup> St to NE 4 <sup>th</sup> St
11	11	East Lake Sammamish Parkway Phase I	Inglewood Hill Rd to 187 <sup>th</sup> Ave
12	12	GMA Capital Facilities Program	Various to Various, Citywide
13	13	Project Development and Pre-Design	Various to Various, Citywide
14	14	Transportation Mitigation Program	Various to Various, Citywide
15	15	212 <sup>th</sup> Ave SE / Louis Thompson Rd	ELS Pkwy SE to ELS Pkwy N
16	16	ELS Pkwy / SE 24 <sup>th</sup> St Intersection	Intersection Improvement
17	17	Transit Program	Various to Various, Citywide
18	18	Sahalee Way NE Phase 2	NE 8 <sup>th</sup> to NE 37 <sup>th</sup>
19	19	Sahalee Way NE Phase 1	NE 37 <sup>th</sup> to SR 202
20	20	SR 202	N/A
21	21	City Entrance Signs	Various to Various, Citywide
22	22	E Lk Sammamish Parkway Phase II	Inglewood Hill Rd to SE 16 <sup>th</sup> St
23	23	E Lk Sammamish Parkway Phase III	SE 16 <sup>th</sup> St to SE 43 <sup>rd</sup> Way

## OVERVIEW

### **Purpose**

This is the City of Sammamish Interim 6-Year Transportation Program (adopted August 1, 2001). 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 one 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

### A. CITY FUNDING SOURCES

#### Arterial Street Fund (1/2 cent Gas Tax)

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 2002 will be \$225,000.

#### 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, \$1,784,900 (2002) 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 dedicated to road improvement projects for 2002 are approximately \$700,000.

#### 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. The portion of these funds used for transportation projects is included in the General Fund total of \$1,784,900 for the year 2002.

### B. FEDERAL FUNDING PROGRAMS (BRM, CMAQ, STP)

Federal programs are currently funded under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). These programs are administered by the Washington State Department of Transportation (WSDOT) Highways and Local Programs 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

City of Sammamish, Washington

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.

TEA21

The Transportation Equity Act 21<sup>st</sup> Century (TEA21) has the objective to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads that are functionally classified as Principal Arterials, Minor Arterials or 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.

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).

**C. STATE FUNDING SOURCES (TPP, AIP, 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 Partnership Program (TPP), the Arterial Improvement Program (AIP) 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 ranging from 40 to 80 percent.

TPP

The Transportation Partnership Program (TPP), 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.

AIP

The Arterial Improvement Program (AIP) 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 (O):** 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 (R):** 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.

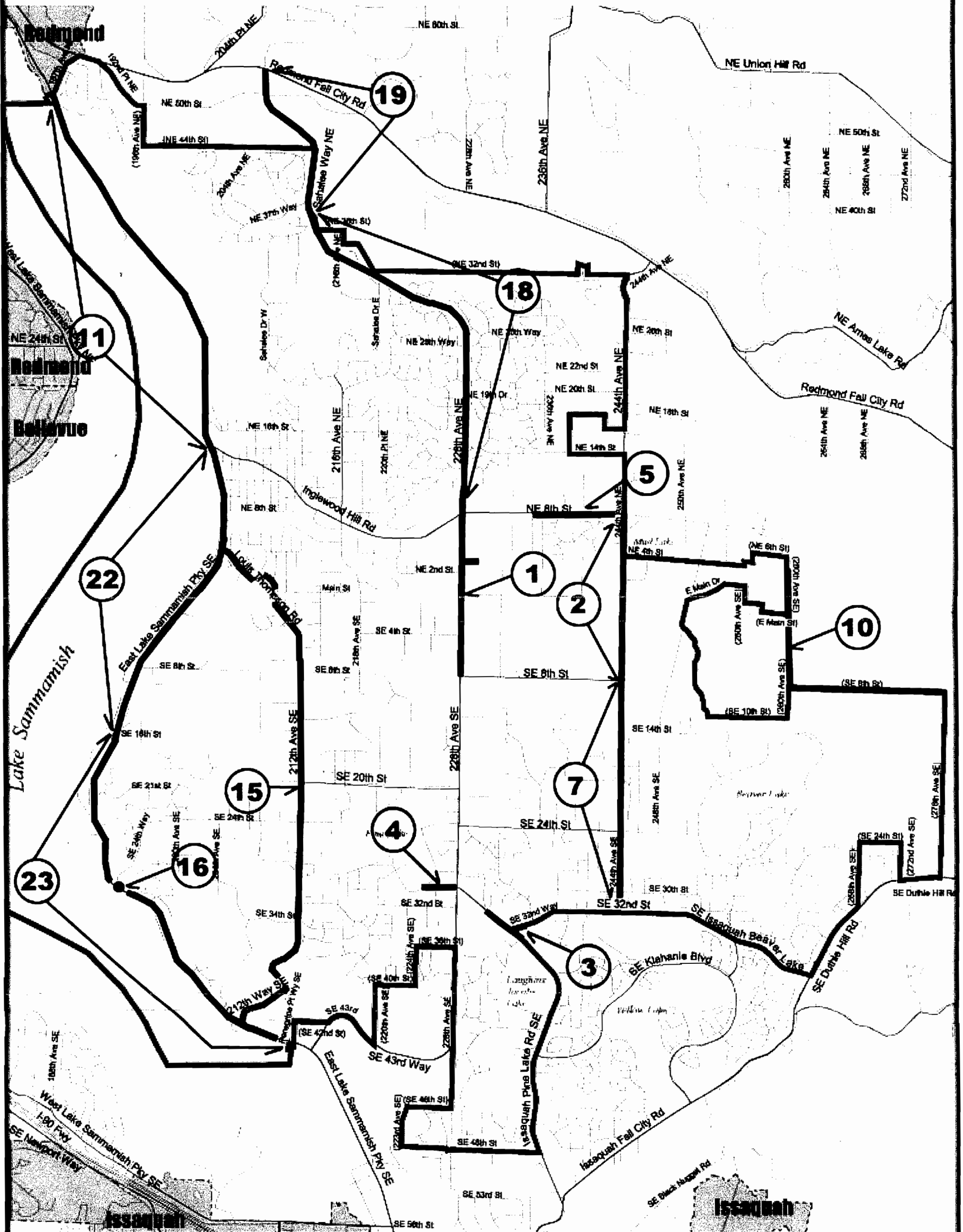
The construction of new roadways may involve clearing and grading land, preparing the roadway base with crushed rock, paving, installing storm drainage ditches or structures and building retaining walls. Roadway projects also include storm drainage work that is related to roadway construction, maintenance 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 (T):** 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 (E):** 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.

# 6 - YEAR TIP



2002-2007



**CITY OF SAMMAMISH  
PUBLIC WORKS DEPARTMENT  
2002-2007 SIX YEAR TIP**

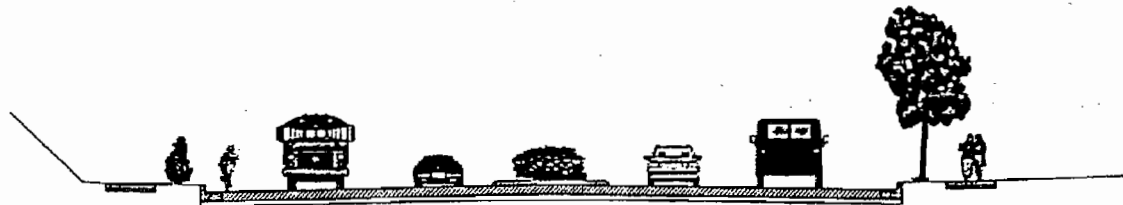
**SUMMARY OF FUNDING SOURCES**

ITEM			Period Total	Period						
	2000	2001		2002	2003	2004	2005	2006	2007	
<b>EXPENSES:</b>										
Project Development	75,000	60,000	304,000	74,000	42,000	42,000	82,000	32,000	32,000	
Precon Eng/Admin	460,000	845,500	8,752,500	469,500	968,000	390,000	1,220,000	1,105,000	4,600,000	
R-O-W (includes Admin)	10,000	1,075,000	3,790,000	180,000	600,000	620,000	330,000	660,000	1,400,000	
Construction Contract Fee	216,000	8,737,000	60,220,000	5,275,000	4,380,000	3,938,000	5,921,000	5,190,000	35,516,000	
Construction Eng/Admin	5,000	610,000	4,780,000	323,000	305,000	330,000	582,000	308,000	2,932,000	
Other		555,000	423,000	243,000	120,000	15,000	15,000	15,000	15,000	
<b>Sub - TOTAL EXPENSES</b>	<b>786,000</b>	<b>11,882,500</b>	<b>78,269,500</b>	<b>6,564,500</b>	<b>6,415,000</b>	<b>5,335,000</b>	<b>8,150,000</b>	<b>7,310,000</b>	<b>44,495,000</b>	
<b>SOURCES OF FUNDS:</b>										
General Fund	691,000	3,038,267	10,239,900	1,784,900	1,710,000	1,020,000	1,175,000	1,435,000	3,115,000	
1/2 Cent Gas Tax	200,000	225,000	1,360,000	225,000	225,000	225,000	225,000	230,000	230,000	
Surface Water Utility		500,000	4,800,000	600,000		340,000	460,000	1,000,000	2,400,000	
Vehicle License Fee			1,790,000	300,000	270,000	250,000	370,000	300,000	300,000	
Grants In-Hand		1,731,940	739,600	739,600						
Mitigation In-Hand		25,000	175,000	175,000						
Public Works Trust Fund		5,500,000	4,500,000	2,040,000	2,460,000					
Other In-Hand	75,000	312,293								
Grants Proposed			25,869,000	100,000	1,200,000	1,800,000	3,840,000	3,220,000	15,709,000	
Mitigation Proposed		250,000	24,796,000	550,000	550,000	1,450,000	1,780,000	1,125,000	19,341,000	
Other Proposed			4,000,000	50,000		250,000	300,000		3,400,000	
Undetermined										
<b>TOTAL SOURCES</b>	<b>966,000</b>	<b>11,682,500</b>	<b>78,269,500</b>	<b>6,564,500</b>	<b>6,415,000</b>	<b>5,335,000</b>	<b>8,150,000</b>	<b>7,310,000</b>	<b>44,495,000</b>	

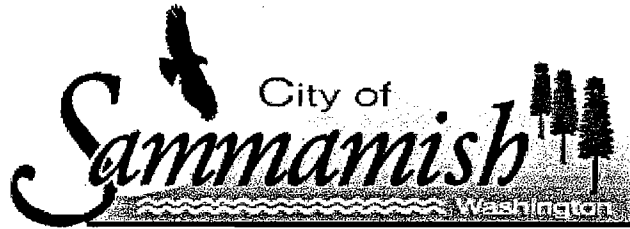


**INTERIM 2002-2007 TIP**

**Project Name:** 228<sup>th</sup> Avenue Phase 1C  
**Project Limit:** SE 8<sup>th</sup> to NE 8th  
**Functional Classification:** Principal Arterial  
**Priority Number:** 1  
**Project Description:** Complete the widening of 228th Ave (SE 8th to NE 8th) to 4-lane arterial with median landscaping and left-turn lanes as needed. Includes landscape strip between curb and sidewalks, 6-foot sidewalk on west side and 12-foot bike and pedestrian trail on east side. It is expected that construction of improvements under the Sahalee Way Phase II project including a traffic signal at the intersection of 228th and NE 12th Street, and will be merged with the construction contract for this project.

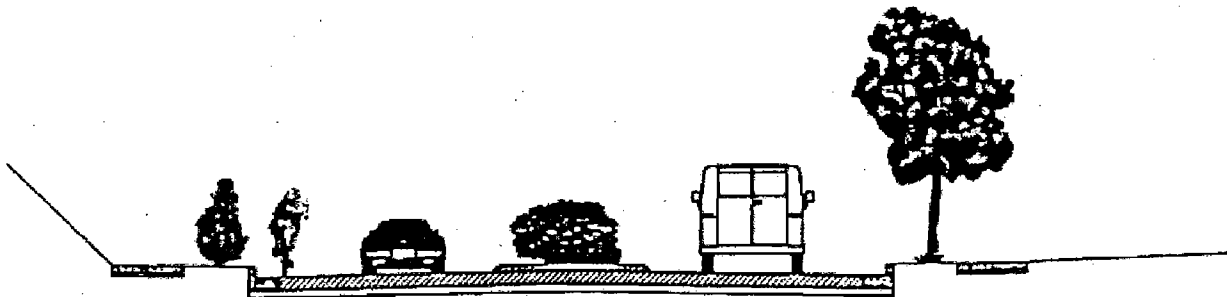


	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002	\$90
Right-of-Way	2002	\$50
Construction	2002-03	\$7,200
<b>Total Project Cost</b>		<b>\$7,340</b>



**INTERIM 2002-2007 TIP**

**Project Name:** 244<sup>th</sup> Avenue Phase I  
**Project Limit:** SE 8<sup>th</sup> to NE 8th  
**Functional Classification:** Minor Arterial  
**Priority Number:** 2  
**Project Description:** Construct 2-lane urban street with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks, and storm drainage improvements. The initial work on this project will be a route study to identify costs, alignment and environmental constraints, issues and mitigation.

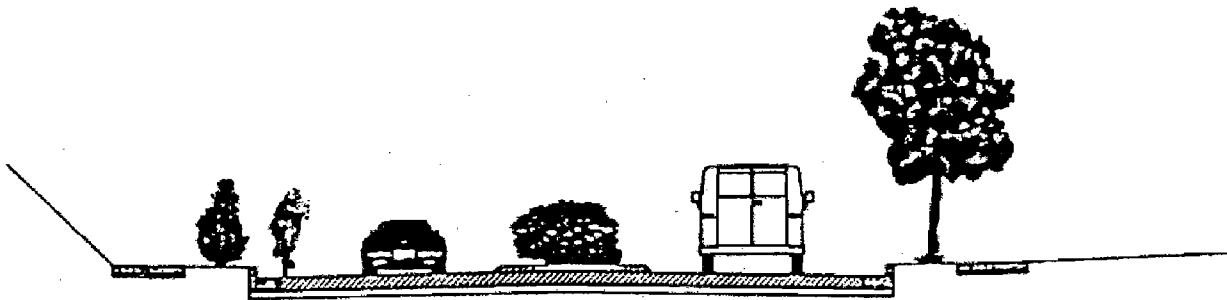


	<u>Year</u>	<u>Cost (1,000's)</u>
<b>Preliminary Engineering</b>	2002-03	\$1,030
<b>Right-of-Way</b>	2003	\$600
<b>Construction</b>	2004-05	\$6,900
<b>Total Project Cost</b>		<b>\$8,530</b>

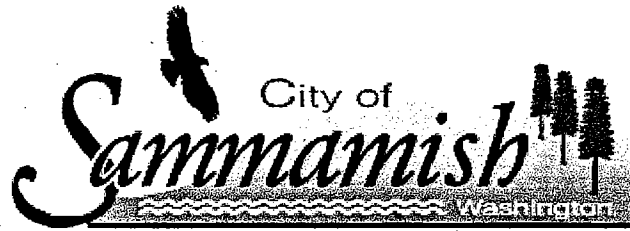


**INTERIM 2002-2007 TIP**

**Project Name:** SE 32<sup>nd</sup> Street/Issaquah Pine Lk Rd  
**Project Limit:** SE 37<sup>th</sup> Place to 231<sup>st</sup> Lane  
**Functional Classification:** Minor Arterial  
**Priority Number:** 3  
**Project Description:** Construct three-lane arterial with turn lanes, curbs, gutters, sidewalks, landscape strips between the roadway and sidewalk and planted medians. Either a traffic signal or roundabout will be installed at the intersection with SE 32nd St.

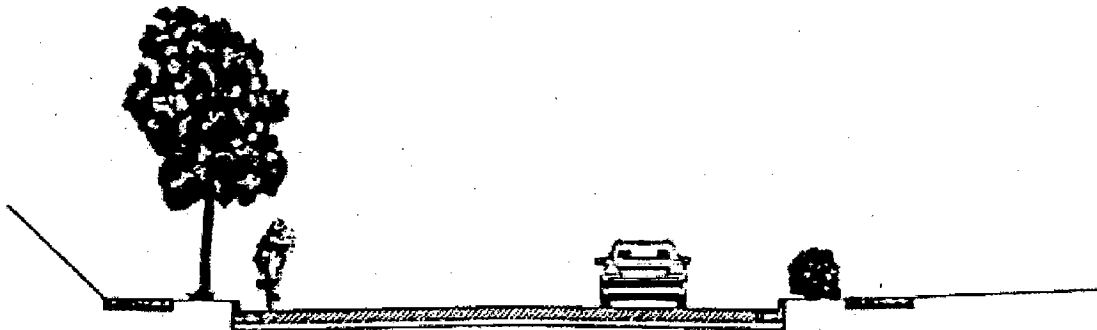


	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002	\$34.5
Right-of-Way	2002	\$10
Construction	2002	\$880
<b>Total Project Cost</b>		<b>\$924.5</b>



**INTERIM 2002-2007 TIP**

**Project Name:** Issaquah Pine Lake Road Extension  
**Project Limit:** 228<sup>th</sup> Ave SE to 244<sup>th</sup> PI SE  
**Functional Classification:** Collector Arterial  
**Priority Number:** 4  
**Project Description:** Construct 2-lane collector arterial. Includes on-street bike lanes, landscape strip between curb and sidewalks. This new roadway connection will extend from 224th Place SE to the signalized intersection of 228th Ave/Issaquah-Pine Lake Rd, adding a west leg to that intersection. Design of this roadway will also accommodate access to a future park and ride lot.



	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-04	\$217
Right-of-Way	2004	\$620
Construction	2005	\$1,300
<b>Total Project Cost</b>		<b>\$2,137</b>





**INTERIM 2002-2007 TIP**

**Project Name:** Sidewalk Projects  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 5  
**Project Description:** Various sidewalk projects. Includes gap projects, extensions, and safety improvements. Projects are prioritized based on a number of factors with accidents, injuries and school walking route safety being the highest priorities. The school districts set priorities for school walkway projects.

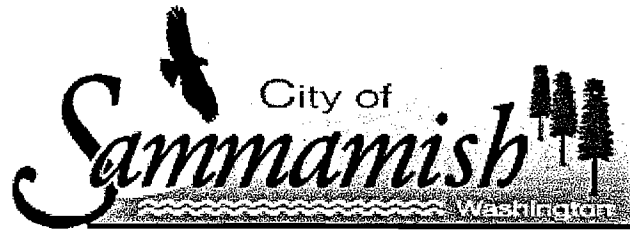
	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$163
Right-of-Way		
Construction	2002-07	\$1,437
<b>Total Project Cost</b>		<b>\$1,600</b>



**INTERIM 2002-2007 TIP**

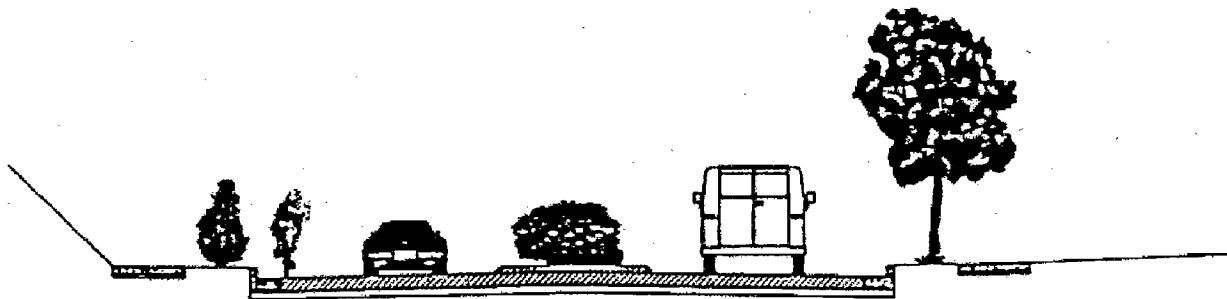
**Project Name:** Overlay Program  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 6  
**Project Description:** This program provides for the construction cost of the City's annual street overlay program and other major maintenance and rehabilitation. Streets to be overlaid are prioritized through an on-going Pavement Management System (PMS) which includes regular pavement condition surveys and analysis to determine the most cost effective, life cycle maintenance activities. The PMS is funded through the Street Fund annual operating budget.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering		
Right-of-Way		
Construction	2002-07	\$1,650
<b>Total Project Cost</b>		<b>\$1,650</b>



**INTERIM 2002-2007 TIP**

**Project Name:** 244<sup>th</sup> Avenue Phase II  
**Project Limit:** SE 24<sup>th</sup> Street to SE 8<sup>th</sup> Street  
**Functional Classification:** Minor Arterial  
**Priority Number:** 7  
**Project Description:** Construct 2-lane city street with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks, and storm drainage improvements.



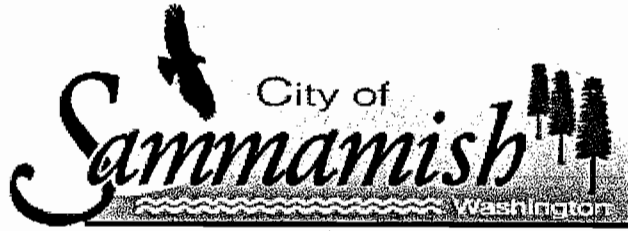
	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2005-06	\$1,003
Right-of-Way	2005-06	\$600
Construction	2007	\$6,895
<b>Total Project Cost</b>		<b>\$8,498</b>



**INTERIM 2002-2007 TIP**

**Project Name:** Intersection And Safety Improvements  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 8  
**Project Description:** Various intersections and other spot improvements as needed. Including channelization, signing, safety improvements, signalization, or other traffic control devices. Experience shows that there is an annual on-going need to improve intersections. Usually by the time a problem is identified, there is a fairly immediate need to correct it. Also included in this program is funding for traffic engineering work for improvements such as the modification of signal timings and channelization which can involve low cost construction, but a higher percentage of engineering.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$360
Right-of-Way		
Construction	2002-07	\$630
<b>Total Project Cost</b>		<b>\$990</b>



**INTERIM 2002-2007 TIP**

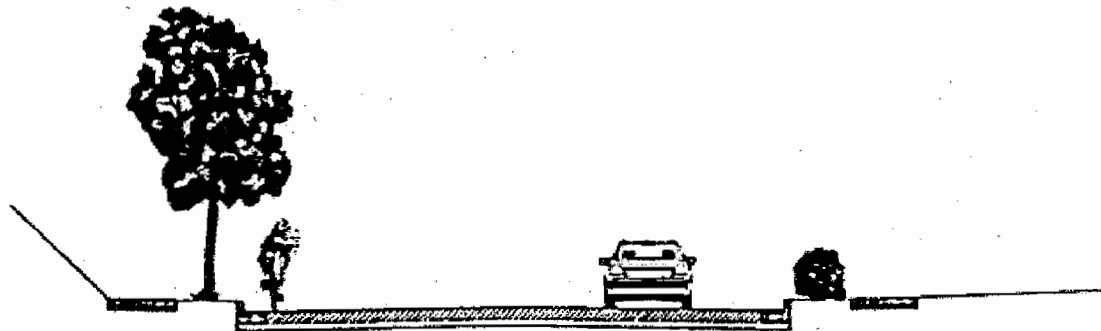
**Project Name:** Neighborhood Capital Improvement Program  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 9  
**Project Description:** Various capital improvements. Including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvement projects. For the most part these projects get initiated by requests from residents. Many of these are referred to the Neighborhood Traffic Management Program (NTMP) through which wider neighborhood involvement is sought to assure there is consensus among the residents in the area on how best to approach the problem.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$72
Right-of-Way		
Construction	2002-07	\$528
<b>Total Project Cost</b>		<b>\$600</b>

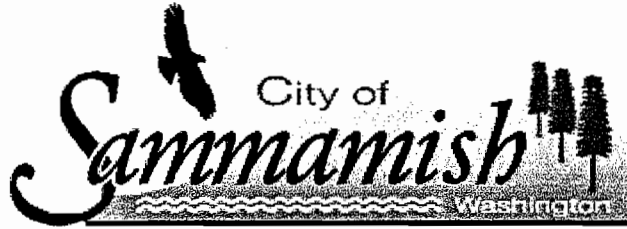


**INTERIM 2002-2007 TIP**

**Project Name:** Trossachs Blvd SE Extension  
**Project Limit:** SE 8<sup>th</sup> St to NE 4<sup>th</sup> St  
**Functional Classification:** Collector Arterial  
**Priority Number:** 10  
**Project Description:** Construct 2-lane urban street with left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. A specific alignment for this route has not been identified.

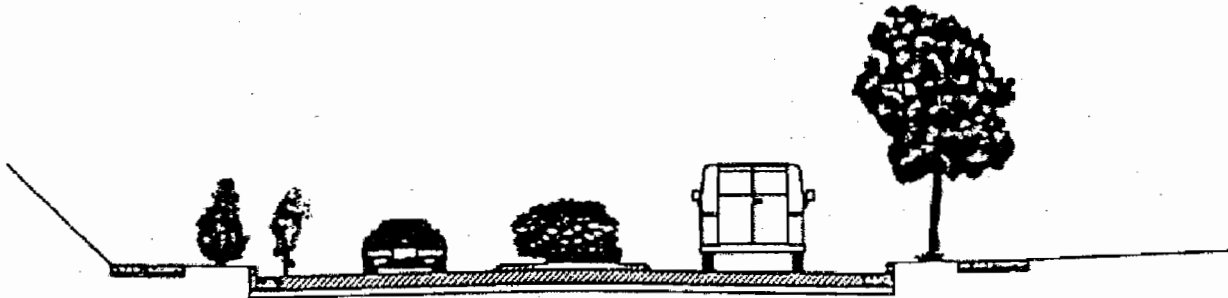


	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2005-06	\$400
Right-of-Way	2006	\$260
Construction	2007	\$2,150
<b>Total Project Cost</b>		<b>\$2,810</b>

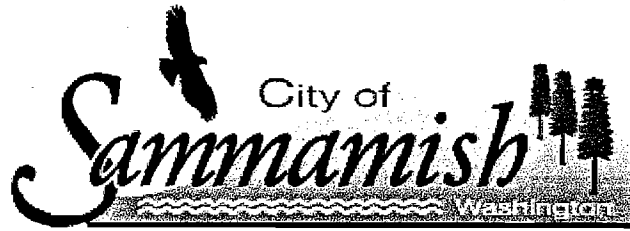


**INTERIM 2002-2007 TIP**

**Project Name:** East Lake Sammamish Parkway Phase I  
**Project Limit:** Inglewood Hill Rd to 187<sup>th</sup> Ave NE  
**Functional Classification:** Minor Arterial  
**Priority Number:** 11  
**Project Description:** Construct 2-lane minor arterial with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. Coordinate with regional non-motorized facilities. The Parkway bike lanes will serve as local collectors and access to the East LK Sammamish Trail.



	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2004-05	\$260
Right-of-Way	2005	\$130
Construction	2006	\$2,150
<b>Total Project Cost</b>		<b>\$2,540</b>

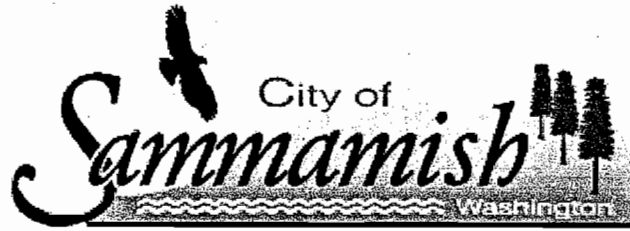


**INTERIM 2002-2007 TIP**

**Project Name:** GMA Capital Facilities Program  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 12  
**Project Description:** This program provides funding for the development and annual updating of a Capital Facilities Program tied to the City's Comprehensive Land Use Plan in accordance with Growth Management Act requirements. Activities include planning, data collection, analysis, cost estimating, funding analysis and capital programming for streets, non-motorized, transit and HOV facilities. These planning efforts need to be coordinated with and put forward to be included in the plans of state and regional agencies in order for Sammamish to qualify for grant funding.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$105
Right-of-Way		
Construction		
<b>Total Project Cost</b>		<b>\$105</b>





**INTERIM 2002-2007 TIP**

**Project Name:** Project Development and Pre-Design  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 13  
**Project Description:** This program provides funding for pre-design engineering, analysis and data collection to support the development of new projects and grant applications. Also provides for review of other agency projects to assure they benefit the city.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$90
Right-of-Way		
Construction		
<b>Total Project Cost</b>		<b>\$90</b>



**INTERIM 2002-2007 TIP**

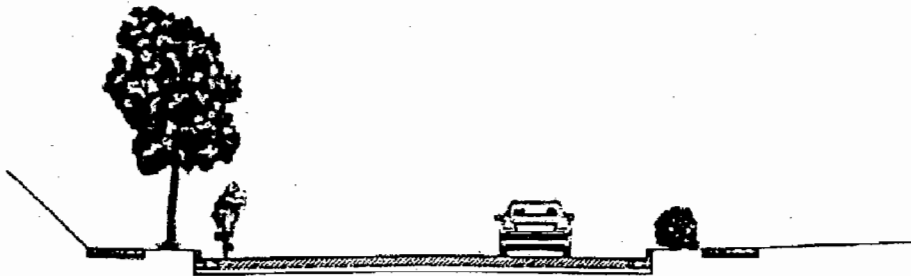
**Project Name:** Transportation Mitigation Program  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 14  
**Project Description:** This program provides funding to create and maintain programs and processes required to operate an on-going Transportation Mitigation Program. Included is a developer mitigation impact fee program, establishment and maintenance of level-of-service standards and transportation GMA concurrency.

	<u>Year</u>	<u>Cost (1,000's)</u>
<b>Preliminary Engineering</b>	2002-07	\$50
<b>Right-of-Way</b>		
<b>Construction</b>		
<b>Total Project Cost</b>		\$50



**INTERIM 2002-2007 TIP**

**Project Name:** 212<sup>th</sup> Ave SE / Louis Thompson Rd  
**Project Limit:** ELS Pkwy SE to ELS Pkwy NE  
**Functional Classification:** Collector Arterial  
**Priority Number:** 15  
**Project Description:** Construct 2-lane minor arterial with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. The completion of these improvements to bring this street up to urban design standards will need to be an on-going program. This project provides funding to address the most critical spot improvements as needed along the length of 212<sup>th</sup> in 2005 and in 2007. The costs are shown for improving the entire length of this corridor.



	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2004-07	\$1,750
Right-of-Way	2007	\$400
Construction	2005-07	\$11,130
<b>Total Project Cost</b>		<b>\$13,280</b>



**INTERIM 2002-2007 TIP**

**Project Name:** E Lake Sammamish Pkwy / SE 24<sup>th</sup> Street Intersection  
**Project Limit:** Intersection Improvement  
**Functional Classification:** Minor and Collector Arterial  
**Priority Number:** 16  
**Project Description:** Construct turn lanes and traffic signal.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2005	\$300
Right-of-Way		
Construction	2006	\$1,700
<b>Total Project Cost</b>		<b>\$2,000</b>



**INTERIM 2002-2007 TIP**

**Project Name:** Transit Program

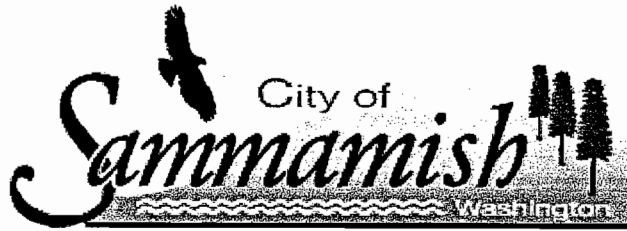
**Project Limit:** Various to Various, Citywide

**Functional Classification:** N/A

**Priority Number:** 17

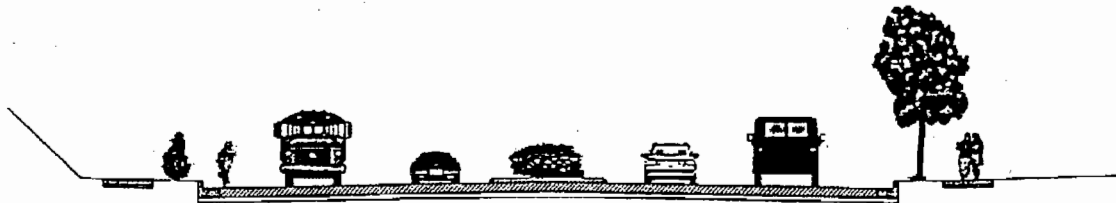
**Project Description:** This program provides funding for some capital project matching funds and for consultant assistance, and/or to provide salary toward city staff to work with King County Metro Transit, Sound Transit and other jurisdictions to secure transit services and facilities, such as park and ride lots, bus shelters and road improvements on transit routes. Most of these revenues do not flow directly into the city and are not shown below. The grant funds shown below are projected for a park and ride lot, likely at 228th/Issaquah-Pine Lk Rd and for road improvements on transit routes.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$350
Right-of-Way	2002-07	\$100
Construction	2003-07	\$2,470
<b>Total Project Cost</b>		<b>\$2,920</b>



**INTERIM 2002-2007 TIP**

**Project Name:** Sahalee Way NE Phase 2  
**Project Limit:** NE 8<sup>th</sup> to NE 37th  
**Functional Classification:** Principal Arterial  
**Priority Number:** 18  
**Project Description:** Construct 3-lane urban street with median landscaping and left turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. The need for additional through lanes will depend on whether or not the 244th Ave project moves forward. Short-term improvements include a traffic signal at NE 12th Street. In the year 2007, costs are shown for improving the entire section of the corridor to the standard urban 3-lane section with sidewalks and bike lanes.

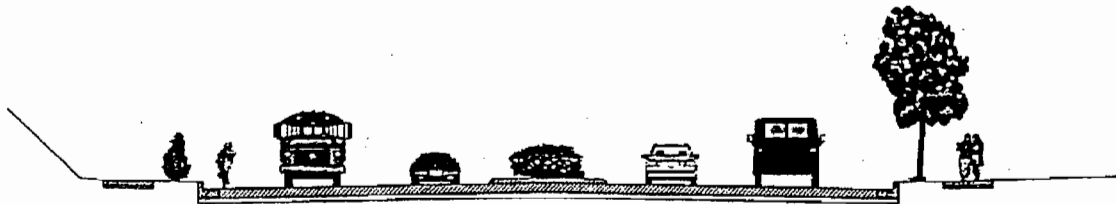


	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2002-07	\$905
Right-of-Way	2002-07	\$220
Construction	2002-07	\$5,650
<b>Total Project Cost</b>		<b>\$6,775</b>

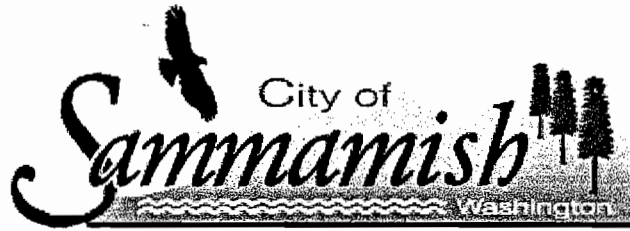


**INTERIM 2002-2007 TIP**

**Project Name:** Sahalee Way NE Phase 1  
**Project Limit:** NE 37<sup>th</sup> to SR 202  
**Functional Classification:** Principal Arterial  
**Priority Number:** 19  
**Project Description:** Construct 3-lane urban street with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. **Note:** Portions of this project are outside the City Limits, requires coordination with King County and WSDOT. For the current six-year period all that is being projected are potential intersection and sidewalk improvements in the City portion.



	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2006-07	\$300
Right-of-Way		
Construction	2007	\$1,700
<b>Total Project Cost</b>		<b>\$2,000</b>



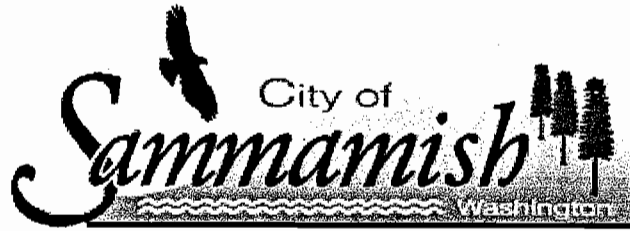
**INTERIM 2002-2007 TIP**

**Project Name:** SR 202  
**Project Limit:** N/A  
**Functional Classification:** Principal Arterial  
**Priority Number:** 20  
**Project Description:** This provides funding for the City to participate in the WSDOT SR-202 project if needed to assure that City interests are addressed in the project.



	<u>Year</u>	<u>Cost (1,000's)</u>
<b>Preliminary Engineering</b>		
<b>Right-of-Way</b>		
<b>Construction</b>	2003	\$100
<b>Total Project Cost</b>		\$100





**INTERIM 2002-2007 TIP**

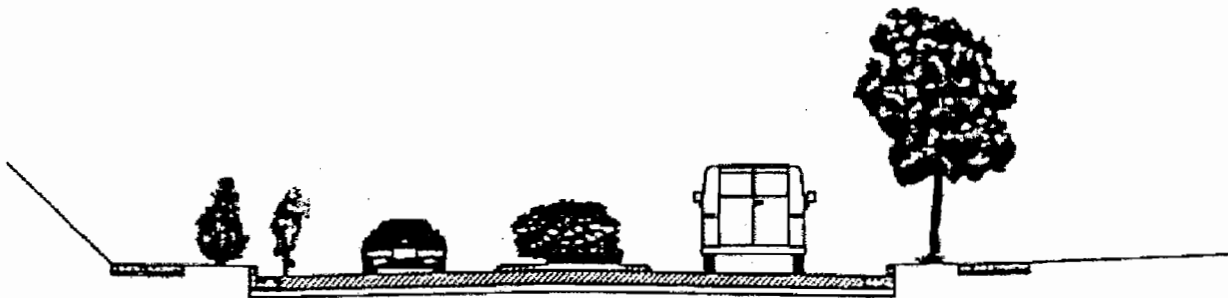
**Project Name:** City Entrance Signs  
**Project Limit:** Various to Various, Citywide  
**Functional Classification:** N/A  
**Priority Number:** 21  
**Project Description:** Design and install city entrance signs at "gateway" locations along streets entering the City. The budget assumes that specific site plans and construction management will be performed by City staff.

	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering		
Right-of-Way		
Construction	2002-07	\$30
<b>Total Project Cost</b>		<b>\$30</b>



**INTERIM 2002-2007 TIP**

**Project Name:** East Lake Sammamish Parkway Phase II  
**Project Limit:** Inglewood Hill Road to SE 16<sup>th</sup> Street  
**Functional Classification:** Minor Arterial  
**Priority Number:** 22  
**Project Description:** Construct 2-lane minor arterial with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. Coordinate with regional non-motorized facilities. The Parkway bike lanes will serve as local collectors and access to the East LK Sammamish Trail.

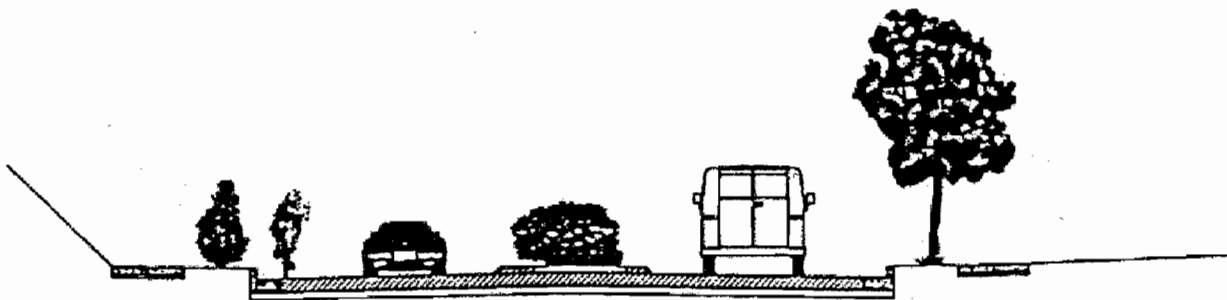


	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2007	\$700
Right-of-Way	2007	\$400
Construction	2007	\$4,300
<b>Total Project Cost</b>		<b>\$5,400</b>



**INTERIM 2002-2007 TIP**

**Project Name:** East Lake Sammamish Parkway Phase III  
**Project Limit:** SE 16<sup>th</sup> Street to SE 43<sup>rd</sup> Way  
**Functional Classification:** Minor Arterial  
**Priority Number:** 23  
**Project Description:** Construct 2-lane minor arterial with median landscaping and left-turn lanes as needed. Includes on-street bike lanes, landscape strip between curb and sidewalks. Coordinate with regional non-motorized facilities. The Parkway bike lanes will serve as local collectors and access to the East LK Sammamish Trail.



	<u>Year</u>	<u>Cost (1,000's)</u>
Preliminary Engineering	2007	\$1,000
Right-of-Way	2007	\$400
Construction	2007	\$6,500
<b>Total Project Cost</b>		<b>\$7,900</b>

**CITY OF SAMMAMISH  
WASHINGTON  
RESOLUTION NO. R2001-81**

---

**A RESOLUTION OF THE CITY OF SAMMAMISH,  
WASHINGTON, ADOPTING AN UPDATED INTERIM SIX-  
YEAR TRANSPORTATION PLAN FOR 2002-2007**

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, 2002-2007, 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.

## Appendix "B"

# 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 Improvement Plan, 2002-2007***
2. Applicant:
  - a. Name: ***City of Sammamish***
  - b. Address: ***486 228<sup>th</sup> Avenue NE***
  - c. City, State and Zip: ***Sammamish, WA 98074***
  - d. Phone: ***425-898-0660***
3. Agent:
  - a. Name: ***John Cunningham, Director of Public Works***
  - b. Address: ***Same as above***
  - c. City, State and Zip: ***Same as above***
  - d. Phone: ***425-836-7913***
4. Description of the Proposal: ***A six-year planning document for improvements to the City's transportation system to serve on an interim basis until the circulation element of the City's Comprehensive Plan is complete. This Plan is referred to as the "Interim 6-Year Transportation Improvement Plan (T.I.P.)."***
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: ***Locations of project proposed in this Plan are shown on the attached map.***
  - 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 34,000 people occupying the rolling plateau immediately east of Lake Sammamish. It includes eleven miles of Lake Sammamish***

## Appendix "B"

*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 built-out within its existing boundaries.*

11. Adjacent land uses: *The City is bounded on the north by the City of Redmond, on the west by Lake Sammamish, on the south by the City of 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 2002 to 2007. 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. As each project contained in this Interim T.I.P. is undertaken, it will be required to complete its own separate SEPA process prior to construction.*

### 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 steepest slope on the site (in percent slope)? *Some streets contain slopes of 10-12%.*
- 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 212<sup>th</sup> Avenue SE between SE 30<sup>th</sup> Street and East Lake Sammamish Parkway. There are also some unstable soils in the wetland fill areas along East Lake Sammamish Parkway.*
- e. Do you propose any filling or grading on the site? If so, describe, including the source of any fill. *Nearly all street projects will require 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.*

## Appendix "B"

- g. What measures will you take to reduce and control erosion on the site? *All street construction projects will include strict provisions for erosion control as required by City ordinance and the City's Surface Water Drainage Manual. The specific measures will vary by project.*
- h. About what percentage of the site will be impervious surface after construction? *Typically, about 65% of the right-of-way is impervious following road construction to City of Sammamish Standards.*

### 2. Air

- a. What types of emissions to the air might result from the proposal (for example, 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 resulting from construction traffic delays. Completed street projects that increase capacity may reduce overall automobile exhaust emissions by increasing speeds and reducing delay, congestion and idling.*
- 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 miles of Lake Sammamish waterfront, all of Beaver and Pine Lakes, and about fifteen streams in three major basins: Lake 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.*

## Appendix "B"

- v. Does the proposed site lie within the 100-year floodplain? If so, show the floodplain boundary on the attached site plan. *Some portions of the proposed improvements to East Lake Sammamish Parkway lie 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 to include trees and perennial plants of various varieties.*
- c. Are any threatened or endangered species known to exist 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.*



## Appendix "B"

### 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*
  - ii. Mammals: *deer, bear, beaver*
  - iii. Fish: *bass, salmon, trout*
  - iv. Reptiles: *snakes, toads, frogs, lizards*
- b. Are there any threatened or endangered animal species known to be on or near the site? If so, describe. *ESA listed salmon species are present in some City streams and in Lake Sammamish.*
- c. Is the site known to be part of a migration route for any animal? If so, describe. *None is known.*
- 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 in the future 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 State and Federal laws and 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 and traffic signals*
  - 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: *for construction purposes, for sign posts*
  - 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, other than fossil fuels use reduced as a result of traffic circulation improvements and congestion reduction resulting from construction of projects contained in this Interim T.I.P.*

## Appendix "B"

### 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. In some cases, specific projects will include the construction of fences and the installation of landscaping to "screen" adjacent properties from the roadways being constructed under this Interim T.I.P..***

### 8. Land and Shoreline Use.

- a. Describe the current use of the site, including any structures. ***Most existing rights-of-way contain developed roadways now, many of them substandard. Some new rights-of-way, now mostly vacant, will be acquired for some new roadway corridors.***
- 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 specific street projects may require removal of structures.***

## Appendix "B"

- 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 and require relocation of existing residents or businesses.*
- 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 the City of Sammamish? If so, describe. *No.*

### 10. Aesthetics

- a. What is the tallest height of any proposed structure, including antennas and chimneys? *Streetlights to be installed on most projects in the Interim T.I.P. will be as tall as 30-35 feet.*
- 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 or by the installation of landscaping on some 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. *Streetlights will be added or relocated as part of some street projects. Streetlights 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*

## Appendix "B"

*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 its impact while maintaining its 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. *None is anticipated.*
- 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 archeological, 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 streets according to the attached plan and schedule.*

## Appendix "B"

- 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 news 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 to be provided by the projects contained in this Plan.*
- 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 is available to the City on 228<sup>th</sup> Avenue and connecting arterials. Certain projects in the Plan will provide better access for transit to the City of Sammamish.*
- 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 and mitigate 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 lane miles to be maintained; more landscaping to be maintained; more traffic signals and street lights to be maintained.*
  - v. Park and recreation services: *none.*
  - vi. Planning and permitting: *more planning and permitting for the individual projects contained in this T.I.P.*
  - vii. Water services: *none*
  - viii. Sanitary sewer services: *none*
  - ix. Storm water management: *more impervious surfaces and more storm water to be managed for quality and quantity.*
  - 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.*

## Appendix "B"

### 16. Utilities

- a. Identify the utility provider for each of the following: *does not apply, will be addressed in separate checklist to be completed for each individual project contained in this T.I.P.*
- 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. See 16.a. above.*

*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

John A. Cunningham  
Director of Public Works

P:\public works\TIP\TIP 02 SEPA

STATE OF WASHINGTON }  
COUNTY OF KING }

AFFIDAVIT OF PUBLICATION

PUBLIC NOTICE

Jenny Lee, being first duly sworn on oath that she is the Legal Advertising Representative of the

**Eastside Journal**

a daily newspaper, which newspaper is a legal newspaper of general circulation and is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in King County, Washington. The Eastside Journal has been approved as a Legal Newspaper by order of the Superior Court of the State of Washington for King County. The notice in the exact form annexed was published in regular issues of the Eastside Journal (and not in supplement form) which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

WAC 197-11-970

was published on Saturday, June 30, 2001

The full amount of the fee charged for said foregoing publication is the sum of \$ 90.38 at the rate of 12.50 per inch for the first publication and N/A per inch for each subsequent insertion.

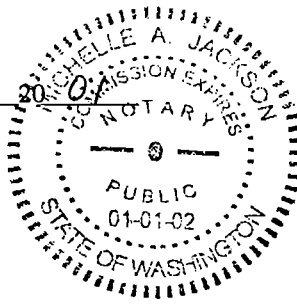
Jenny Lee  
Jenny Lee

Legal Advertising Representative, Eastside Journal

Subscribed and sworn to me this 2nd day of July

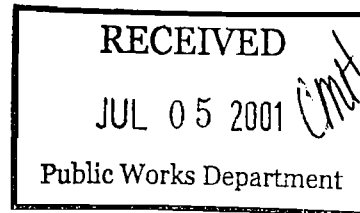
Michelle A. Jackson

Michelle A. Jackson  
Notary Public for the State of Washington  
Residing in Sammamish, Washington



P.O. No. \_\_\_\_\_

Cost of publishing this notice includes an affidavit surcharge.



WAC 197-11-970  
Determination of Nonsignificance (DNS).  
Description of proposal:  
City of Sammamish Interim Six-Year Transportation Plan Update  
Proponent:  
City of Sammamish,  
Department of Public Works  
Contact Person:  
Lee Haro,  
Transportation Manager  
Location of proposal:  
Non-project proposal applies to the incorporated limits of the City of Sammamish.  
Lead agency:  
City of Sammamish  
486 - 228th Ave NE,  
Sammamish WA 98074  
The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist

and other information on file with the lead agency. This information is available to the public on request. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by July 12, 2001.  
Responsible official:  
Ray Gilmore  
Position/title:  
Director, Department of Community Development  
Phone: 425-836-7903  
Address: 486 - 228th Ave, NE, Sammamish, WA 98074  
Date: June 28, 2001  
This determination may be appealed if a written appeal is submitted within fourteen (14) calendar days from the comment due date, which is June 28, 2001. Appeals must be received by no later than 5:00 PM, July 28, 2001, must be based upon factual objections and accompanied by the required filing fee of \$125.  
#814871 Published in the Eastside Journal June 30, 2001