

Doug McIntyre

From: Paul Stickney <stick@seanet.com>
Sent: Friday, July 31, 2020 4:57 PM
To: EIS
Subject: EIS Scoping Comment
Attachments: Combo EIS Remarks.pdf

[CAUTION - EXTERNAL EMAIL]

EIS Scoping Team,

Attached is a 12 page pdf.

> 10 of these are selected pages from the SEPA Environmental Checklist

> 2 of these are from Comprehensive Plan Land Use Background Information.
Amended January 2020. (LU 6 and LU 12)

Page # references refer to page references at the bottom of the EIS document.

Pages: 3, 5, 6, 12, 13, 14, 15 and 17 have a combination of statements (called out in text boxes); errors to correct; or questions I am requesting be answered.

Some comments regarding two specific pages, which are troubling:

Page 12

States "Land Use 2015". This is an error. According to LU6, the land uses in Sammamish were as of 2012 and King County 2012. In my opinion this is misleading, and a serious mistake to make. These are NOT land uses as of 2015, they are mostly land uses as of 2010.

Why was this outdated information used instead of current information?

Page 13

Missing on the table in page 13 were all the acreages that were on LU 12 in the Comp Plan. I added the acreages in text boxes, this page does not have them. Also missing from this page are land uses R4I and R6i. What was the reason for taking the acreage's off this table?

Kind Regard,

Paul Stickney
425-417-4556

Please be aware that email communications with members of the City Council, City Commissioners, or City staff are public records and are subject to disclosure upon request.



Community Development Department
801 228th Avenue SE
Sammamish, WA 98075-9509
Phone: 425-295-0500
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SEPA ENVIRONMENTAL CHECKLIST

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:

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

1. Name of proposed project, if applicable:
City of Sammamish Comprehensive Plan Amendments for Transportation Level of Service and Concurrency Management

2. Name of applicant:
City of Sammamish Public Works Department

3. Address and phone number of applicant and contact person:
Applicant:
Cheryl Paston, Acting Director
Public Works Department
City of Sammamish
801 228th Ave SE
Sammamish, WA 98075

Contact person:
Doug McIntyre, Transportation Planner
Public Works Department
City of Sammamish
801 228th Ave SE
Sammamish, WA 98075
425.295.0628

4. Date checklist prepared:
June 30, 2020

5. Agency requesting checklist:
City of Sammamish

6. Proposed timing or schedule (including phasing, if applicable):
An Environmental Impact Statement (EIS) for this proposal will be prepared. The City is endeavoring to expedite this process as much as possible consistent with good practices and with legal requirements. Please see discussion of the environmental review process in the response to A.8, below.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
There will be periodic updates to the Comprehensive Plan consistent with the Washington Growth Management Act (GMA) and the City's periodic Comprehensive Plan review schedule.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
June 13, 2018 Environmental Checklist and SEPA DNS issued June 19, 2018 for a non-project proposal for amendments to the Comprehensive Plan and Municipal Code related to the City's transportation concurrency and level of service regulations. Comprehensive Plan amendments were to the glossary and Transportation Element. Municipal Code amendments included titles 14, 14A, 21A, 21B and 27A SMC related to the City Council's emergency action regarding the City's transportation concurrency and level of service (LOS) policies.
September 13, 2018 CERMA and DNS Determination and Environmental Checklist Addendum for changes to To address the Growth Management Hearings Board April 20, 2020 Findings, Decision, and Order (FDO) in Gerend v. City of Sammamish, GMHB Case No. 19-3-0015 and to comprehensively review the current

proposal, the City will prepare an EIS for the proposal considered in this Environmental Checklist. As a legislative non-project action, it may not necessarily result in direct environmental impacts. However, even a legislative non-project action may have impacts, including potential indirect impacts and impacts associated with future project-level implementation of the proposal. This Checklist attempts to acknowledge this and identify elements of the environment that will be further evaluated in the EIS.

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.

The Comprehensive Plan provides citywide guidance. That guidance is implemented by the Sammamish Municipal Code (SMC). On an ongoing basis, the City of Sammamish receives private and public proposals for land use and other actions that are within the area covered by the Comprehensive Plan and Municipal Code. These proposals are reviewed for consistency with the current adopted policy guidance and implementing regulations.

10. List any government approvals or permits that will be needed for your proposal, if known.

- City of Sammamish City Council adoption

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.)

The proposal consists of related amendments to the Comprehensive Plan and Sammamish Municipal Code necessary to amend and implement the City's transportation LOS standards and concurrency management program. These amendments include but are not limited to:

- Comprehensive Plan: Amendments to the Transportation and Capital Facilities Elements, Volume I, to reflect changes to transportation LOS standards. Amendments to Transportation and Capital Facilities Elements, Volume II to update discussion of LOS standards and concurrency, the 6-year Transportation Improvement Program (TIP), the traffic forecasting model, recommended long-term transportation project list, and financing information. Potential amendments to the Land Use, Housing and Environment and Conservation elements to ensure internal plan consistency with the updated LOS standards.
- Municipal Code: Amendments to titles 14A and 21A for implementation of the transportation LOS and concurrency management program.

The proposal may evolve through the EIS process (see response to A.8 above) to reflect analysis of the proposal and alternatives, new information, and public comment.

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.

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 Exhibit 1, City of Sammamish map.

Most Likely
Will Evolve.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
- **Erosion Control Regulations:** Chapter 16.15 SMC regulates clearing and removal of vegetation, excavation, grading and earthwork, including cuts and fills, gravel pits and dumping operations in the city. Chapter 21A.50 SMC establishes development standards for grading and filling in landslide, seismic, and erosion hazard areas.
 - **Public Works Standards:** The City of Sammamish Public Works Standards addresses permitting and engineering requirements for work in city right-of-way. Topics include submittals of geotechnical reports, cut and fill slopes, landscaping, tree planting and removal, roadway surface treatment, and construction standards.
 - **Project-level SEPA Review:** Chapter 20.15 SMC establish the process for project-level environmental review, including required compliance with applicable mitigating measures to address identified impacts. Authority for project-level mitigation is provided by, among others, the City's Shoreline Management Master Plan, Public Works Standards, Development Code and Noise Ordinance.

With applicable regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the EIS.

2. Air

- 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.

Future transportation improvements related to implementation of this non-project proposal could support additional vehicular traffic, which would increase emissions. Such transportation improvements could be implemented to serve existing and planned land uses.

To the extent that transportation improvements help to reduce congestion, emissions impacts may be reduced. Emissions levels are also associated with the type of fuel used by vehicles and presence of non-motorized and transit options. Multimodal planning and project implementation in Sammamish, now and in the future, will also help reduce emissions impacts.

What are these specific growth numbers?

Cumulatively, the planned growth in Sammamish together with regional growth in the Puget Sound Regional Council's land use vision model and 2019-2022 regional transportation improvement projects that projected emissions for PM 2.5 and NOx would be below emission budgets currently and in the long-term.¹

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

Emissions or odors in the City are typical of an urban area developed with low to moderate density residential and commercial uses.

Not stated are Town Center mixed-use residential densities.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

- **Comprehensive Plan.** The City regularly updates its Comprehensive Plan to look forward to the next 20-year period. As part of this process, the City considers potential strategies to reduce motor vehicle trip generation and related emissions.

- **Regional Air Quality Standards.** The Puget Sound Clean Air Agency implements mandates of the federal Clean Air Act and Washington Clean Air Act, monitors air quality, and adopts and enforces air quality regulations for the Puget Sound region, including the City of Sammamish.

Likely TYPO, Tip adopted was for 2019-2024

¹ The 2019-2022 TIP includes Sammamish, WSDOT and King County ITS Improvement Project and the SR 202/Evans Creek & Patterson Creek - Fish Passage projects. See: <https://www.psrc.org/sites/default/files/tip2018-appendixairqualityconformityanalysis.pdf>.

- **Project-level SEPA Review:** Chapter 20.15 SMC establishes the process for project-level environmental review, including required compliance with applicable mitigating measures to address identified impacts. Authority for project-level mitigation is provided by, among others, the City's Shoreline Management Master Plan, Public Works Standards, Development Code and Noise Ordinance.

With established planning processes and applicable regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the EIS.

3. Water

The EIS evaluation of the proposal and alternatives will consider potential impacts to surface water and stormwater drainage, **including water quality and quantity.**

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.

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)** ← Vast majority of George Davis Creek is not bearing Salmon. Lower reach by ELSP mostly.
- Zackuse 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.

8. Land and Shoreline Use

The EIS will evaluate the impacts of the proposal and alternatives on feasibility of achieving the City's growth targets, location of future growth, consistency with adopted land use and zoning designations, and consistency with adopted plans and policies, including applicable state and regional plans and policies, and the City's Comprehensive Plan.

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Land uses are primarily as of 2010.

Land uses as of 2015 in the City of Sammamish are shown below.

Land Use (2015)	Acres	% of Total
Single Family	6,932	60%
Multifamily	308	3%
Business/Commercial	76	1%
Mixed Use	4	<1%
Public facility/Institution	135	1%
School	326	3%
Recreation/Open space	2,468	21%
Utility	19	<1%
Vacant	1,217	11%

Land Uses are as of 2010 in Sammamish and 2012 for King County parcels. (Per page LU.6 - Jan 2020).

These 3 statements are on the map this information was taken from page LU.6 of the Comp Plan - Amended January 2020: > Created by Studio 3MW, Jun. 2015 > Sources: WA State Dept. of Ecology 2010 State Land Use Dataset; King County parcels linked to present use from 2012 King County Assessor's data; Google Maps; Bing Maps; City of Sammamish, GIS Community Development Department. > Note: The Washington State Department of Ecology's 2010 draft land use GIS dataset includes over 50 separate categories of land use, the ones shown here are more general categories developed by Studio 3MW.

Source: Sammamish Comprehensive Plan, Land Use Element, Volume 2. Amended January 2020.

Existing land uses adjacent to the City of Sammamish in other jurisdictions are listed below:

Unincorporated King County

- Open space
- Parks
- Residential (single family, large lot)
- Recreation (golf courses)
- Commercial (grocery store, storage facility)

Need to add another category for: Residential (single family, smaller lot)

City of Redmond

- Residential, single family
- Residential, multifamily
- Office Park

City of Issaquah

- Residential, single family
- Residential, multifamily
- Commercial/retail

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 nonfarm or nonforest 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.

Structures in the City are typical of those found in the land uses identified in the response to 8.a, including single family residences, multi-family residences, business/commercial buildings, mixed use buildings, schools, other public/institutional buildings, and structures associated with recreational uses.

d. Will any structures be demolished? If so, what?

The potential for future transportation improvements after adoption of the proposal could conceivably require demolition, however, that would depend on local conditions and the character of the individual project.

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

Please see the response to 8.f, below.

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

Current comprehensive plan land use designations and implementing zoning designations in the City of Sammamish are listed below.

Missing are acreages that are listed in the Comprehensive Plan. (Page LU.12 - Jan 2020)

Land Use Designations	Maximum Residential Density	Implementing Zoning Designations	
Residential 1	1 Unit/acre	R-1	2,488 acres
Residential 4	4 units/acre	R-4	5,979 acres
Residential 6	6 units/acre	R-6	2,063 acres
Residential 8	8 units/acre	R-8	90 acres
Residential 12	12 units/acre	R-12	57 acres
Residential 18	18 units/acre	R-18	140 acres
Town Center A	40 units/acre	TC A	64 acres
Town Center B	20 units/acre	TC B	78 acres
Town Center C	8 units/acre	TC C	37 acres
Town Center D	20 units/acre	TC D	39 acres
Town Center E	1 units/acre	TC E	11 acres
Neighborhood Business	8 units/acre	NB	2 acres
Community Business	18 units/acre	CB	60 acres
Office	18 units/acre	O	12 acres

R-4i. 396 acres
R-6i. 125 acres

From Page LU. 12 - Jan 2020 are the following two statements:
> Created by Studio 3MW, Jun. 2015
> Source: City of Sammamish, GIS
Community Development Department

Note: This table does not include the Town Center Santoni rezone from TC E to TC B of 2.4± acres granted by Hearing Examiner 6.20.

Source: Sammamish Comprehensive Plan, Land Use Element, Volume II. Amended January 2020.

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 as a critical area by 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?
City of Sammamish population was estimated to be approximately 65,900 on July 1, 2019.²
- j. Approximately how many people would the completed project displace?
Please see the response to 8.d.
- k. Proposed measures to avoid or reduce displacement impacts, if any:
No significant adverse impacts are anticipated. Displacement impacts will not be further evaluated in the EIS.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
No significant adverse impacts are anticipated. ←
- 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. This topic will not be further evaluated in the EIS.

9. Housing

The EIS evaluation of the proposal and alternatives will consider potential impacts to overall housing supply, variety to meet diverse needs, and affordability to meet the needs of all economic segments of the community. ←

Missing: To meet needs and wants of all demographic segments of the community.

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Neither the non-project proposal nor transportation improvements that might be proposed after adoption of this proposal would directly provide housing units. ←

Crafty reply. Indirectly? Or none whatsoever?

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Please see response to 8.d. ←

8.d is not applicable to this question. The question here is do any of the alternatives reduce existing zoned capacity for housing?

- c. Proposed measures to reduce or control housing impacts, if any:

Please see the response to B.9 above. ←

Measures need to be taken to alleviate housing imbalances within Sammamish, not exacerbate housing imbalance. Three perspectives here, past, present and seven-generation view.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
Future transportation improvement projects that might follow adoption of the non-project proposal would likely consist primarily of surface improvements to motorized and non-motorized corridors and intersections or traffic signal improvements. No structures are anticipated.

- b. What views in the immediate vicinity would be altered or obstructed?
The proposal is a non-project action that will not alter or obstruct views. Future transportation improvement projects that might follow adoption of the non-project proposal would likely consist primarily of surface improvements to motorized and non-motorized corridors and intersections or signal improvements. Future transportation projects may result in the removal of trees and other vegetation, which could alter views from immediately adjacent properties. The potential for this impact depends on localized conditions and the character of the individual project. However, the Sammamish 2016 Public Works Standards also require that "Any right-of-way landscaping disturbed by construction activity

² United States Census Bureau QuickFacts.

<https://www.census.gov/quickfacts/fact/table/sammamishcitywashington,US/PST045219>. Accessed June 2020.

shall be replaced or restored to as existed or better condition.”³ The potential for this impact depends on localized conditions and the character of the individual project.

- c. Proposed measures to reduce or control aesthetic impacts, if any:
No significant impacts are anticipated associated with the proposal and no mitigating measures are proposed. Proposed transportation improvement projects will be reviewed through the City’s SEPA review process to determine the presence of potential impacts and need for mitigating measures.

This topic will not be further evaluated in the EIS.

11. Light and Glare

- 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 transportation improvement projects that might result from the proposal would likely result in light and glare typical to roadways in suburban/urban residential and commercial areas.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
Please see the response to 11.a, above. Lighting of future roadway projects resulting from the proposal would be for safety and consistent with the City’s 2016 Public Works Standards, which require full cut-off lenses.
- c. What existing off-site sources of light or glare may affect your proposal?
There are no known existing off-site sources of light or glare that would impact the non-project proposal or future transportation improvement projects that could follow adoption of the non-project proposal.
- d. Proposed measures to reduce or control light and glare impacts, if any:
- **Public Works Standards:** The City of Sammamish Public Works Standards addresses landscaping and lighting requirements for public rights-of-way in the City.
 - **Project-level SEPA Review:** Chapter 20.15 SMC establishes the process for project-level environmental review, including required compliance with applicable mitigating measures to address identified impacts. Authority for project-level mitigation is provided by, among others, the City’s Shoreline Management Master Plan, Public Works Standards, Development Code and Noise Ordinance.

With applicable regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the EIS.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
The City of Sammamish park system has 15 parks, preserves and facilities totaling 490 acres of park land. Within this system, facilities include 11 picnic shelters, nine playgrounds, six athletic fields, five multi-use sports fields, a community and aquatic center, five tennis courts, three docks, a skate park, an off-leash dog area and a spray park. ← **Not mentioned here are adjacent assets, ie Soaring Eagle and Evans Creek.**
- b. Would the proposed project displace any existing recreational uses? If so, describe.
New transportation improvement projects that might be proposed after adoption of the non-project proposal are also not anticipated to displace any existing recreational uses.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
Please see the response to 12.b above. No significant impacts are identified and no mitigating measures are proposed. This topic will not be further evaluated in the EIS.

³ See: [https://www.sammamish.us/attachments/pagecontent/41982/2016 Public Works Standards.pdf](https://www.sammamish.us/attachments/pagecontent/41982/2016%20Public%20Works%20Standards.pdf).

SE/Sahalee Way NE corridor and Pine Lake-Issaquah Road SE.

Roughly 19% of Sammamish residences are within a half mile of a transit stop, and 46% are within one mile of a transit stop.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The non-project proposal would not directly cause the addition or elimination of any parking spaces. Future transportation improvement projects that might be proposed after adoption of the non-project proposal may result in both the removal or additional of public parking spaces, depending on localized conditions and the nature of the individual project.

- 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).

New or improvements to streets and non-motorized facilities could be developed through implementation of the non-project proposal. Improvements could include widening existing roads to provide additional capacity, adding non-motorized facilities to existing roads, and building new roadways with non-motorized facilities. New roadway construction would be intended to improve connectivity to existing rights-of-way.

- 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 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?

Transportation improvement projects proposed after adoption of this non-project proposal could support additional traffic and are intended to serve existing and planned land uses in the City.

What are the planned land uses of the alternatives?

- 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.

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:

Please see the response B.10 above.

15. Public Services

- 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.

Future transportation improvement projects that might be proposed after the non-project proposal is adopted could provide increased mobility and reduced congestion and would not result in increased demand for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Please see the response to 15.a above. No mitigation is proposed. This topic will not be further evaluated in the EIS.

16. Utilities

- a. Circle utilities currently available at the site:

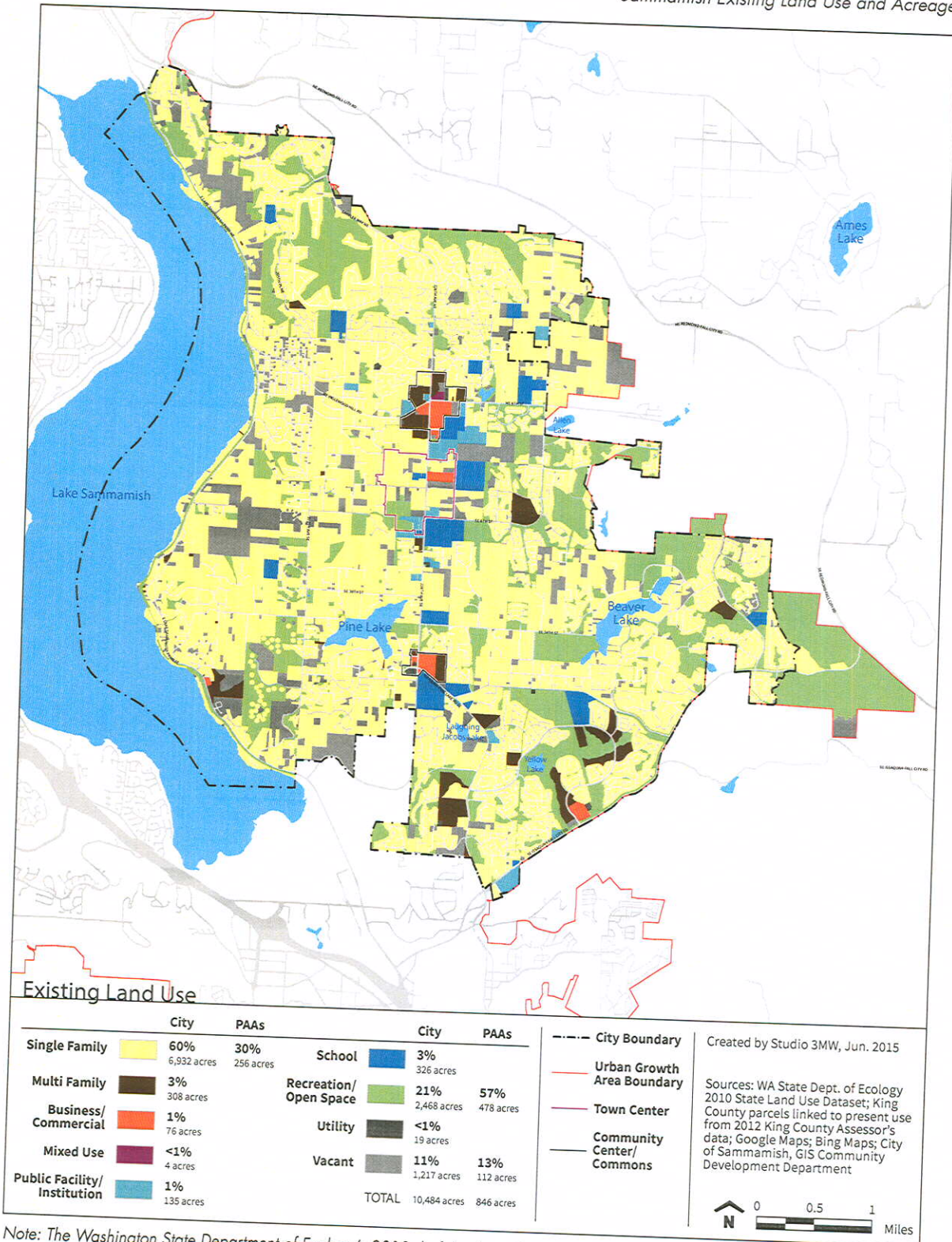
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system.

Other _____

LU.6

Sammamish Comprehensive Plan
 Land Use Background Information
 Amended January 2020

Background Figure LU-2
 Sammamish Existing Land Use and Acreage



Note: The Washington State Department of Ecology's 2010 draft land use GIS dataset includes over 50 separate categories of land use, the ones shown here are more general categories developed by Studio 3MW.

LU.12

Sammamish Comprehensive Plan
Land Use Background Information
Amended January 2020

Background Figure LU-3
Existing Sammamish Zoning Designations and Acreage

