

**From:** [Matthew Baerwalde](#)  
**To:** [EIS](#)  
**Cc:** [David Pyle](#)  
**Subject:** Draft EIS Comments of Snoqualmie Indian Tribe  
**Date:** Monday, September 27, 2021 10:42:34 AM  
**Attachments:** [2021\\_9\\_27\\_LandUseMobilityEIS\\_SnoqualmieTribeComments.pdf](#)

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**[CAUTION - EXTERNAL EMAIL]**

Hello,

Please find comments from Snoqualmie Tribe attached to this email. Thanks for considering these comments.

Matt

**Matthew J. Baerwalde**  
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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.



September 27, 2021

City of Sammamish  
ATTN: BLUMA EIS Team  
801 228th Ave SE

Via email to: [eis@sammamish.us](mailto:eis@sammamish.us)

Re: City of Sammamish Balanced Land Use and Mobility Analysis Draft EIS

Dear City of Sammamish BLUMA EIS Team,

We have reviewed the City of Sammamish's (City's) Balanced Land Use and Mobility Analysis (BLUMA) Draft Environmental Impact Statement (DEIS) and submit the following comments. Thank you for the opportunity to submit comments.

The Snoqualmie Indian Tribe [Tribe] is a federally-recognized sovereign Indian Tribe and a signatory to the Treaty of Point Elliott of 1855 in which it reserved to itself certain rights and privileges, and ceded certain lands to the United States. As a signatory to the Treaty of Point Elliot, the Tribe specifically reserved to itself, among other things, the right to fish at usual and accustomed areas and the "privilege of hunting and gathering roots and berries on open and unclaimed lands" off-reservation throughout the modern day state of Washington. Treaty of Point Elliot, art. V, 12 Stat. 928. The City of Sammamish is within the ancestral lands of the Snoqualmie people and the Tribe maintains a connection to these lands today, and continues to depend on the resources that the lands provide.

We submit the following suggestions for the Final EIS:

- Require Green Stormwater infrastructure to be incorporated into the design of the road median and amenity zones
- If Alternatives that are chosen include building new infrastructure, require that green stormwater infrastructure be included in the project and landscape design; require the use of primarily native plants in the landscape



- Monitor identified bog habitat to mitigate and protect for potential impacts from increased runoff from development
- When roadwork or expansion is to be conducted, require assessments of stream crossings, and if they are shown to be deficient or impassable for any aquatic species at any life stage, require upgrades
- The migratory bird treaty act and the bald and golden eagle protection act are not solutions or mitigation actions that would reduce impacts from the BLUMA
- Regarding Goal UA #3, we recommend the use of 100% native plants to be used in all future design, construction and development standards, with some flexibility for as low as 75% native plants
- With assistance from biologists, identify and maintain wildlife corridors
- Ensure that future land use and mobility planning incorporates the most recent statewide guidance for riparian areas, which will be incorporated into Washington Department of Commerce GMA guidance soon: <https://wdfw.wa.gov/sites/default/files/publications/01988/wdfw01988.pdf>. Please note that while Sammamish's current buffer prescriptions are *not* sufficiently protective according to the 2020 WDFW Riparian Management guidance, which is based on Best Available Science, that this is not an all-or-nothing proposition. Achieving incremental improvements in buffer widths, and ensuring that riparian and shoreline buffers that still exist will remain protected, is some of the most important work that the City must do in order to preserve and restore Sammamish's unique environment. Alternatively, continued riparian and shoreline degradation, and increasing impacts to hydrology and water quality, will create additional hurdles for kokanee, salmon, and watershed recovery; these resources are

The City's BLUMA DEIS represents an opportunity for Sammamish to demonstrate its commitment to environmental values by being a regional leader, and incorporating green stormwater infrastructure into this plan. The transportation improvements discussed therein would likely benefit residents and visitors in terms of maintaining traffic safety and easing future congestion, but they will have an impact on the watershed in the form of reduced tree canopy, increased impervious surfaces, and alterations to hydrology through reduced natural attenuation and infiltration, and increased stormwater runoff. The City can achieve a better future balance of land use, mobility, and environmental preservation by committing wholeheartedly to green stormwater infrastructure and improved riparian and shoreline buffers.



Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Baerwalde". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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Snoqualmie Indian Tribe ENR Department  
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