

PROJECT NARRATIVE
East Lake Sammamish Trail – South Sammamish Segment B
PRA2016-00282

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

Background

King County proposes to improve 3.5 miles of East Lake Sammamish Trail—South Sammamish Segment B—extending from SE 33rd Street to Kokomo Drive (vicinity of Inglewood Hill Road). The proposed Master Plan Trail will replace the existing soft-surface Interim Use Trail along a similar alignment. The Interim Use Trail is typically 8 to 10 feet wide and will be widened to accommodate the Master Plan Trail, which is typically 12 feet of pavement bounded by two 2-foot-wide shoulders and 1-foot-wide clear zones, in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines. The project will include:

- Construction of a 12-foot-wide paved regional trail with soft-surface (gravel) shoulders
- Related earthwork
- Drainage improvements related to the trail
- Culvert replacements to improve fish passage
- Several rest areas with benches
- Improved intersections and sight triangles;
- Mitigation and habitat enhancement
- Landscaping and fencing
- Access and traffic control (bollards, striping, signage, etc.).

South Sammamish Segment B is a phase of ongoing activities associated with the development of the East Lake Sammamish Master Plan Trail—an approximately 11-mile regional multi-use trail and nonmotorized, alternative transportation corridor located near the eastern shore of Lake Sammamish. This development was addressed in a Final Environmental Impact Statement completed in 2010. No

changes have occurred since publication of the FEIS that would change the findings or decision.

Project Location

Segment B is located in Sammamish, Washington on parcels 292506-9007, 322506-9015, 062406-9013, 072406-9004, 406510-0005, 406510-0011, 072406-9033, 072406-9036, 072406-9040, 072406-9039, 072406-9119, and 082406-9214.

Overview of Basis of Design

By encompassing the existing Interim Use Trail, the amount of disturbance and earthwork are minimized. The project will disturb an area of approximately 10-15 acres, with a proposed impervious surface of approximately 8.4 acres. Volume of estimated fill is 4,300 cubic yards, with an estimated 7,000 cubic yards of excavation.

Zoning

The proposed development of the East Lake Sammamish Trail is consistent with the City's zoning.

Shoreline Management

Development of South Sammamish Segment B of the East Lake Sammamish Trail, replacing the existing interim trail is considered a public recreational use and is permitted per Sammamish Municipal Code (SMC) 25.07.010. The Critical Areas Study for South Sammamish Segment B addresses effects on the shoreline setback area and proposes mitigation. The project is consistent with the goals and objectives of the City's shoreline master program.

Critical Areas

Of the six types of critical areas regulated in SMC 21A.50, five are present on the project site: wetlands, streams, other fish and wildlife habitat, geologic hazard areas, and a critical aquifer recharge area (CARA).

Although by encompassing the existing Interim Use Trail, impacts to these critical areas are minimized, permanent and temporary impacts on wetlands and streams are unavoidable. Portions of thirteen wetlands would be permanently affected by the proposed project totaling 0.22 acre, and 29 wetlands would be temporarily impacted totaling 0.59 acre. Permanent wetland buffer and temporary wetland buffer impacts would also occur, totaling 1.48 acres and 2.33 acres, respectively. These impacts and proposed mitigation are addressed in the Draft Critical Areas Study for South Sammamish Segment B.

The presence of a Class 3 wellhead protection zone is addressed in the Critical Areas Study, as well as in the Draft Technical Information Report.

A geotechnical report that considers the mapped geologic hazard types that intercept the proposed trail expansion area is also under preparation.

Trail Development Standards

1. Use of Existing Corridors. The trail improvements as part of the proposed project are located in the former Burlington Northern Santa Fe railroad corridor. An interim gravel trail was constructed after the railroad use had ceased and the corridor was railbanked. The project encompasses the previously cleared area of the gravel trail, minimizing the amount of vegetation removal, but clears additional adjacent area to achieve the width needed for a safe, shared use path, as recommended by AASHTO. The trail has been designed with input from the public and with attention to avoiding sensitive areas where feasible. Where the impacts are unavoidable, mitigation is proposed consistent with SMC 21A.50, as documented in the project Critical Areas Study. The new trail improvements do not extend outside the existing corridor. Therefore, the proposed project is consistent with SMC 21A.30.210(1).
2. Compatibility with Adjacent Land Uses. As noted in the Shoreline checklist, the proposed trail design would have different methods to encourage users to stay on the trail. Split-rail wood fencing will be installed to deter users from entering critical areas, including wetlands, and chain-link fencing used to prevent intrusion into recreational properties or into areas with an edge hazard. No lighting is proposed. Allowed uses are consistent with the plan for the East Lake Sammamish Trail and with the adjacent, previously approved trail sections in North Sammamish, Issaquah, and Redmond, as documented in the 2010 Final Environmental Impact Statement for the East Lake Sammamish Master Plan Trail.

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

runners, wheelchair users (including those with motorized wheelchairs), and in-line skaters, and different ages and skill levels.

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

3. Width. The trail will be widened to a consistent 12-foot width with 2-foot-wide shoulders and 1-foot clearance zone for a total constructed width of 18 feet. This configuration is consistent with current AASHTO guidelines. Therefore, the proposed project is consistent with SMC 21A.30.210(3).
4. Sensitive Areas and Buffers. A Critical Areas Study was prepared for South Sammamish Segment B. Based on SMC requirements, the study identifies, characterizes, and maps 37 wetlands and 18 streams. Impacts from the proposed project are also documented in the study in Chapter 4. The project was designed with specific features to avoid and minimize impacts on critical areas, consistent with the requirements in SMC 21A.50.135 (Avoiding impacts to critical areas). The trail alignment was refined by King County to avoid and minimize permanent effects on wetlands and streams. King County used the following strategies where the trail was adjacent to critical areas: applying the narrowest typical trail section, using retaining walls to narrow the trail section, shifting the alignment, and using fencing and signage to limit intrusions by humans and their pets. Eight (8) fish passage improvements are planned as part of the project. Unavoidable impacts will be mitigated as described in the Critical Areas Study. Therefore, the proposed project is consistent with SMC 21A.30.210(4).
5. Location. The proposed project is consistent with SMC 21A.50 and is located in an existing corridor consistent with subsection (1). Therefore, the project is exempt from this provision.
6. Wildlife. Measures to encourage users to remain on the trail have been described above in the response to SMC 21A.30.210(2). A vegetation management plan will be submitted for review and Chapter 6 of the Critical Areas Study report describes the proposed plan for monitoring and maintenance of the disturbed areas. The project is consistent with the requirements of SMC 21A.30.210(6).
7. Surfacing. The design and function of the proposed trail section requires an impervious, paved surface, as has been previously approved for the northern and southern sections of the trail in Sammamish. East Lake Sammamish Trail is a regional trail designed for multiple types of users and to serve alternative transportation modes between the cities and neighborhoods connected by the trail. As stated explicitly in the Final Environmental Impact Statement, the purpose of the trail is to have "an

alternative non-motorized transportation corridor and multi-use recreational trail. The trail would provide access to recreation, employment, and retail centers in the cities of Redmond, Sammamish, and Issaquah, and complete a link in the King County regional trails system.” The trail is intended to safely accommodate a variety of user groups such as bicyclists, pedestrians, runners, wheelchair users, and in-line skaters of different ages and skill levels within those groups.

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