Sammamish Town Center Plan

"Creating a sense of place"

Adopted June 2008

Amended January 2020

Town Center Plan Acknowledgements

This Town Center Plan benefitted through the thoughtful participation and community input from the residents, stakeholders, property and business owners of the City of Sammamish.

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I. The Planning Process

Figure 1. Early City Council Town Center visioning workshop.

Figure 2. March 2006 open house.

The Sammamish Town Center Plan is the result of the planning process called for in the city's Comprehensive Plan to create a new "heart of the city." The Comprehensive Plan and initial vision for the future Town Center was prepared by the City's Planning Advisory Board and adopted by the City Council in 2003, and was itself a product of numerous community discussions, environmental analysis, and direction from the goals contained in the Washington Growth Management Act.

This plan has been informed by a continuation of those public discussions, Sammamish Town Center Committee meetings, and Planning Commission and City Council briefings. The plan will guide development in the 240-acre Town Center Study Area in the center of Sammamish. (See Figure 5 on page 3.)

The Town Center planning process ensures that urban growth anticipated in Sammamish will occur in a way that contributes to the natural character and quality of life in Sammamish. The future Town Center described in this plan will be a place to direct a meaningful portion of the city's anticipated residential and commercial growth. It will integrate compatible land uses together while minimizing impacts to established neighborhoods.

The City initiated the Town Center planning process in August 2004 by establishing a 20-member citizen Task Force to help guide and advise the City Council as it developed a vision for the "Special Study Area," which was to become the future Town Center Study Area. In January 2005, the Task Force made their final recommendations as the City continued to solicit public input and feedback.

In March 2006, the City Council adopted a resolution that established a Town Center Vision Statement, which calls for a Town Center that balances both urban and natural characteristics, and creates a vibrant sense of place where Sammamish residents can gather to live, work, and play.

The resolution also supported a continued public participation process and appointed the nine members of the Sammamish Town Center Committee to help advise City staff and consultants as they moved forward with developing this Town Center Plan.

Figure 3. June 2006 Town Center design charrette.

After the adoption of the Town Center Vision Statement, the City continued to employ a number of strategies to involve and gather input from many interested parties. These strategies included the maintenance of a project web site, property owner's forums, public open houses, a visual preference survey, attendance at a Sammamish Youth Board meeting, property owner and citywide surveys, community bus tours, a design charette, and a series of public discussion forums.

Figure 4. Preliminary alternatives open house, July 2006.

With this public input and extensive analysis of market conditions, infrastructure needs, and design options, City staff and consultants were able to develop four Town Center alternatives. The alternatives included a range of development intensities, and reflected different land use emphases. They were then refined and approved by the City Council for evaluation in the Draft Environmental Impact Statement (DEIS). The environmental analysis, a market study, and public input were considered by the Town Center Committee, Planning Commission, and City Council as they developed the Preferred Town Center Alternative.

In April 2007, the City Council adopted the Preferred Town Center Alternative – which called for a balance of civic and community amenities, retail and office opportunities, residential choices, and environmental functions and values in the future Town Center. The City Council also directed the planning team to move forward with drafting the Sammamish Town Center Plan. During winter and spring, 2008, the Planning Commission reviewed the draft plan and submitted recommendations to the City Council. The Council amended and adopted this plan in June 2008.

This plan includes:

- A description of the Town Center objectives that further describes the City Council's Vision Statement, a summary of the public involvement process and input

received, and a description of the Preferred Town Center Alternative.

- An overview of the Town Center Plan concept and the principal planning ideas and elements.
- A description of each Town Center Plan element, and the recommended actions for land use, transportation, parks and open space, environmental management, urban design, and housing.
- A summary of the recommended implementation plan that describes a general phasing strategy for development and investments required to support the recommended actions.

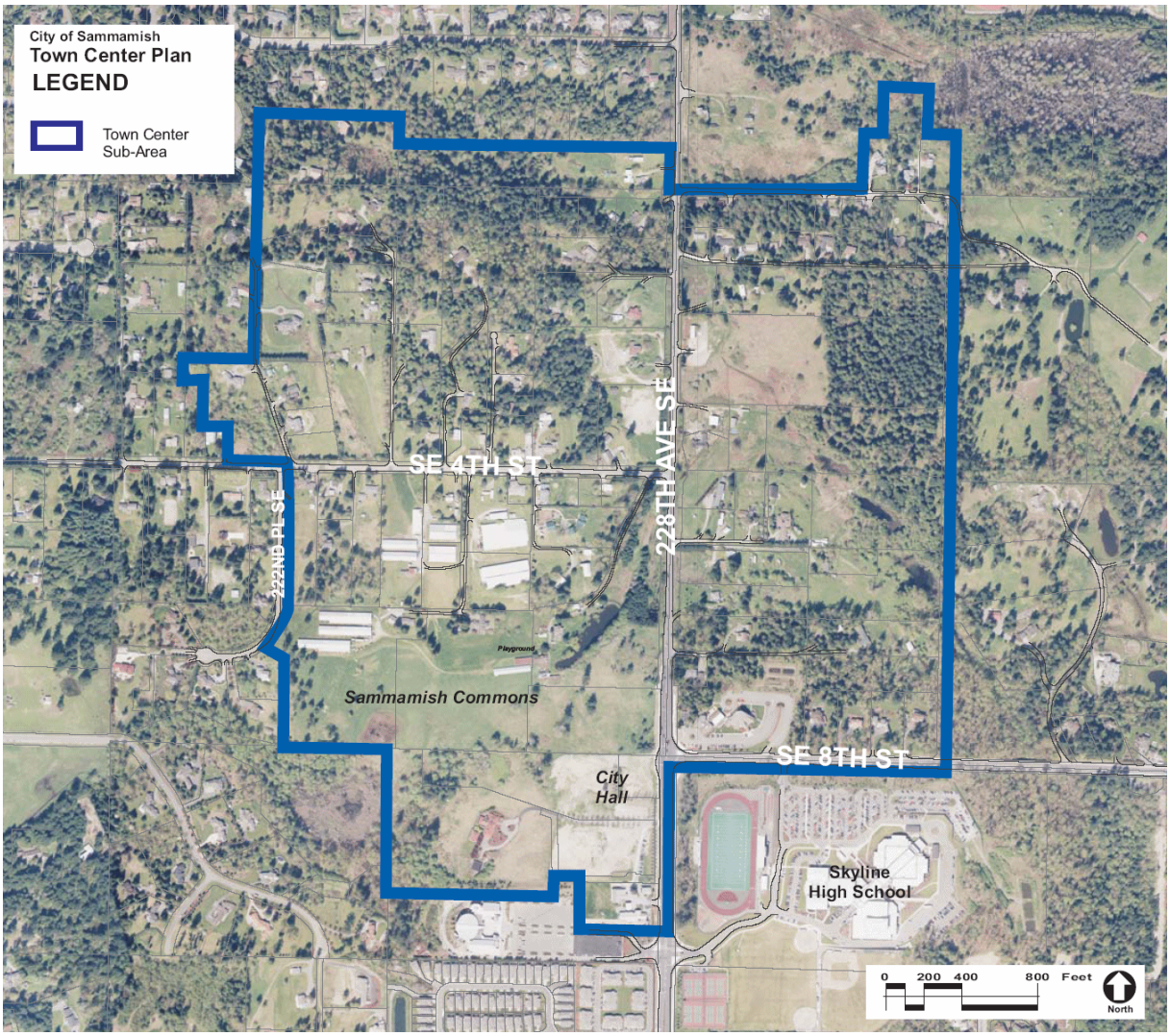

Figure 5. Town Center study area.

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II. Objectives

This chapter includes the City Council's adopted Vision Statement for the Town Center, a summary of public input received throughout the planning process, and a description of the Preferred Alternative, as adopted by the City Council.

Vision Statement: Urban and Natural

The Sammamish Town Center is a vibrant, urban, family-friendly gathering place in a healthy natural setting. The city's sense of community reflects a balance between its natural and urban characteristics.

The Town Center is **urban** in that it:

- Welcomes city residents and visitors seeking a unique place to live, work, learn, create, and play.
- Offers a unique sense of place reflected on its building forms, development patterns, and public realm which are oriented to take advantage of the city's topography and natural assets, preserve scenic views and enhance view sheds.
- Is fully integrated and synergistically complements the public parks and open spaces being developed as part of the Sammamish Commons.
- Is a central gathering place that increases social interaction and enhances art and cultural opportunities by providing for those functions, open spaces, and facilities such as a performing arts center and theaters, that bring people together.
- Offers the range of commercial, recreational, cultural, educational, and personal services and activities that provide local citizens what they need for a full life, and that reflects and incorporates the

increasingly rich mixture of cultures of Sammamish's residents.

- Fosters education for all community members, and supports knowledge workers and businesses as well as a lively arts community.
- Features well-designed mixed-use development, compatible with surrounding neighborhoods.
- Offers a variety of housing types integrated throughout the Center.
- Is linked to the region with excellent transit service and bikeways and to the rest of the city with pedestrian trails.
- Offers an economically vibrantly center providing opportunities for activities and interactions during the evening and no matter what the weather.
- Is eminently walkable, with accessible sidewalks, trails, and pathways.

The Town Center's **natural setting** is preserved and enhanced by:

- Focusing new development away from natural resources and critical areas.
- Incorporating natural resources, view corridors, and sensitive site characteristics as amenities and design elements that reflect the distinctive character of the Town Center.
- Featuring a hierarchy of interconnected public and private open spaces, ranging from an active centralized plaza or town square to less formal gathering areas, quiet residential courts, and natural open spaces with native vegetation.
- Employing a variety of environmental enhancement and low-impact development techniques to improve ecological functions, such as protections for ground water and surface water hydrology and wildlife habitat.
- Featuring new buildings and structures that, while urban in their function, reflect a "Northwest character," human scale, and welcoming aspect.

Recognizing that this vision represents an ambitious challenge, the City is prepared to take concerted **action** toward its goals by:

- Fostering a public understanding and consensus for concerted action through a participatory planning process.
- Pursuing a strategic, fiscally responsible, multifaceted plan identifying public and private actions to undertake over time.
- Establishing development regulations that direct new growth to meet public objectives in an orderly and environmentally friendly manner.
- Constructing the necessary capital improvements and "green infrastructure" to frame and support the Town Center's growth.
- Engaging property owners and developers in partnerships that produce superior new development and meet both public and private objectives.
- Integrating Town Center development efforts with other City activities in a way that equitably benefits all Sammamish residents.

Public Input Summary


Sammamish City of Sammamish Town Center Planning Project

Plan YOUR Town Center!

STUDENTS: Since there will be three high schools and nearly 4,000 students adjacent to the Town Center site, your input in helping to put together a plan for the area is critical!

What types of activities/uses would you like to see in the Town Center? It could be certain types of shops, eateries, sport/recreational activities, entertainment uses, or simply a public plaza space to hang out in ??? Indicate on the map on the back where these uses should be located.

Are there uses, activities, or development types/styles that you DO NOT want to see in the Town Center?

Do you have any other concerns or suggestions regarding the Town Center Plan? Do you have any suggestions on how you would like to participate in this planning process?

To find out what is going on, visit the Sammamish Town Center website at

Figure 6. Town Center youth survey form.

Public involvement was a critical component of the Town Center planning process and City staff recognized how essential public participation was to the success of the project.

The goals of the project's public involvement strategy and efforts were as follows:

- Inform the public about the need and vision of the project and the issues relevant to the decision.
- Allow plenty of opportunities for the public to provide feedback and to be a part of the project planning process.
- Provide various public involvement activities that appeal to a wide range of audiences to maximize public participation.
- Help build and reinforce positive City relationships with stakeholders, interest groups and Sammamish residents.

The project team employed a number of strategies to involve as many interested parties as possible. The following public involvement and communication activities have been completed:

- Maintenance of a Public Comment Database
- Maintenance of a Town Center Web site
- Property Owners Forum Meetings – March 2006 to present (7 total)
- Town Center Committee Meetings – March 2006 to present (10 total)
- Environmental Impact Statement (EIS) Scoping Open House – March 28, 2006
- Visual Preference Survey – March 2006
- Youth Board Meeting – April 27, 2006
- Town Center Bus Tour – June 2, 2006
- Design Charrette – June 24, 2006
- Preliminary Alternatives Open House – July 13, 2006
- Property Owners Survey – August 2006
- Citywide Level of Service Survey – September 2006
- Housing Bus Tour – October 20, 2006
- Draft Environmental Impact Statement Open House - February 1, 2007
- Public Workshop (to provide comments on the Sammamish Town Center Committee recommendations) - February 27, 2007
- Public Facilities Bus Tour – March 23, 2007
- Affordable Housing Discussion Forum - June 14, 2007
- Environment and Sustainability Discussion Forum - June 26, 2007
- Civic Facilities Discussion Forum - July 23, 2007
- Design Guidelines Discussion Forum - July 24, 2007

In-depth summaries from specific events, including, at times, anonymous but verbatim comments from participants, have been available by request or were posted on the Town Center web site during the planning process.

Figure 7. As part of the housing tour, participants visit a cottage development in Kirkland.

Areas of Consensus

While there has been a great diversity of opinion, there are some clear areas of consensus among participants:

- Sammamish may be a "bedroom community," but it needs a "living room," too. People want the Town Center to be a community gathering place with a variety of activities and services. There is wide agreement about having a Town Center core area near the Sammamish Commons. There is also wide acceptance of mixed-use development in the Town Center.
- The Town Center should serve local needs, and do not intend it to be a regional retail destination. There was no support for big box stores or the vast tracts of surface parking that usually accompany them. However, they would like the Town Center to offer facility amenities not currently available nearby.
- Traffic should move as smoothly and reliably as possible. This may mean limiting businesses fronting on major arterials like 228th Avenue SE, more connecting roads, or other strategies.
- Pedestrian and bicycle access is a high priority. A bike and pedestrian network should be provided within the future Town Center and should also connect to external locations. Safer pedestrian access should be a priority.
- Adverse impacts should be minimized, and mitigated in regard to the surrounding environment, particularly with fish and wildlife, wetlands, and water quality.
- People want parking to be easily accessible, adequate and—most importantly—concealed.
- People want plenty of open space and landscaping within the Town Center to preserve the natural character of the area. Landscaping and green belts should also be designed to soften the impacts of Town Center development to the existing surrounding communities.

Figure 9. People want plenty of open space and landscaping within the Town Center.

Figure 8. People want the Town Center to be a community gathering space with a variety of activities.

The Message

The message is, “Do it right,” by developing and implementing design guidelines, making appropriate infrastructure investments, realistic economic strategies, and plenty of buffers for those who are hoping for a slower pace of growth.

The Preferred Alternative

The map below and text on the following pages was adopted by the City Council on April 17, 2007 and forms the basis for the plan’s concept, strategies, policies, and recommended actions. It is included as documentation of the Council’s direction and as a summary of the alternatives evaluation outcome.

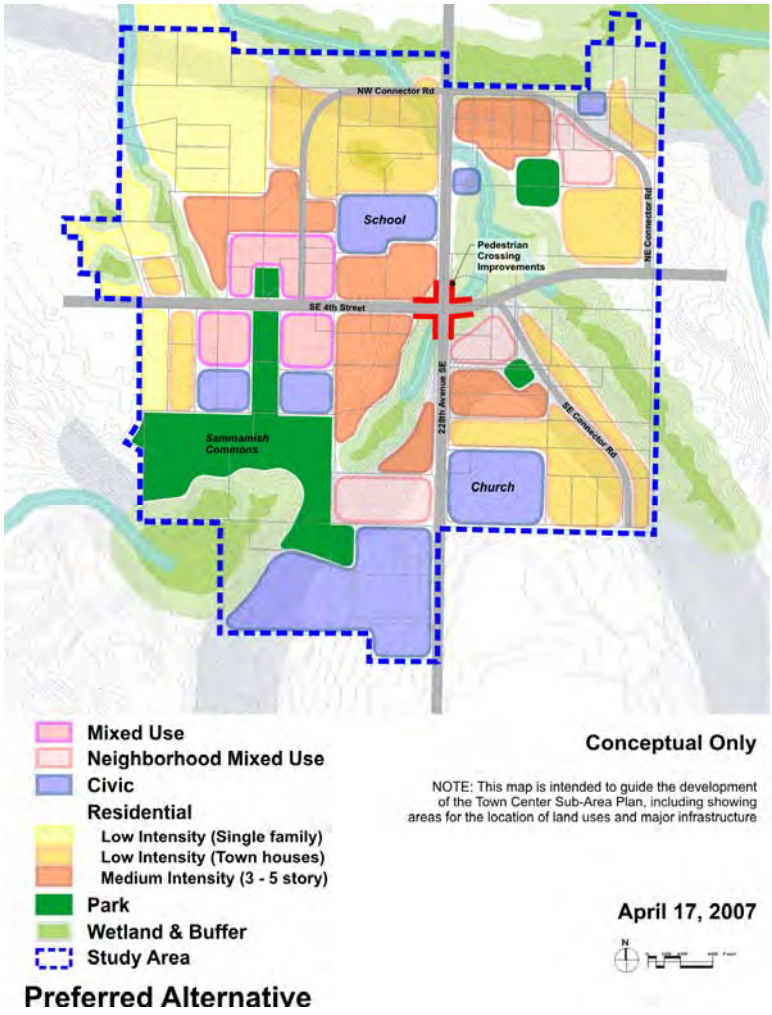


Figure 10. Adopted Town Center planning concept

Preferred Alternative Description

Role Within the City

The Sammamish Town Center is the heart of the city. As a vibrant, family-friendly, urban gathering place to live, work and play in a healthy, natural setting, the Town Center offers a unique sense of place that promotes social interaction and enhances Sammamish's quality of life.

Four-Legged Stool

The Town Center will include a variety of civic and community benefits (recreational, cultural and educational activities), retail and office opportunities (shopping and businesses), residential choices (4-6 story multi-family, townhouse, cottages) and environmental functions and values (low-impact development and other techniques) for Sammamish residents. These are the four legs of the stool, and all are important for a successful Town Center:

- **A Variety of Civic and Community Facilities, Such As:**
  - Library
  - Active recreation facilities (sports courts and/or fields)
  - Public open spaces and interactive water feature
  - Community Center, including teen/youth and senior facilities
  - Aquatic center
  - Arts and cultural facilities and opportunities (galleries, community theater)
  - Farmers market
  - Connected trail system
  - Opportunities for higher education services
  - Post office
- **Retail and Office**
  - A range of 200,000 to 400,000 square feet with flexibility as to the mix
- **Residential**
  - A range of 1300 to 2000 units
  - A variety of housing types
- **Environmental**
  - Low-Impact Development (LID)
  - Transfer of Development Right (TDR)
  - Protect and enhance Town Center ecology

Core and Neighborhood Mixed-use Areas

The Town Center will include a core mixed-use area (CMU) on the west side of 228th Avenue, north of the Sammamish Commons, with development intensities gradually decreasing towards the surrounding neighborhoods. The plan map will follow a "wedding cake" approach, concentrating civic and mixed-use buildings around a centralized plaza or green space, low and medium intensity multi-family uses ringing the core area, and townhouses and cottages transitioning to nearby neighborhoods.

The Town Center also includes three neighborhood-scale mixed-use areas (NMU): one north of City Hall in the southwest quadrant and one in both the northeast and southeast quadrants. Residential units would be planned around the neighborhood core and transition outward following the same "wedding cake" approach followed in the core area.

Residential Choices

The Town Center will contain a variety of housing choices including multi-family buildings, townhouses, and cottages. Multi-family and townhouse development will provide amenities, trails and open space throughout the center, achieve lower impact development, provide activity around the Commons and core, and provide for greater housing type options and affordability. A key aspect of this would be strong site planning standards and a review process that would ensure that public objectives for open space, environmental quality, trails, access, walkability, and parking impact reduction are achieved.

Generally the residential land use configuration will:

- Allow 4-6 story multi-family residences around the CMU area; and 3-5 story multi-family residences in the northeast and southeast quadrants (as a part of the NMU) and on the west side of 228th Avenue SE just north of City Hall.
- Allow town house or cottage development in most other areas.
- Retain single-family uses on the outer northwest quadrant of the Town Center planning area and along the western margin to better transition higher intensity uses to existing single-family areas.
- The Town Center will accommodate a meaningful portion of Sammamish's reasonably anticipated population and employment growth, consistent with the Washington's Growth Management Act and regional goals.

Infrastructure and Street Connections

The following infrastructure, street connections and improvements are important:

- A park or public open space in each quadrant.
- A central open space or public green within the mixed-use core area.
- Street connection in the northeast quadrant from E Main Street to the Eastside Catholic High School Drive.
- Street connection in the southeast quadrant from SE 8th to SE 4th Streets.
- Street connection in the northwest quadrant from the 228th Avenue SE/E Main Street intersection to the core area.
- Re-grade of SE 4th Street west of 228th Avenue to enhance access and visibility to the core mixed-use area.
- Improvements to intersection(s), with safe pedestrian crossings.
- High-speed communication and data networks and other related infrastructure for business and personal uses.

Pedestrian Network

The plan will include a comprehensive pedestrian network of sidewalks, pathways and trails. The plan should describe the public and private responsibilities, illustrate the general alignment of the network, and describe connections to surrounding areas.

- Town Center uses and natural areas should be connected with an extensive trail system for pedestrians and bicycles.
- Pedestrian safety should be a priority, especially in crossing 228th Avenue SE.
- The Town Center should be eminently walkable with accessible sidewalks, trails, and pathways. The core area should emphasize the "park once" and walk approach, with centralized, structured parking, and convenient and attractive pedestrian connections creating a viable "street scene."

Environmental

The plan will include actions to protect and enhance environmental functions and values, including:

- Monitoring the ecological viability of aquatic systems.
- Measures to maintain and enhance ecological systems including priority areas for conservation and restoration, a mitigation banking program, and educational activities.
- Low-Impact Development strategies.

Design and Development Standards

The plan will establish design and development standards that will require planning of circulation routes, parking requirements, size, scale, location, street orientation, and visual character of new development to meet public policy objectives and integrate development with nearby areas.

Transfer of Development Rights (TDR)

The plan should incorporate a TDR system to use market forces to better protect ecological resources and open space with public benefits.

Affordable Housing

The plan should incorporate an affordable housing strategy to achieve and maintain affordability for persons at 80 percent and below of median income for a range of 10 to 20 percent of new units.

Transportation

The Final EIS (FEIS) will analyze the PM peak traffic impacts of the Preferred Alternative and identify feasible and cost-effective mitigation measures.

Recommended Policies

- Activities and development should be focused in a core area near the Sammamish Commons and in neighborhood-scale areas in the northeast and southeast quadrants.
- Development intensity in the Town Center should emphasize the "wedding cake" approach, with multi-story mixed-use in the core area and transitioning towards surrounding uses at the Town Center perimeter. The plan should be developed and refined in coordination with affected landowners to maximize compatibility.
- New development should be located and designed to reduce impacts to residential neighborhoods adjacent to the Town Center.
- Town Center retail uses should primarily serve Sammamish residents and not act as a regional destination. A mid-sized grocery store and a theater are acceptable, but "big box" retailers are not.
- Civic facilities are critical to the vibrancy of the Town Center and should be included in early planning.
- Access to 228th Avenue SE should be limited to the existing signalized intersections.
- Usable open space should be a priority for each quadrant of the Town Center.
- An affordable housing strategy with implementation measures and incentives should be part of Town Center development.
- Parking impacts should be minimized (by centralizing it) as much as possible and by using structured or underground facilities.
- A shuttle system to service and link Town Center uses to other key areas should be investigated.
- New development should be focused away from natural resources and critical areas with adequate mitigation.

- Office space development should take into account the needs of local businesses, including home-based businesses and entrepreneurs, and should consider flex-tech spaces and fiber communication and data networks.
- The plan should include an implementation strategy that provides a sense of confidence that the policy goals of the plan will be followed.
- The City should encourage green building techniques, low-impact development techniques and other mechanisms to minimize environmental impacts.
- The plan should take special note of sensitive drainage basin issues for Ebright Creek and George Davis Creek.
- Recognizing that market dynamics create new development, the implementation strategy, including development regulations, should be written to afford a reasonable degree of flexibility while addressing important public policy issues.
- The implementation strategy should address transition strategies such as landscape buffers and setbacks to mitigate impacts for noise and light on current residents and landowners within the planning area.
- Public view corridors should be identified and protected through site design and building location and height.
- The financial effects (costs and revenues) of the plan should be studied and appropriate strategies for minimizing impacts to taxpayers identified.
- Future transit and transit partnerships should be considered in the plan.
- Transportation impacts of Town Center development should be addressed through a variety of strategies, including:
  - Greater connectivity of roadways within, to and from the Town Center.
  - Trip reduction through bicycle/pedestrian access.
  - Transportation demand management through measures such as timing of school days, shuttle service, carpool access, etc.
  - Roadway and intersection improvements inside and outside the Town Center.
  - Other measures as may be identified.
- The conceptual map may be used to guide the subarea land use plan. However, a flexible approach for locations of mixed-use and civic facilities should be allowed, including areas shown for multi-story residential and institutional uses.

III. Plan Concept

This section describes the plan's fundamental concepts that translate the Council's vision into implementable actions and link them together in an organized framework. As noted above, the vision calls for the integration of urban and natural qualities. To accomplish this challenging goal, the plan incorporates the following conceptual directions:

- **Focus mixed-use development into village centers**. The plan envisions village type centers in each of the four quadrants. The villages in the northeast and southeast quadrants are primarily neighborhood oriented providing local services and opportunity for offices. A larger "core" mixed-use development area is centralized within the western quadrants of the Town Center and focused near SE 4th Street around an open space spine and encircled with multi-family residences. The city's most intense development (up to 6 stories) is encouraged in this primary mixed-use "core." Two smaller mixed-use areas are located north and south of City Hall. Land use intensity steps down substantially from the core mixed-use area much like a wedding cake so that land uses and design treatments on the perimeter of the Town Center are compatible with surrounding single-family neighborhoods.
- **A variety of housing types.** To encourage a diversity of housing to meet the needs of current and future residents, the plan calls for a mix of multi-family, townhouse, cottage housing, and single-family units. These will provide housing choices, allow for affordable housing initiatives, reduce impacts and support desired commercial uses.

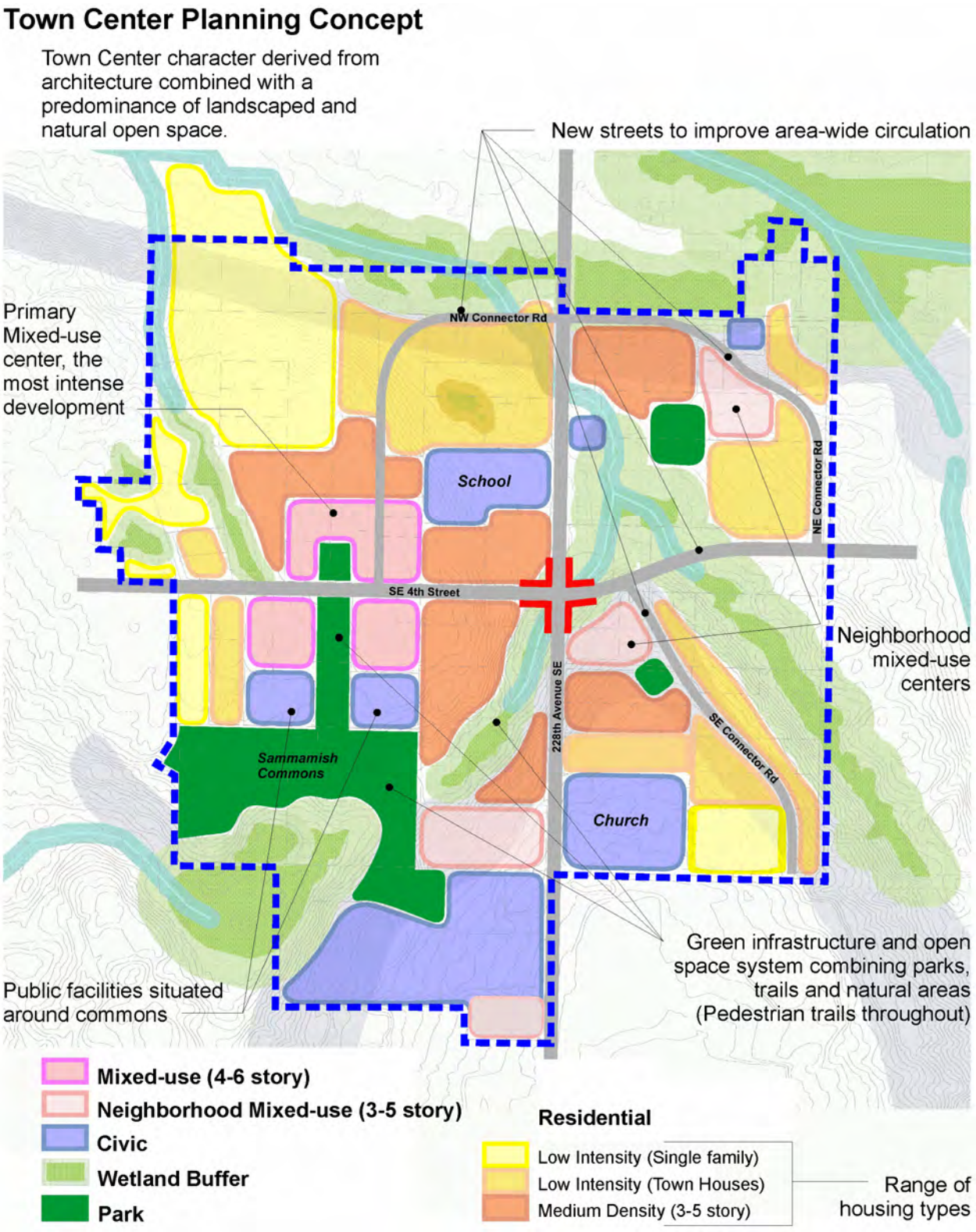
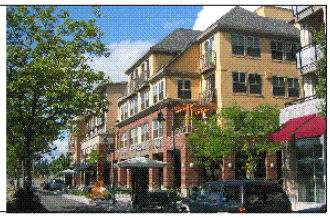


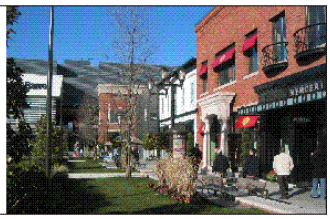
Figure 11. Concept map to be used with the color legend in Figure 12 on opposite page.

Proposed Town Center Use Types

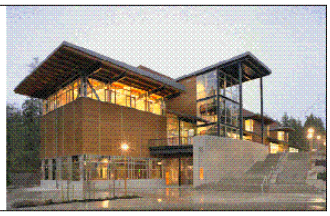
Medium scale Mixed-Use (4 - 6 story)
- Increased density can provide more public amenities
- Typically can provide structured parking for residential and retail
- Provides "Eyes on Street" for safety
- Includes offices

Neighborhood Mixed-use (3 - 5 story)
- Structured parking for residential
- May still need surface parking for retail and office
- Upper level residential adds "eyes" on the street and adds to market for retail
- Includes offices

Civic and Institutional
- Public Buildings clustered around Sammamish Commons
- Establish a distinctive public building character

Low Intensity - Single Family or Cottage Housing
- In scale with surrounding uses
- Lower density = less available for public open space
- Cottage housing = higher density and lower cost Than regular single family homes


Low Intensity - Town Houses
- Higher density & more public amenities than SF
- More affordable than SF
- Good transitional use between single family and commercial / mixed - use areas


Medium Density (3 - 4 Stories)
- Higher density = more public amenities and open space
- Includes structured parking
- Facilitates regional storm water management

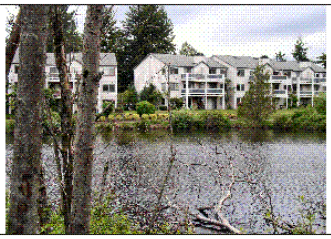



Figure 12. Illustrated legend for the concept map (Figure 11) on the previous page.

- **Create a comprehensive system of parks, open space, and trails.** Building on the Sammamish Commons and protected stream and wetland corridors, the plan includes a system of parks, open spaces, trails, and natural areas that provide a wide variety of recreational opportunities. Pedestrian and bicycle links and environmental enhancements will serve the Town Center and the city as a whole. Trail construction is an especially critical aspect of this element to physically connect the various quadrants within the center, and enhancement of forested corridors and views will likewise connect the center visually.
- **Employ an integrated strategy to managing storm water and enhance the ecology.** The Town Center offers the city's best opportunity to "do it right" in terms of environmentally sensitive development and comprehensive ecological enhancement. To be effective, environmental management and ecological enhancement activities must be combined in a comprehensive strategy that integrates, low-impact development (LID) techniques to more closely emulate the natural hydrology. This includes reduced building footprints and provisions for stream corridor enhancements and regional storm water facilities. The City may consider a comprehensive sustainability strategy to address a range of environmental issues, such as energy use, greenhouse gas generation, and green building opportunities.
- **Construct an efficient circulation system**. Several roadway improvements facilitate vehicle, pedestrian, and bicycle movement. Some recommended improvements are necessary to improve circulation around and within the Town Center while other roads primarily provide access to new development and will be paid for by the property owners. Although road construction is kept to a minimum to reduce costs and minimize impacts, the roadway system will emphasize pedestrian and bicycle travel and promote transit use.
- **Provide important community and civic facilities**. Public facilities accommodating recreation, senior, youth and community activities, library and educational resources, social services and other civic functions are clustered around the Commons for greater access, shared use of parking and other infrastructure and the

synergy that results from a mix of activities. This strategy makes maximum use of the City's investment in the Commons and will help to energize that open space. Some of the facilities may be developed through partnerships with public and private organizations.

- **Establish a distinctive design character**. The envisioned design character emphasizes integration with the natural rolling and wooded landscape and new buildings that exhibit an intimate scale, inviting architectural character, high quality construction and integration with the Town Center's natural setting. Beyond the Town Center's physical image, the town center's physical character will reinforce the larger city's identity of a progressive community supporting an active lifestyle and an intimate relationship to the natural environment.
- **Sustainability.** Development of the Sammamish Town Center is an opportunity to encourage that the health, diversity, and productivity of the environment is maintained and enhanced for the benefit of future generations. The Town Center should be developed using ecologically sustainable building and development practices, including, but not limited to, Low Impact Development, Green Building and/or LEED techniques and certification process, and others. To address climate change, the City should consider mechanisms to ensure that effective carbon reduction and elimination strategies are incorporated into development design, construction, and operations. Specific strategies shall be developed, evaluated, and adopted to implement the objectives of this policy.

Additionally, quality design and multiple venues for performances and civic and educational activities will enhance the social and cultural lives of residents. Public art and amenities will further enhance the community's sense of place and design quality.

The following chapters discuss land use, circulation, parks open space and trails, environmental management, and design elements in further detail. These individual elements are configured to work together, and to a large extent, it is impossible to discuss one element without mentioning objectives from other elements. For example,

the parks, open space and trails recommendations are intimately connected to environmental management and restoration goals. An indication of the efficiency and viability of a plan is the degree to which individual measures address multiple objectives and to which the various elements are inter-related.

Many of the recommendations call for more planning or analytical work. While most subarea plans require further analysis and detailed planning work for their implementation, this plan includes requirements for master planning and design for the mixed-use centers, trail systems, and environmental systems. These are particularly important for successful Town Center redevelopment because of the complexity of and opportunities posed by ecological systems, the constraints imposed by the road network and topography, the configuration of individual land ownership patterns, and the diversity of public facilities desired. Achieving the City's vision will take a sophisticated, strategic approach and sustained, coordinated actions.

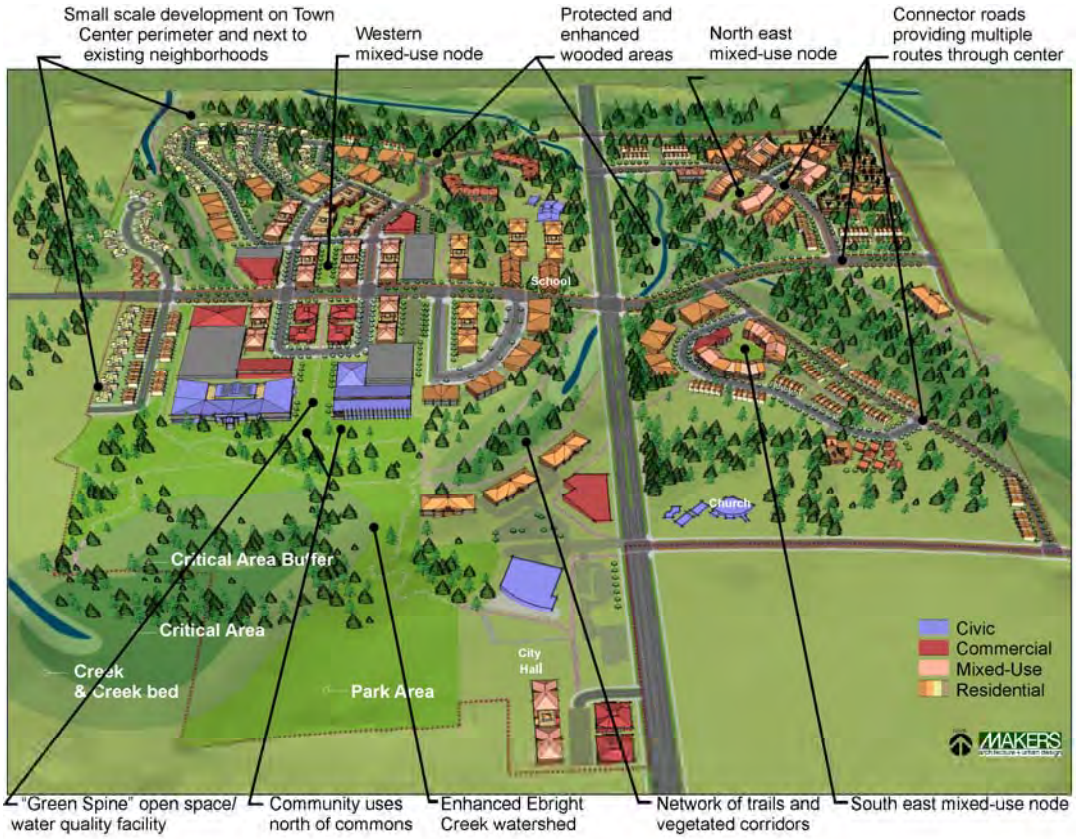


Figure 13. Sammamish Town Center concept visualization (view looking northward).

IV. Plan Elements

This chapter describes the elements that make up the Town Center Plan. The elements include **Land Use**, **Transportation**, **Open Space, Trails, and Public Facilities**, **Natural Systems**, **Design**, and **Housing**. Each element includes a discussion of the overarching objective; relevant conditions, challenges, and opportunities; strategy; goals and policies; and recommended implementation actions.

Figure 14. Type of development envisioned for the core mixed-use center.

Figure 15. Type of development envisioned for neighborhood mixed-use centers, although architecture styles may vary.

Land Use

Objectives

The Sammamish Town Center Vision Statement calls for a Town Center that is a gathering place for social interaction, with well designed mixed-use development, cultural and recreational opportunities, and a variety of housing types within a walkable, pleasantly landscaped setting. These objectives support the City's Comprehensive Plan goals encouraging land use patterns that promote walkability and diversity and reinforce a sense of community.

Conditions, Challenges, and Opportunities

Current land uses are dominated by sparsely developed residential lots and former agricultural lands. The numerous, individual property ownerships present a challenge to successful Town Center development, so implementation schemes must provide measures to ensure that new development is coordinated to provide efficient circulation and infrastructure, use compatibility, and design consistency. Additionally, to reflect timing preferences of individual landowners, the land use development strategy must be flexible. The Town Center needs a cohesive development pattern even if some properties remain undeveloped in the short term.

The planning area is surrounded by wooded steep slopes and single-family residences. For this reason, the City Council has endorsed a "wedding cake" land use configuration, with more concentrated land use intensities on the plateau north of the Sammamish Commons tapering down to low-rise development at the perimeter of the district.

This plan is intended, despite these challenges and constraints, to meet the community's vision and objectives.

Figure 16. Example of type and relative intensity envisioned for multi-family housing.

Strategy

Envisioned Land Use Pattern

The Town Center's land use development pattern consists of a core mixed-use center on the level plateau north and south of SE 4th Street and four smaller neighborhood mixed-use nodes in the southwest, northeast, and southeast quadrants. All five mixed-use areas include pedestrian-oriented retail on the ground floor, residential and office uses, and structured parking.[1] Adjacent to each of these centers will be multi-family buildings of three to five stories, with ample open space. Lower intensity townhouses and single-family residences will be developed around much of the Town Center's perimeter. An area generally along SE 8th Street allows current uses to remain while preserving the opportunity for future development.

Figure 17. Example of townhouse development.

Civic uses—City Hall, the library, and perhaps a non-profit entity—will be located around the Sammamish Commons, with a small amount of retail services located near the 228th Avenue SE/SE 8th Street intersection and other facilities located just north of the Commons.

Mixed-use areas west of 228th Avenue SE will emphasize retail-oriented commercial that supports and creates active people-friendly streetscapes and community gathering areas. Mixed-use areas east of 228th Avenue SE will emphasize office-oriented commercial with complementary

Figure 18. Example of cottage housing.

[1] If the Lake Washington School District decides to build a school on its site in the northeast quadrant, then that node will need to be reconfigured.

localized retail to support the office uses. The development regulations will address specific ways to accomplish these goals to ensure a specific and appropriate mix of uses.

All areas of Town Center would permit public schools or civic structures for public benefit after the required review for such projects. Civic uses on the west side of 228th must be complementary to the retail core as determined by development regulations and approval process.

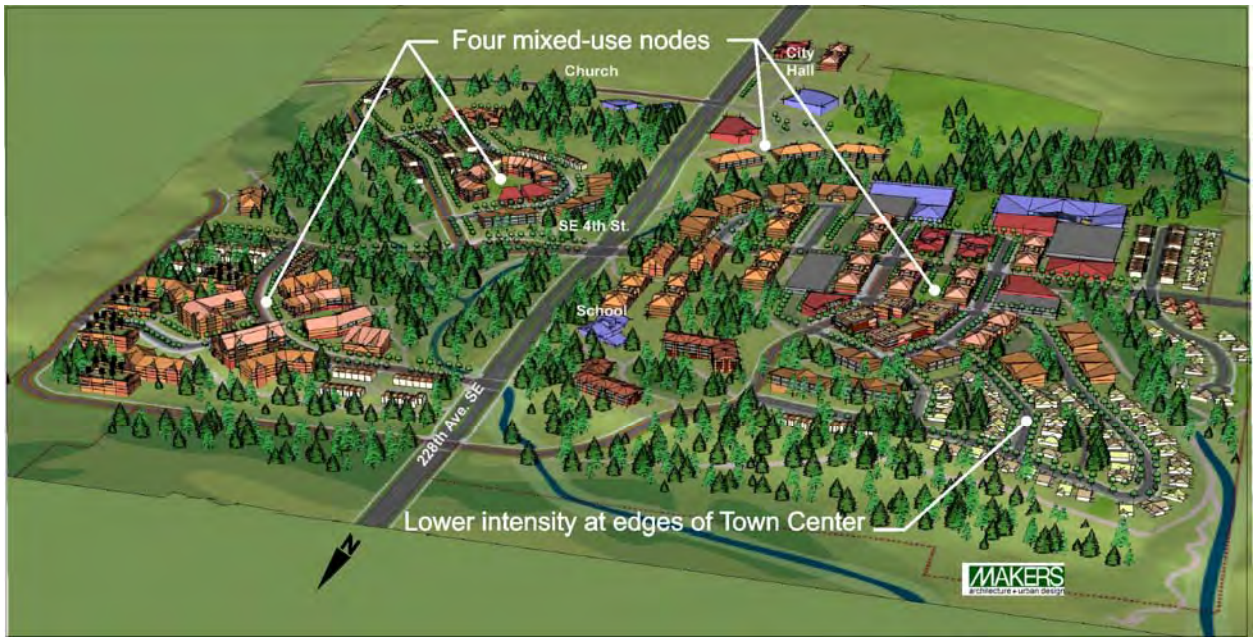


Figure 19. The envisioned Town Center land use pattern features four mixed-use nodes surrounded by multi-family residences, with low-density residential on the periphery (view looking south).

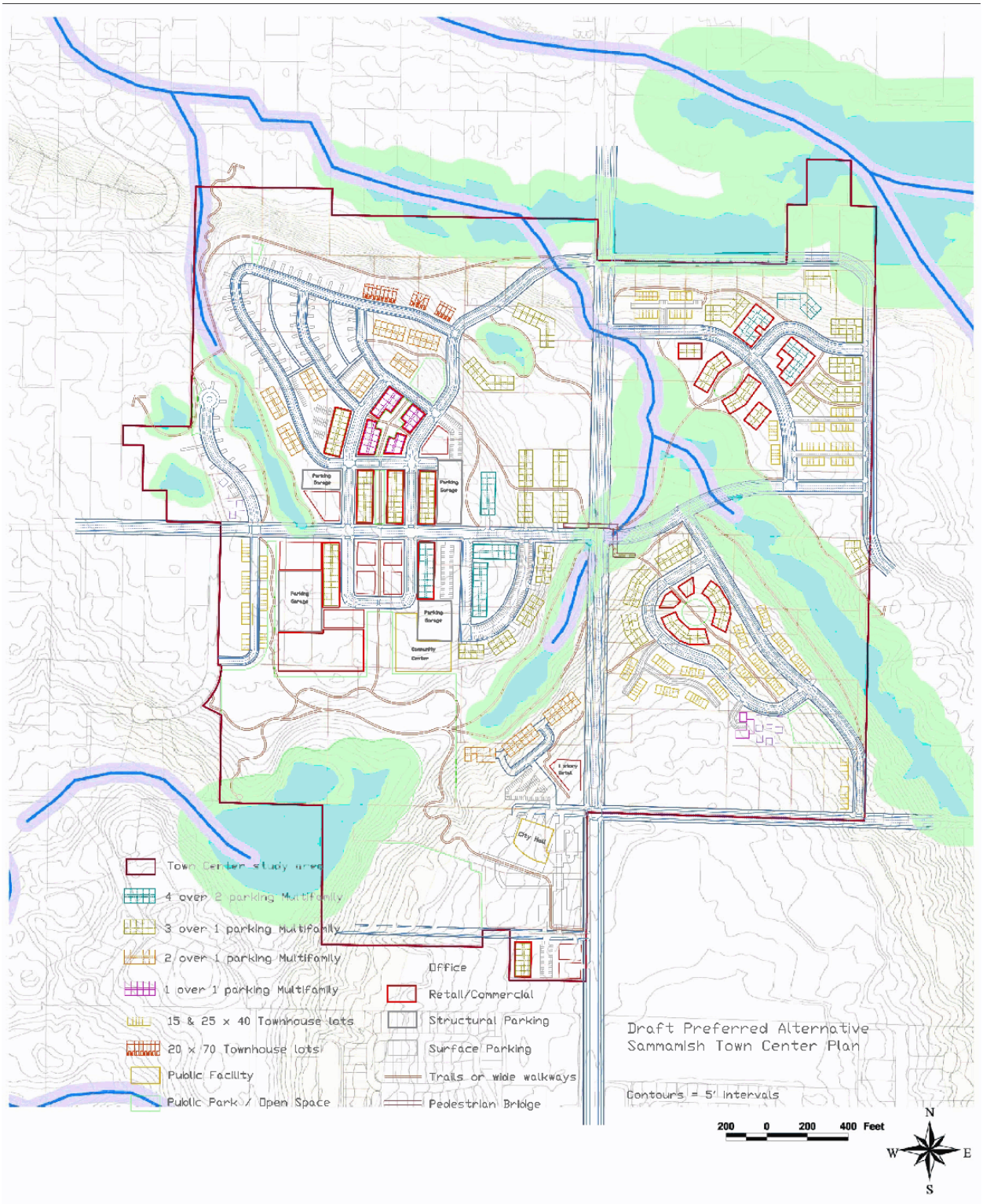


Figure 20. Town Center concept: Illustration of a possible development scenario. Ultimate development could vary considerably in the layout and location of buildings.

Regulatory Measures

As noted earlier, development of the Town Center to fit the community's vision is complicated by the area's numerous, relatively small property ownerships. Creating a cohesive Town Center is much simpler if a single or small number of entities can design and construct the whole development. Coordinated planning will be necessary to, at a minimum:

1. Construct an efficient roadway system.
2. Coordinate storm water management through an integrated regional system.
3. Integrate trails, open spaces, and pedestrian-oriented areas.
4. Locate higher intensity uses to minimize impacts and maximize compatibility.

Therefore, the implementation and regulatory framework requires master planning in each of the mixed-use nodes. Master planning will be accomplished in conjunction with the City and may be initiated by a single, large property owner or a coalition of owners of several smaller properties. A group of property owners may submit an application to the City to undertake a master plan.

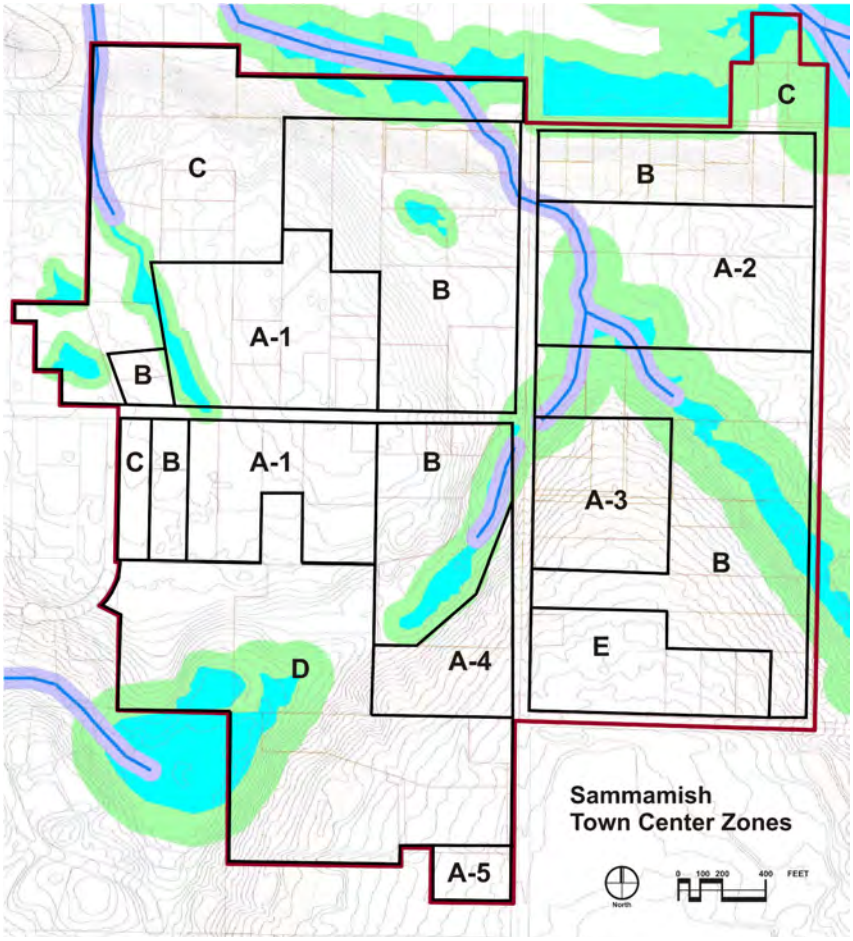


Figure 21. Town Center zones. See Table A-1 in Appendix 1 for zone-specific regulatory guidance.

As Table A-1 in Appendix 1 indicates, developers of properties in the mixed-use nodes must master plan the zone prior to any redevelopment. Owners of any of the adjacent B zone properties would be encouraged to be included in the master planning so that they can more actively participate in the design process and receive some of the benefits accruing to master planned A zone properties.

Each resulting master plan will essentially result in an agreement in which the City and property owners agree to a development layout indicating:

- Amounts and locations of proposed land uses.
- Roads and connections to activities.
- Open space and pedestrian connections.
- Surface water management facilities and practices.
- Maximum height and bulk of buildings.
- Landscape concept or guidelines.
- Architectural concept or guidelines.

The master plan will also include a process for amending the development plan to allow some flexibility as development proceeds.

Table A-1 also identifies the base and maximum residential densities and commercial development allocations for various zones within the Town Center. These allocations address several planning objectives:

- This adopted plan establishes an upper limit for development in the Town Center of 2,000 dwelling units and 600,000 square feet of commercial development. This means that the maximum build-out allowed outright by zoning should remain within these limits. However, the implementation of a Transfer of Development Rights program could exceed these allocations. (See the third item under the “Recommended Implementation Actions” on page 33.)
- This plan attempts, as much as possible, to allocate development capacity equitably to all property owners and to allow as much development flexibility as possible consistent with the City’s vision for the Town Center. Many property owners around the planning area perimeter preferred less intense development.

At the same time, most participants in the planning process stated a preference for a “wedding cake” configuration, with more intense development in the mixed-use nodes and lower intensity development at the Town Center’s edges, especially in areas adjacent to single-family neighborhoods.

- Developers and planners participating in the Developers’ Forum noted that areas with greater concentrations of both commercial and residential activity will be necessary to successfully create the envisioned mixed-use centers. Therefore, the City may create a regulatory mechanism to allow greater develop-ment intensities in the mixed-use nodes for project proposals that meet or exceed the City’s expectations for high-quality and achieving public objectives.

The solution to these challenges is to establish a base residential density and commercial development allocation for each zone that results in allocating about 80 percent of the total development. The remaining 20 percent of the development would be allocated as an incentive for proposals consistent with specified criteria. Thus, the total number of dwelling units developed if the base allocations were built out would be approximately 1,656 dwelling units. Developers could apply for a portion of the remaining dwelling units (approximately 344), up to the maximum density limits indicated in Appendix 1.

Similarly, if all properties were built to the base allocations shown in Appendix 1, there would be 470,000 square feet of commercial buildings and 130,000 square feet of capacity to provide as an incentive for exemplary development.

Figures 22 and 23 graphically illustrates the how the base and maximum densities and commercial square footage can be used to allow for concentrated growth while limiting total development to the Council’s caps and providing all property owners attractive development opportunities.

Tables A-1 and A-2 in Appendix 1 describe regulatory directions based on the policies and analysis in this section.

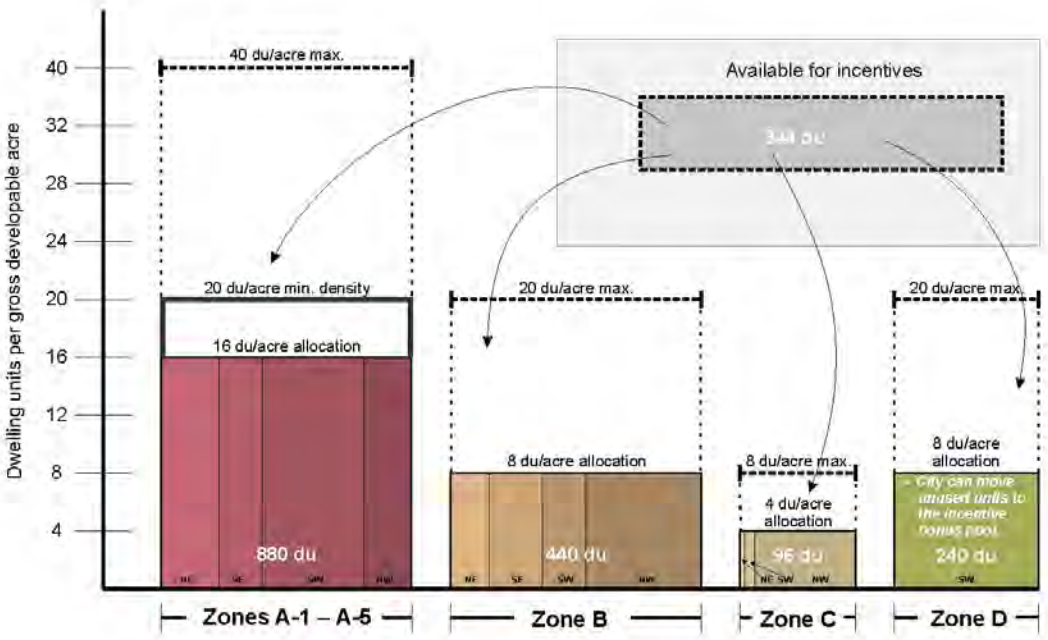


Figure 22. Illustrating base and maximum residential development allocations for the Town Center zones. Note the pool of 344 dwelling units available for distribution as bonus units.

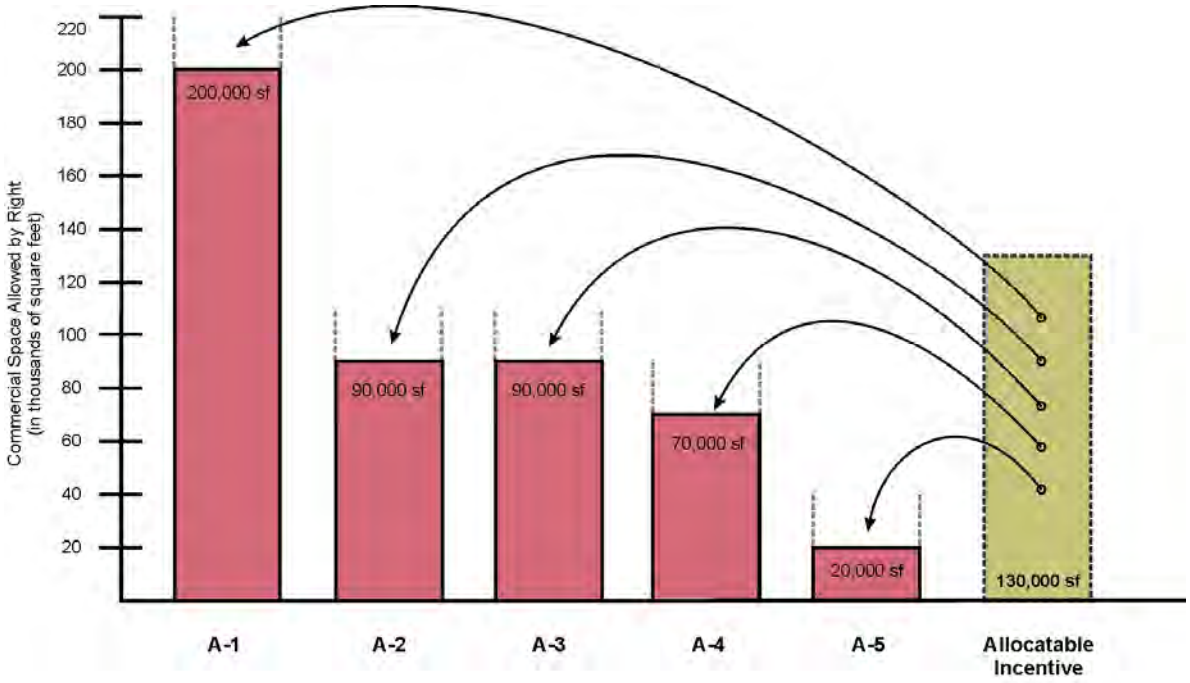


Figure 23. Illustrating the base commercial area allocations by zone and the pool of additional commercial area available for bonuses.

In implementing this regulatory approach to development allocation, the following directions are recommended:

- Residential densities are based on a “gross buildable” land area that includes property used for new roads, open space, and other public and private improvements but not critical areas and their buffers. This is because roadways will be built on some properties, and it is not intended that road construction should limit the allowable development that a property owner would otherwise have.
- If a property owner does not develop to the full development allocation, then the City should add that unused capacity to the pool of allowable dwelling units and square footage of commercial development offered as incentives to other property owners and developers. This will help ensure that the Town Center’s development capacity is not wasted and that there is sufficient intensity to provide a multi-faceted, pedestrian-oriented mixed-use center.
- The City should periodically re-evaluate the development caps. It may be that the desirability of development in the Town Center and opportunities to mitigate potential impacts would make more intense development advantageous from a public standpoint. For example, the City might re-evaluate the caps when actual development reaches approximately one-third of the current maximum development cap. During the plan’s review process, the City might also explore the benefits of raising the 600,000 square foot commercial development cap, provided that relevant issues and impacts can be addressed. It appears that the traffic impacts are less for commercial development than for new residential units, and commercial development is desirable from a tax revenue and local employment perspective.
- E zone designation could only be changed through future amendment to the Comprehensive Plan.

Goals and Policies

Goal LU-1: Promote Town Center development design that maintains a harmonious relationship to the natural surroundings, exhibits an intimate scale, welcoming character, and sense of place.

LU-1.1 New development should be located and designed to reduce impacts to residential neighborhoods adjacent to the Town Center.

LU-1.2 Access to 228th Avenue SE should be limited to the existing signalized intersections.

LU-1.3 Parking impacts should be minimized (by centralizing it) as much as possible and by using structured or underground facilities.

LU-1.4 Design guidelines should ensure that new development is characterized by human scale, integration with the surrounding landscape, and quality design.

LU-1.5 Landscaping and natural area retention should be an essential part of new development.

LU-1.6 Utilize multiple integrated measures of the preferred storm water management techniques as the standard within the Town Center.

Figure 24. Participants, Committee, Commission, and Council agreed that access from 228th Avenue SE should be restricted.

Goal LU-2: Establish a land use pattern, with central gathering places, that increases social interaction, encourages walkability, diversity, and creativity, and enhances cultural opportunities.

LU-2.1 Mixed-use activities and development should be focused in a core area north of the Sammamish Commons and in neighborhood-scale mixed-use nodes in the southwest, northeast, and southeast quadrants.

LU-2.2 Mixed-use areas on the east side of 228th Avenue SE should emphasize office-oriented commercial with complementary localized retail to support the office uses. The development regulations should address specific ways to accomplish these goals to ensure a specific and appropriate mix of uses.

Mixed-use areas west of 228th Avenue SE should emphasize retail-oriented commercial that supports and creates active people-friendly streetscapes and community gathering areas.

All areas of Town Center should permit public schools or civic structures for public benefit after the required review for such projects. Civic uses on the west side of 228th Avenue SE should be complementary to the retail core as determined by development regulations and approval process.

LU-2.3 Development intensity in the Town Center should emphasize the "wedding cake" approach, with multi-story mixed-use in the core area and transitioning towards surrounding uses at the Town Center perimeter. Each master plan should be developed and refined in coordination with affected landowners to maximize compatibility.

LU-2.4 A central gathering place should be provided in each mixed-use node.

LU-2.5 All of the mixed-use nodes should be interconnected with an well-planned system of sidewalks, trails, and pathways.

LU-2.6 Opportunities for art and cultural activities should be provided in the core mixed-use node north of the Sammamish Commons and, to a lesser extent, in the neighborhood mixed-use nodes.

Goal LU-3: Accommodate in the Town Center a full range of commercial, recreational, cultural, and educational services that provide Sammamish citizens what they need for a full life.

LU-3.1 Town Center retail uses should primarily serve Sammamish residents and not act as a regional destination. A mid-sized grocery store and a theater are acceptable, but "big box" retailers are not appropriate.

LU-3.2 If the Lake Washington School District decides to develop a school site on its property in the Town Center, then this use should be allowed and integrated with that neighborhood mixed-use center in the northeast sector.

LU-3.3 Public facilities and amenities should be priority uses, with public services and amenities located primarily adjacent to or near the Sammamish Commons.

Goal LU-4: Encourage employment and business development opportunities in the Town Center.

LU-4.1 Office space development should take into account the needs of local businesses, including home-based businesses and entrepreneurs, and should consider flex-tech spaces and include sufficient fiber communication and data networks.

LU-4.2 Allow space for businesses and services opportunities, such as medical offices or institutional facilities.

Goal LU-5: Develop a regulatory program and other implementation measures that are timely, flexible, predictable, fair to all and that result in superior development.

LU-5.1 The plan should include an implementation strategy that provides a sense of confidence that the policy goals of the plan will be followed.

LU-5.2 Recognizing that market dynamics create new development, the implementation strategy, including development regulations, should be written to afford a reasonable degree of flexibility while addressing important public policy issues.

LU-5.3 The implementation strategy should address transition strategies such as landscape buffers and setbacks to mitigate impacts for noise and light on current residents and landowners within the planning area.

LU-5.4 The regulatory system for directing new development should include a master planning process for the mixed-use nodes that encourages property owners and the City to work together for mutual benefits.

LU-5.5 Design guidelines should be established to direct new development in a way that is consistent with the Town Center Plan and the Council's vision.

LU-5.6 Encourage land assembly through property owner cooperation and other regulatory and programmatic means.

Recommended Implementation Actions

1. **Adopt implementing regulations**. Craft zoning, development standards, and design guidelines that address land uses, development intensity, site and building design, and incentives to achieve the goals of the plan, and designed to be supported by the market and utilize land efficiently.

2. **Establish a mixed-use node master plan process.** The process should establish a master plan for each mixed-use node area (identified as A zones in Figure 21) and should identify the procedures, responsibilities, review and approval process, contents, and timelines for each master plan.

3. **Explore Transfer of Development Rights (TDR) program provisions.** Explore provisions for a TDR program allowing residential density transfers from Sammamish properties outside of the Town Center to sites within the Town Center. Such transfers would allow developments in the Town Center to exceed the residential allocation or commercial square footage allocation since they would be reducing residential density in other parts of the city.

Transportation

Objectives

Transportation improvements are a critical element of the Town Center Plan. They are intended to provide safe, efficient, and attractive connections to Town Center uses and amenities and minimize congestion impacts within the Town Center and in surrounding areas. The plan also promotes bicycle and pedestrian access, both as a means of transportation and recreation, and provides for development that is conducive to walking, biking, and transit use.

Conditions, Challenges, and Opportunities

Pedestrian and Bicycle Access

The sidewalks along 228th Avenue and SE 8th Street and pathways through the City Hall complex and new Sammamish Commons are the only designated pedestrian areas currently in the Town Center. The 12-foot wide sidewalk on the east side of 228th Avenue SE is intended to function as a combined bicycle and pedestrian trail. SE 8th Street also includes bicycle lanes (connecting with neighborhoods to the east).

Figure 25. Off-street trails are a high priority for the Town Center.

Topography, the incomplete street grid, and the separation of uses pose substantial challenges for bicycle and pedestrian access for getting both to and around in the Town Center. 228th Avenue SE, itself, can be a formidable pedestrian barrier due to its traffic volume and width. Nevertheless, the Town Center's terrain offers tremendous opportunities for a recreational trail system that can be planned and developed in conjunction with new Town Center development. This could be a combination of soft surface nature trails along the various wetland buffers to urban multi-use trails connecting developments. The topography allows many opportunities for trail configurations that run parallel to the slopes. The street grid discussed above provides opportunities for bicycle and pedestrian traffic within bicycle lanes, shared lanes, and wide sidewalks.

Compact and coordinated mixed-use development emphasized in the Vision Statement also provides an opportunity to reduce vehicular trips by locating uses close to one another and encouraging walking and bicycling.

Transit Use

King County Metro provides all of the transit service to the City of Sammamish. Sound Transit constructed a park and ride at the commercial center south of the Town Center area. There are three routes that currently provide service along 228th Avenue and, as a result, would serve the Town Center. While the plan will likely provide enough development to justify increased transit access, frequency, and service, the challenge will be getting transit off 228th Avenue to the designated mixed-use areas. Again, with compact and coordinated mixed-use development, the areas can be designed conducive to transit use if and when it becomes available.

Vehicular Access

The primary elements of the Town Center's current circulation network include 228th Avenue SE (functioning as the central north-south spine) and three east-west streets (E Main Street and SE 4th and SE 8th Streets). Planning carefully for the 228th Avenue corridor is necessary for the Town Center's development and success.

Figure 26. 228th Avenue is the city and Town Center's primary north-south circulation spine.

- **Northeast and Southeast Quadrants**

  E Main Street and SE 8th frame the northern and southern boundaries, respectively, east of 228th Avenue SE. E Main Street is a substandard local roadway that only provides access to a few houses and ends before reaching the eastern boundary of the Town Center. With a signalized intersection at 228th Avenue, E Main Street provides a good opportunity to access development in the northeastern quadrant of the Town Center. SE 8th Street is a designated minor arterial and separates Skyline High School from the Town Center and connects with neighborhoods to the east. While SE 4th Street currently ends just east of 228th Avenue SE, Eastside Catholic High School's private driveway offers an opportunity to extend the street to serve eastern portions of the Town Center.

- **Northwest and Southwest Quadrants**
  SE 4th Street is the primary access road for most of the Town Center property west of 228th Avenue. The two-lane roadway (designated "collector") connects neighborhoods to the west with the Town Center. Distinct challenges for development of the western quadrants include the steep hill off 228th Avenue and a substandard, indirect route to neighborhoods to the west of the Town Center (via 218th Avenue SE and SE 8th Street).

Figure 27. The steep hill on SE 4th Street will need to be graded to accommodate Town Center uses and activities.

A series of small private roadways currently provide access to many of the existing homes in the Town Center. Most, if not all, will be insufficient to serve the desired Town Center development. Topography and the fragmented pattern of property ownership will pose significant challenges to the development of a connected local roadway system. Topography could make the roadways more expensive, require routes that do not correspond with land ownership patterns, create visibility challenges, and present bicycle and pedestrian access challenges. At the same time, the topography will likely help keep speeds lower and create a roadway system that will be unique to the Town Center.

Parking for existing uses in the Town Center Plan is provided by off-street parking lots and individual garages. The new City Hall features underground parking. The increase in development intensity desired as part of the plan will require substantial parking. Much of this will need to be within and underneath structures. While this is more expensive, it provides for more compact, walkable development, and the reduced impervious areas provide substantial environmental benefits. The new roadways needed for the Town Center's development also provide a good opportunity for on-street parking.

Figure 28. Large surface parking lots are not part of the vision for the Town Center.

Strategy

The Town Center Plan's transportation strategy emphasizes a combination of compact and coordinated development with a broad range of street improvements, new street configurations, and trails to provide a safe, efficient, and attractive circulation system. Below is a summary of the overarching strategy for the various elements related to circulation.

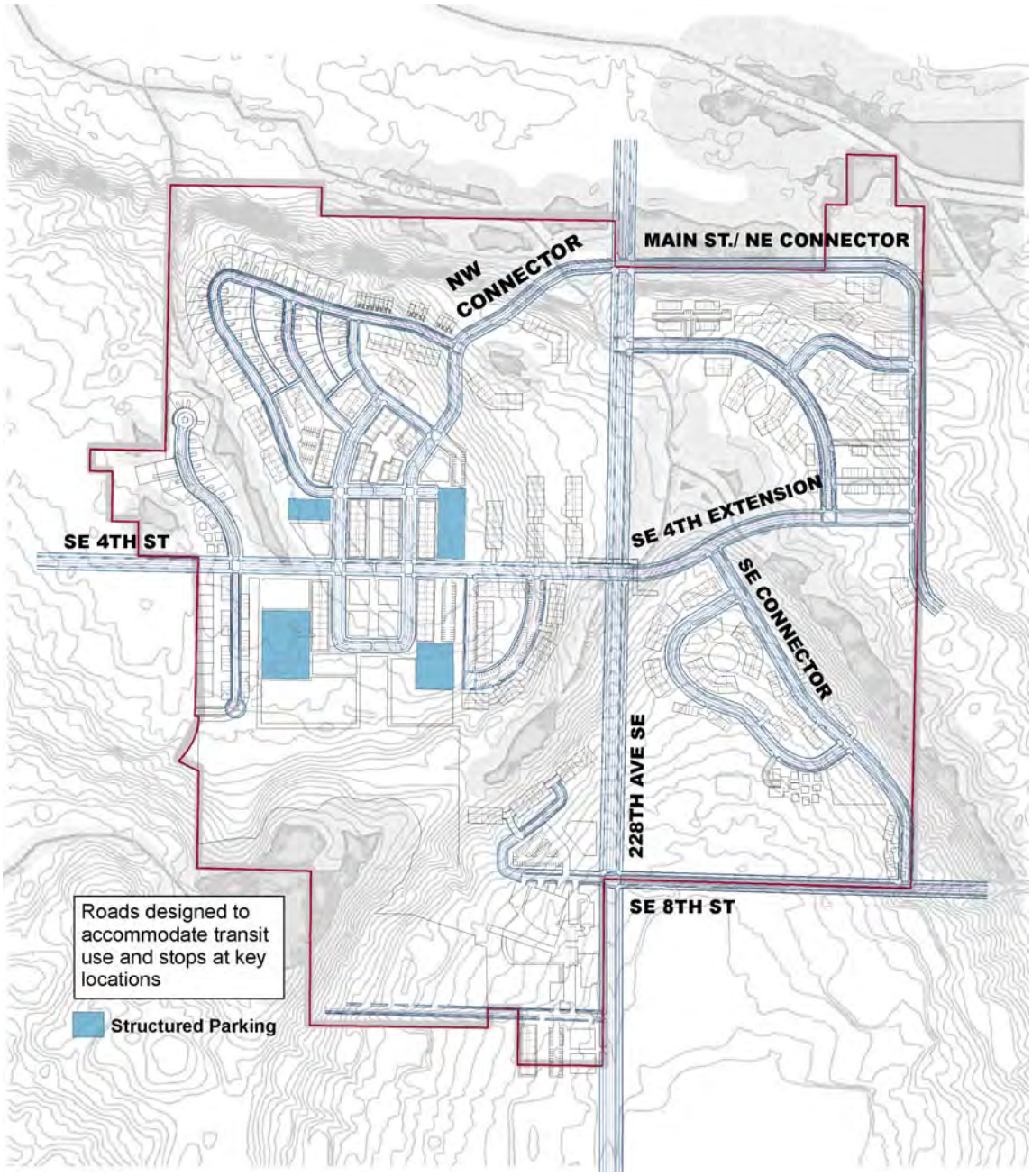


Figure 29. Key transportation elements (view looking west).

Vehicular Access

Based on the intensity and configuration of development planned for the Town Center, a range of vehicular improvements will be necessary to serve the development and to mitigate congestion impacts to the city's roadway network. This includes substantial improvements to existing roads (particularly SE 4th Street) and the creation of new roads. In order to relieve pressure on 228th Avenue, new "connector roads" will be needed to serve development in the northwest, northeast, and southeast quadrants. Additional local access roads will also be needed to serve new development and provide for a connected circulation system. A limited number of off-site street improvements may also be needed to mitigate impacts from Town Center development. These improvements, together with a connected system of trails, will allow Town Center residents and visitors a variety of choices in how to get around the area.

Parking

Parking will be accommodated by a combination of off- and on-street parking spaces/lots. Compact and coordinated mixed-use development will provide opportunities for shared parking facilities. Such facilities may be shared between public and private uses – and between different private uses. Due to the level of density anticipated in the Town Center and to environmental and aesthetic concerns, most of the required off-street parking will be underground or within structures.

Non-Motorized Transportation

As safe, efficient, and attractive pedestrian and bicycle access is one of the top priorities for the Town Center's development, the plan calls for an extensive and connected network of streets and trails. Walking and bicycling are among the most promising means of travel: friendliest to the environment, healthiest for individuals, and cheapest for society. Sidewalks will be provided on all public streets, with the widest sidewalks in the mixed-use areas. Bicycle lanes are recommended for SE 4th Street and key connector streets. Crossing improvements at all the signalized intersections along 228th Avenue SE are important, particularly at SE 4th Street.

Figure 30. Town Center development should provide for a hierarchy of trails, from urbanized pathways within developments (above) to nature trails (below).

The plan provides for a hierarchy of trails to connect the land uses and amenities of the Town Center with surrounding uses. These trails are intended to serve both transportation and recreational functions.

A critical element of non-motorized transportation strategy involves the compact and coordinated nature of development. The Town Center's configuration with mixed-use nodes will reduce walking distances between uses and amenities and reduce the dependency on automobiles.

Transit

The Town Center's configuration with compact mixed-use nodes will be built to accommodate viable transit use. The street grid will be designed to accommodate transit access and the mixed-use nodes will be designed to provide for transit stops at key locations. The land use mix and intensity in these mixed-use areas are intended to provide sufficient pedestrian activity to support transit use. Coordination with King County/METRO and Sound Transit will also be needed to provide desired transit service.

Transit-Oriented Development

Transit-oriented development (also called TOD) refers to pedestrian-friendly land development activities that are built within easy walking distance of a major transit station. TODs generally include a compact mix of different land uses that are oriented to public walkways and automobile parking is minimized to promote pedestrian activity.

Transportation Demand Management (TDM)

TDM refers to a variety of strategies that reduce congestion on our transportation corridors. TDM emphasizes commute options, including the use of carpools, vanpools, buses, bicycling, walking, compressed or varied work hours, or working from home. These strategies will be particularly critical in Sammamish given the constraints of the city and region's roadway network and the cost to add capacity to the roadway network.

Transportation Demand Management

Transportation-demand management, or TDM, succinctly is described as being "the art of influencing traveler behavior for the purpose of reducing or redistributing travel demand." The primary purpose of TDM is to reduce the number of vehicles using highway facilities while providing a wide variety of mobility options for those who wish to travel. Although the acronym "TDM" has been in use only since the mid-1980s, the concept of demand management first appeared during World War II, when drivers were urged to carpool and conserve gasoline. In 1974 the concept became institutionalized as part of the transportation management system (TMS) requirement promoted by join planning regulations set by the Federal Highway Administration and the Urban Mass Transportation Administration (now the Federal Transit Administration).

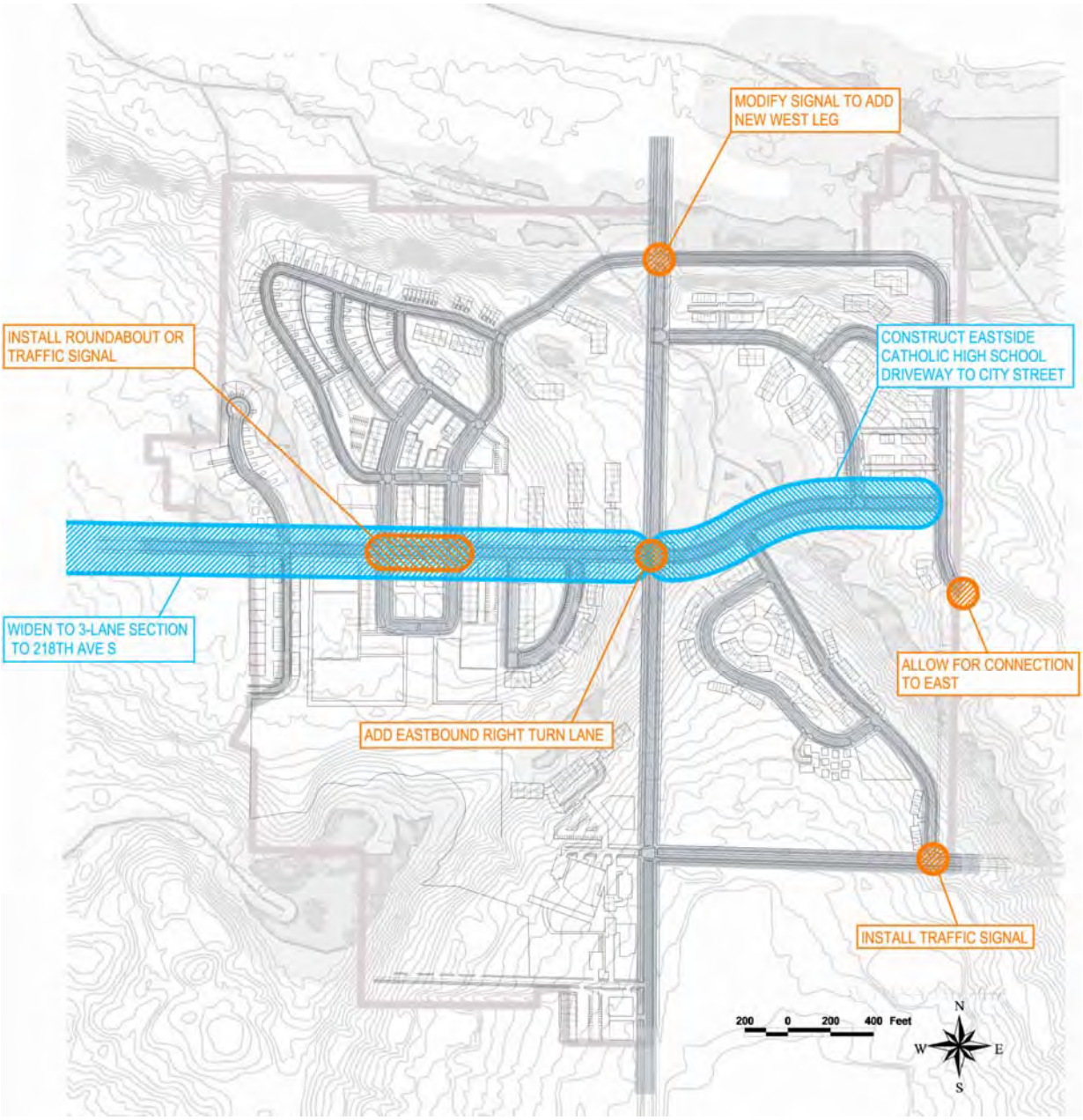


Figure 31. Proposed street improvements.

Goals and Policies

Streets

Goal T-1: Establish and maintain a connected hierarchy of streets that accommodates desired Town Center land uses and human activities.

T-1.1 Upgrade SE 4th Street and Eastside Catholic High School's private access road as the primary east-west roadway connection within the Town Center.

T-1.2 Develop new connector roads that serve new development in the northwest, northeast, and southeast quadrants and reduce pressure on existing roadways.

T-1.3 Develop a connected system of local access roads that serve planned Town Center development.

T-1.4 Enhance westerly roadway connections to and from the Town Center via SE 4th Street, 218th Avenue SE, 217th Avenue NE, and SE 8th Street.

T-1.5 Enhance easterly roadway connections to and from the Town Center via an extension of 232nd Avenue SE.

Goal T-2: Provide transportation facilities that create a unique character for the Town Center.

T-2.1 Design and configure Town Center roadways to protect environmentally critical areas.

T-2.2 Utilize the minimum required street widths to obtain the desired level-of-service (LOS) standards for the street.

T-2.3 Establish street design standards to create distinctive streetscape, lighting, crosswalk, landscaping, and street furniture design.

Goal T-3: Provide for Town Center circulation while addressing safety and minimizing impacts to surrounding neighborhoods.

T-3.1 Provide for a safe and convenient network of roadways to serve Town Center development.

T-3.2 Limit the placement of buildings or other development features that inhibit the desired connectivity of the Town Center circulation network.

T-3.3 Minimize new access points off of 228th Avenue.

T-3.4 Establish speed limits appropriate for the design of each roadway.

T-3.5 Incorporate traffic calming road design into the standards for the Town Center.

Goal T-4: Minimize transportation impacts on the natural environment, air quality, noise quality, and fuel consumption.

T-4.1 Conduct Transportation Demand Management activities.

T-4.2 Design and construct roadways to minimize impervious area.

T-4.3 Emphasize low-impact development techniques in the design and construction of streets.

Non-Motorized Transportation

Goal T-5: Create an attractive, safe, and convenient road and trail network that promotes walking, bicycling, and other non-motorized forms of transportation.

T-5.1 Develop a connected street/sidewalk and trail system. (See also the **Open Space, Trails, and Public Facilities** element on page 53.)

T-5.2 Establish streetscape design standards to encourage pedestrian and bicycle use.

T-5.3 Provide pedestrian street crossing improvements on all 228th Avenue SE intersections. In addition to crosswalk improvements, explore the feasibility of a pedestrian overpass at SE 4th Street.

Parking

Goal T-6: Provide parking in the Town Center appropriate to accommodate desired uses.

T-6.1 Provide for minimum parking requirements for Town Center land uses.

T-6.2 Adopt standards to provide for shared parking between non-residential uses.

Goal T-7: Minimize the impacts of parking facilities on the Town Center's visual environment.

T-7.1 Adopt regulations to emphasize structured parking over surface parking.

T-7.2 Adopt design guidelines that seek to locate and design parking facilities to minimize visual impacts on the pedestrian environment.

T-7.3 Configure land uses and development to encourage forms of non-motorized transportation and transit use, thus reducing the need for vehicular parking.

Transit

Goal T-8: Promote the use of transit and the expansion of transit service to serve Town Center development.

T-8.1 Provide for compact mixed-use centers that can effectively be served by transit.

T-8.2 Design collectors and arterials to accommodate transit use.

T-8.3 Work with local transit agencies to enhance transit service to and within the Town Center.

Recommended Implementation Actions

Vehicular Access

1. **Improve SE 4th Street.** This will be the primary access for most residents and visitors to the Town Center's core and, thus, the street warrants top priority. The cross-section will be designed to City standards and include bike lanes, curb, gutter, sidewalk, and landscaping. The improvements will require additional right-of-way and include a boulevard configuration with a center median/turn lane and wide planting strips. The design will need to also accommodate traffic control, such as a roundabout or traffic signal, at the main access point(s) in the core mixed-use area. Also, substantial grading will be needed on the slopes between 228th Avenue and the core mixed-use area to the west to enhance access, visibility, and safety. Widening of this corridor should also include improvements at the following intersections:

   a) SE 4th Street/228th Avenue SE. The intersection of 228th Avenue SE/SE 4th Street is anticipated to operate at an acceptable level with the plan, but queuing impacts are expected on the west approach. Eastbound queuing at the west approach can be mitigated through the addition of an eastbound right-turn lane to accommodate eastbound SE 4th Street traffic heading south on 228th Avenue SE.

   b) SE 4th Street/218th Avenue SE. The widening of SE 4th Street should extend to 218th Avenue SE to the west to provide for an additional westbound turn lane at this intersection. In addition, the traffic volumes at this intersection are forecasted to warrant additional traffic control. This would include making the intersection all-way stop controlled or installing a roundabout or traffic signal.

2. **Convert Eastside Catholic's access road to a public street.** While this road was originally intended to just access Eastside Catholic High School, it will become the primary access point to the development in the northeast and southeast quadrants. Thus, this link is expected to facilitate a substantial amount of vehicular, bicycle, pedestrian, and bus traffic. The plan calls for converting this road to a public street (the extension of SE 4th Street), acquiring a 72-foot right-of-way, making

lane configuration changes, and adding a bicycle lane, planting strip, and sidewalk improvements.

3. **Develop connector roads.** These roads will serve the northwest, southeast, and southwest quadrants and are intended to provide better circulation within the Town Center as development occurs in these quadrants. They are intended to reduce pressure on 228th Avenue and SE 4th Street by providing more options to move about the area. Due to the cost, configuration, ownership pattern, and phased nature of such developments, these roads are likely to be built in phases parallel to development activity in the Town Center. While the exact location and configuration of these roads may vary, the connection points shown in Figure 32 are the most desirable locations, provided they are designed to meet City requirements.

4. **Extend 232nd Avenue SE southeasterly.** While this connection is intended primarily to serve new development to the east of the Town Center, it will provide more circulation options for uses within the Town Center and thus reduce pressure on both 228th Avenue and SE 4th Street.

5. **Develop local access roads.** Additional public and private streets will be necessary to facilitate the planned Town Center development. While the configuration of local access roads shown in Figure 32 is only an example, it was designed to fit with the topography and provide appropriate connections to the arterial and connector streets. The cross-sections in Figure 33 illustrate desirable roadway configurations of these streets.

6. **Install a traffic signal at the future intersection of SE 8th Street/southeast connector road.** This access point is located on the slope of SE 8th Street, and future consideration should be given to improving sight distances along this corridor. If a traffic signal is installed, special design considerations would be needed to accommodate adequate sight distances and intersection design. A roundabout at this location is less than ideal given the existing grades along SE 8th Street.

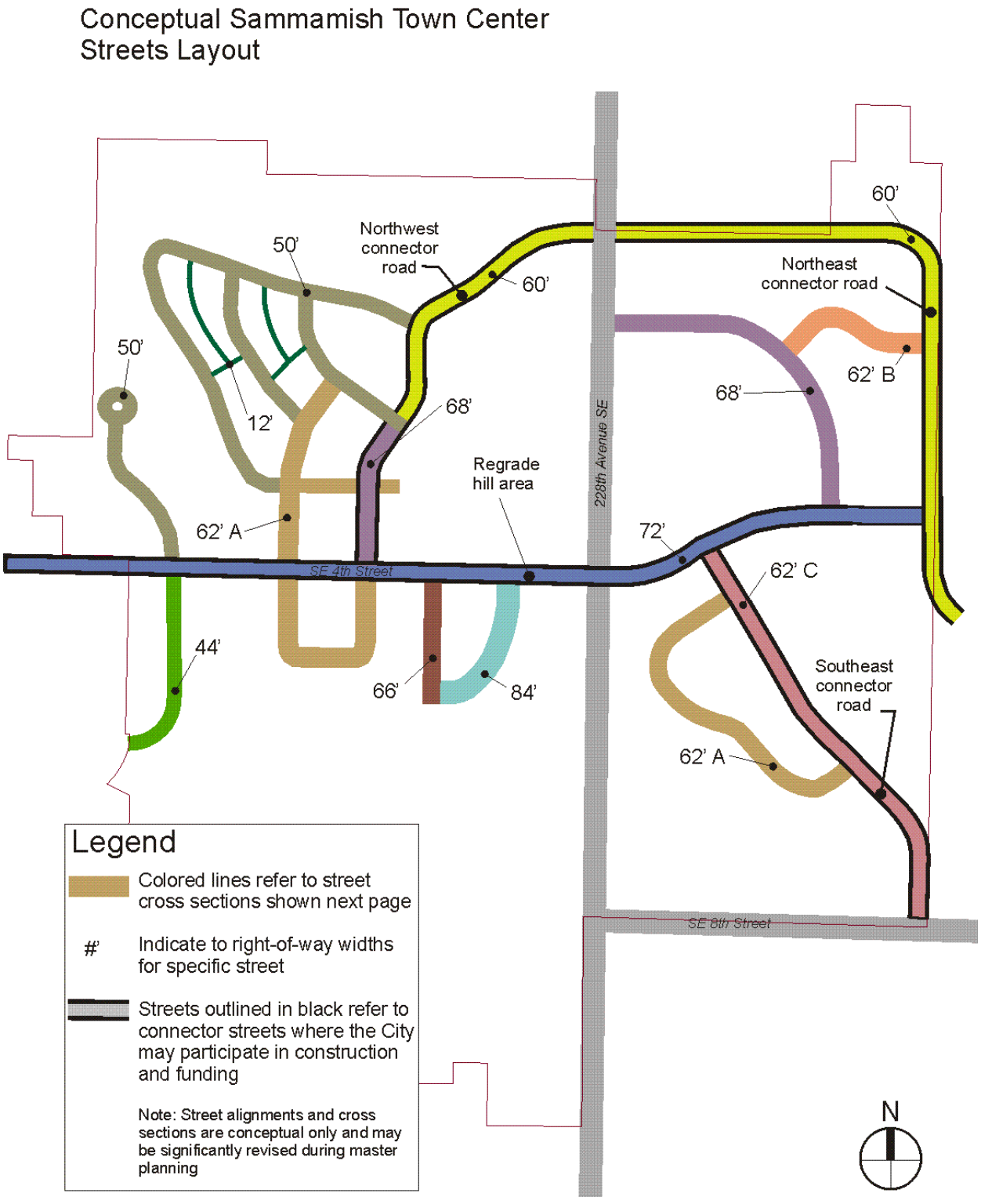


Figure 32. Conceptual Sammamish Town Center street layout.

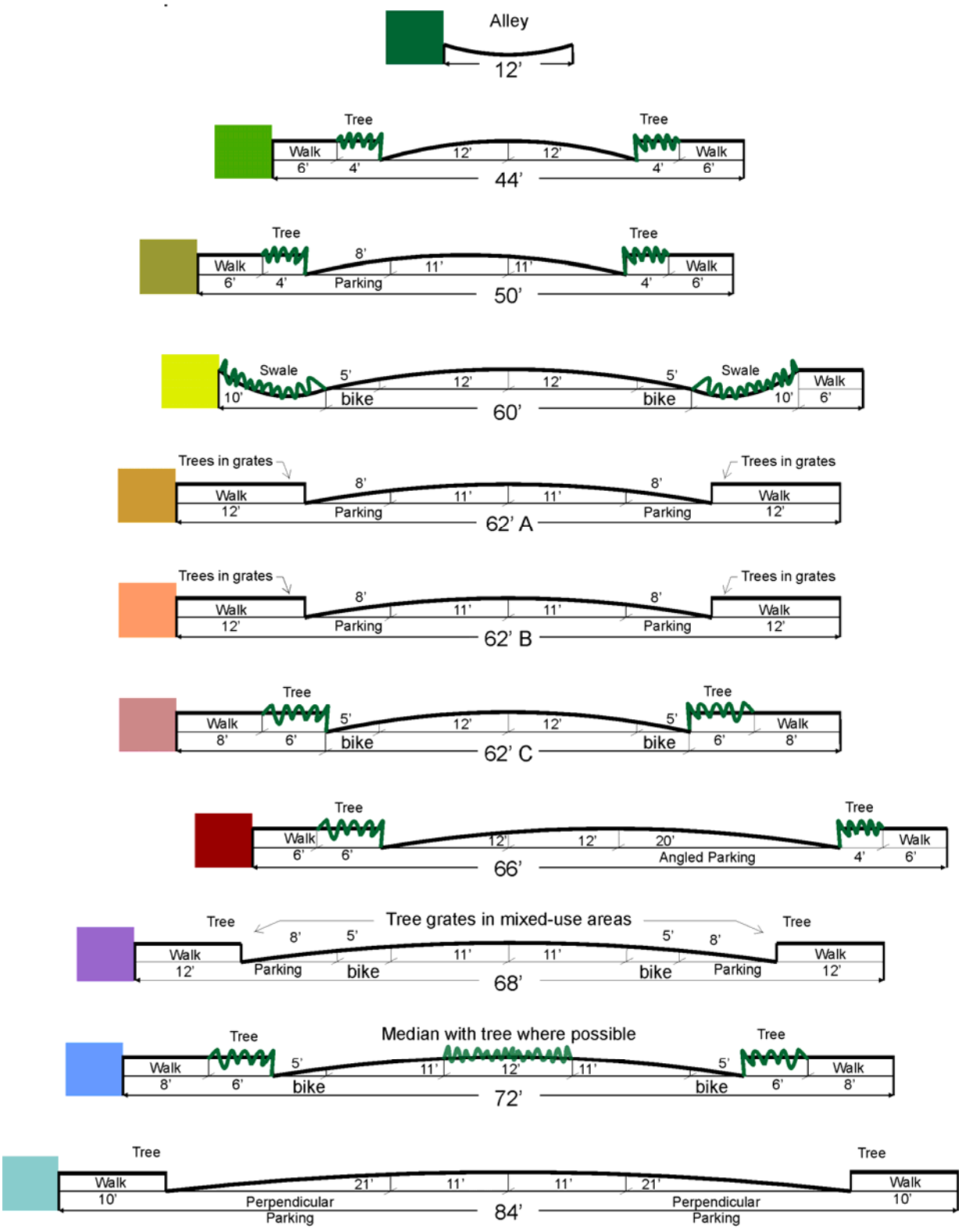


Figure 33. Conceptual Sammamish Town Center street cross-sections.

Parking

7. **Adopt parking standards emphasizing structured parking.** Specifically, at least 80 percent of all off-street parking spaces for new development shall be within or underneath a structure.

8. **Adopt parking location and design standards.** Parking structures and surface lots shall be located and designed to minimize impacts on the pedestrian environment. Design guidelines will also address way-finding signage.

9. **Provide on-street parking.** Provide on-street parking on all designated pedestrian-oriented and mixed-use streets.

10. **Adopt shared-parking standards.** Development standards that provided for shared parking amongst commercial uses should be adopted.

11. **Implement parking management in the mixed-use nodes.** A parking management strategy/program for employers in the mixed-use nodes should be developed and implemented.

12. **Establish minimum and maximum parking requirements.** The minimum requirements are set to provide flexibility to encouraged desired development, yet provide a base level of parking needed to sustain the Town Center's uses. The maximum level is set to minimize visual and environmental impacts of excessively large parking facilities on the Town Center.

13. **Explore options for a public parking garage.** Explore options of a public/private parking garage in the mixed-use core area to facilitate park use and retail activity.

Non-Motorized Transportation

14. **Construct sidewalks on all Town Center streets.** All Town center streets should be provided with comfortable and attractive sidewalks. Figure 33 provides appropriate sidewalk widths for the various streets in the Town Center. Sidewalks will be designed to contribute to the character of the Town Center and include pedestrian amenities, including landscaping, seating, and other street furniture.

15. **Construct primary trails.** Refine the proposed trail system plan outlined in this document and prepare a proposal to construct primary trails.

16. **Construct on-street bicycle facilities.** Facilities identified in this plan include a combination of bike lanes and shared auto/bike lanes on new and enhanced Town Center roadways.

17. **Construct a pedestrian overpass over 228th Avenue SE.** A pedestrian overpass of 228th Avenue SE should be constructed at SE 4th Street. The design of the overpass should take advantage of topography east and west of 228th Avenue SE to minimize the gradient for pedestrians.

Transit

18. **Design roads to accommodate transit use.** Design of connector roads and key local access roads should include provisions for an adequate turning radius and planning for transit stops and pullouts at key locations.

19. **Coordinate transit with King County/Metro and Sound Transit.** Increasing transit service on existing routes serving the Town Center and adjusting existing and/or creating new transit routes to effectively serve the mixed-use nodes in the Town Center should be coordinated with King County/Metro and Sound Transit.

20. **Coordinate transit with local high schools.** Continue the coordination with local high schools to maximize transit use by students.

21. **Explore options for a circulator bus route.** A circulator bus route connecting the Town Center, the high schools, and other commercial centers on the 228th Avenue corridor would be an asset.

Recommended Mitigation Actions

Below are recommended actions to mitigate the off-site impacts of the planned development within the Town Center. At this stage of the planning process, potential improvements have been identified but the feasibility and cost analyses have not been completed. In general, mitigating impacts to roadway and intersection segments can either be done through completing improvements that add capacity, through measures that reduce demand, or through adopting new policies that allow for higher levels of congestion.

1. **Improve 212th Avenue SE/SE 8th Street intersection.** This intersection will require separated turn lanes for the south and east approaches of the intersection. This would provide a dedicated northbound right-turn lane and separated westbound left- and right-turn lanes. This would improve intersection operations to LOS C. It may be desirable to provide turn lanes for all approaches and make this intersection an all-way stop-controlled intersection to be consistent with the 212th Avenue SE/SE 20th Street intersection to the south.

2. **Enhance SE Duthie Hill Road.** The Comprehensive Plan has identified the following widening project that would provide enough capacity to mitigate impacts for a segment of SE Duthie Hill Road east of Beaver Lake Road (CP #18: Widen to three 11' lanes, a 6' sidewalk, 5' planter strip and 5' bike lane on the east side only; construct 8' shoulder on west side).

3. **Upgrade the 218th Avenue SE/SE 8th Street Corridor.** This corridor, the main corridor west of the Town Center, is comprised of two-lane roads with minimal to no shoulders. The corridor is not built to current City standards given the lack of shoulders and pedestrian facilities. This roadway currently has a relatively low volume with capacity to accommodate the additional traffic from the Town Center, but with the increase in vehicular traffic, consideration should be given to improving pedestrian and bicycle safety along this roadway. This could include providing paved shoulders, sidewalks or pedestrian paths, and bicycle lanes to allow the safe and efficient mobility for pedestrian and bicycle travel. The specific area of interest is illustrated in Figure 34.

4. **Conduct TDM activities.** Investing in and promoting a variety of strategies for commute options will help to mitigate the Town Center's impacts on 228th Avenue and other relevant off-site transportation corridors. The City's Transportation Demand Management (TDM) strategy will emphasize the State's Commute Trip Reduction program.

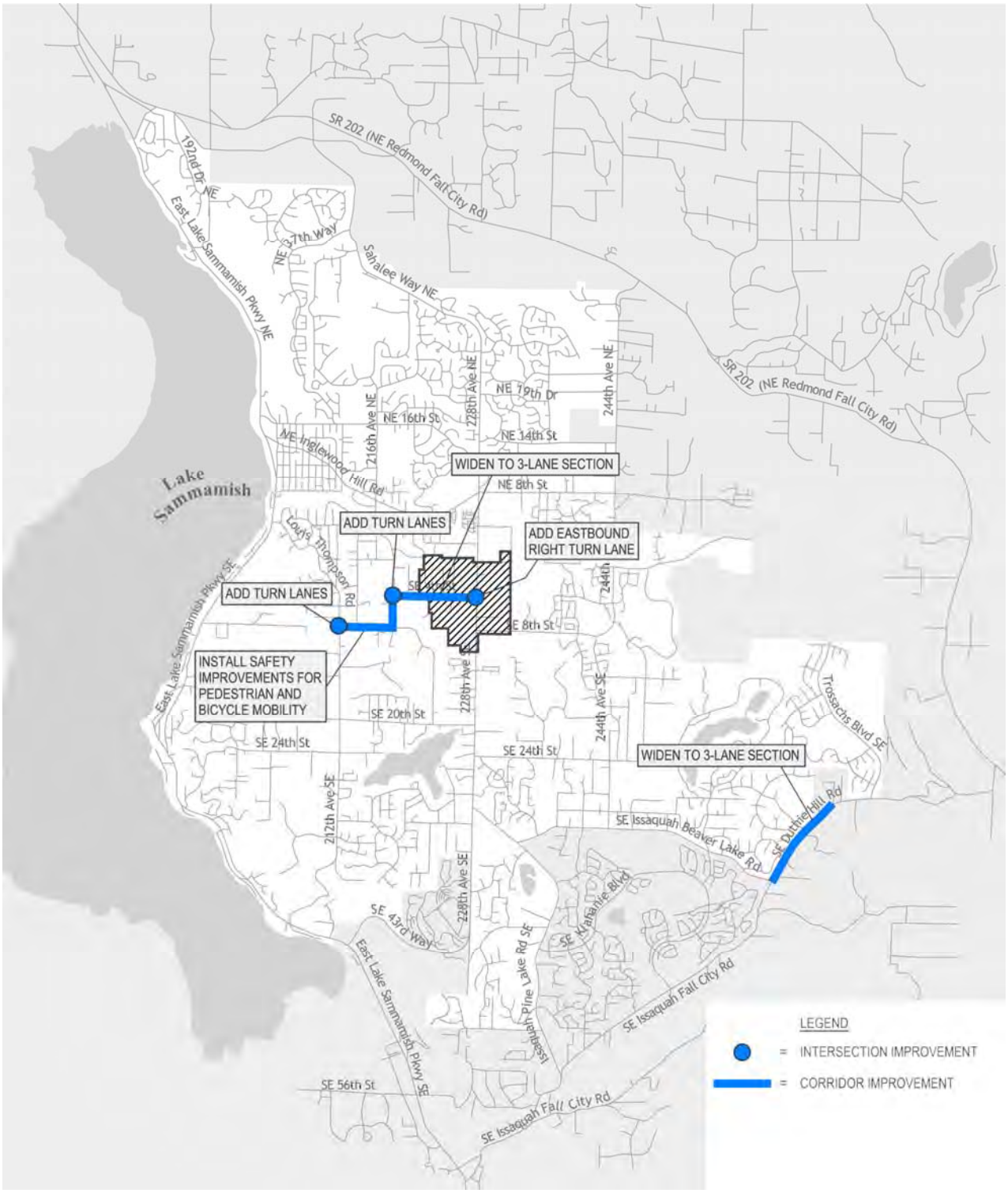


Figure 34. Recommended transportation mitigation measures.

Open Space, Trails, and Public Facilities

Objectives

The City's vision for its Town Center emphasizes establishing a hierarchy of interconnected public and private open spaces, ranging from an active central plaza to less formal gathering areas, quiet residential courts, and natural open spaces. Additionally, participants in the planning process expressed a high-priority desire for public recreational and community facilities, such as a swimming pool, gymnasium, performing arts center, and community center. Protecting and enhancing natural resources, view corridors, and other amenities within the open space network is a third objective.

Finally, parks, trails, and recreational facilities are key to enhancing human health. Walkability, in particular, is a proven means to fight cardiovascular disease and childhood obesity, and this plan's emphasis on trails and sidewalks will result in a healthier community.

Conditions, Challenges, and Opportunities

In 1999, the City began purchasing land area for the Sammamish Commons, thereby securing the central amenity around which the Town Center will be built. The construction of the City Hall, with its plaza, view corridors, and recreational amenities (including a skateboard park, climbing wall, basketball court, picnic area, and playground), adds activity and access to the Commons' eastern edge, but access from the north is difficult.

Because the area has very little level land, there are few opportunities for sports fields. This need must be addressed in other locations and through cooperative agreements with the local schools.

The Town Center area is also endowed with wooded stream channels, wetlands, and their buffers that crisscross the area and serve as wildlife corridors. The perimeters of the required buffer areas provide excellent opportunities for foot trails. The challenge will be to fully utilize these resources, develop the hierarchy of smaller open spaces noted in the vision statement, and link the areas with trails connecting to the larger citywide trail system.

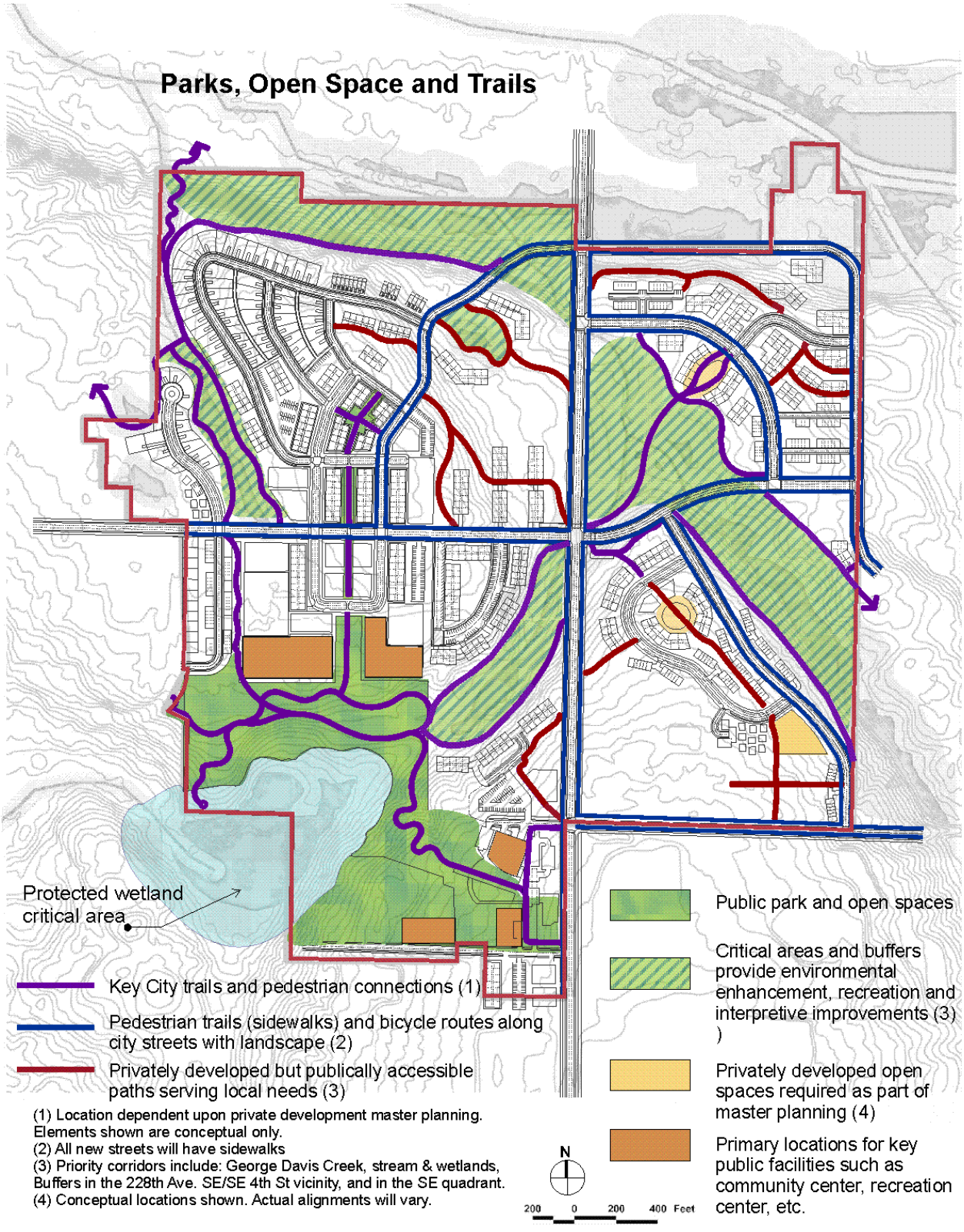


Figure 35. Town Center open space strategy.

Strategy

The Town Center's dominant, identity-giving characteristic will be its constellation of parks, open spaces, natural areas, gathering places, gardens, and trails.

The park, trail, and open space system will not only provide recreational opportunities for city residents, it will also play an important ecological role, serve as an excellent setting for public facilities, provide gathering places, enhance the Town Center's livability, and connect and unify the center with the rest of the city. Rather than being seen as only a recreational and visual amenity, the open space system envisioned by planning participants serves as an important structural, form-giving element, organizing development, providing access, and maintaining the watershed's ecological processes. The system consists of the elements described below and illustrated in the map in Figure 35.

Sammamish Commons

The City has already acquired the "jewel in the crown" of its open space system. This plan recommends gradual enhancement of the complex to adapt to emerging needs and opportunities. These items might include:

Figure 36. Sammamish Commons.

Figure 37. City Hall plaza.

- **Additional Storm Water Treatment Facilities and Ecological Restoration**

  A small pond at a bench in the northern slope and a series of measures along the Ebright Creek drainage may be appropriate, if further study confirms their feasibility and benefit.

- **Enhancements to the City Hall Plaza**

  Plazas such as this one are most successful when they achieve a strong sense of place with "active edges" that spill human activity onto the plazas. Heavily frequented retail shops, such as cafes, concessions, or galleries, and entrances to public buildings serve as active edges. Parking areas and dead walls adjacent to the plaza should be avoided. The plaza should also have a defined entry rather than spilling into the parking lot. The current restroom partially accomplishes this objective. The unique opportunity for this plaza, however, is the panoramic vista to the west. Unfortunately, there is no strong visual and

pedestrian connection between the plaza and the Commons. This could be remedied by a series of landscaped terraces from the plaza to the Commons, perhaps with an ADA switchback route, if feasible. The terraces would expand seating for fireworks without making the plaza too large at non-event times.

"Green Spine" Northern Extension of the Commons

A linear open space—or spine—about 60 feet to 120 feet wide extending north of the Commons for at least two blocks north of SE 4th Street is recommended to provide an organizing structure for new development, add a visual and recreational amenity, and treat storm water runoff. This spine might vary in size and character from block to block but would provide an attractive setting for residences, public facilities, and many businesses, especially those benefiting from an open space amenity, such as restaurants, cafes, galleries, and salons. The green spine would be especially important for its role in managing the mixed-use core's storm water through a spectrum of rain gardens, dry wells, and other facilities. Figure 38 illustrates some of the ways the spine might be utilized to handle storm water. Refer to the **Natural Systems** section on page 62 for a discussion of this function. The green spine could also serve as a public gathering space or setting for fairs, sales, and other events if partially paved with permeable pavers. A destination park is envisioned at the north end of the green spine.

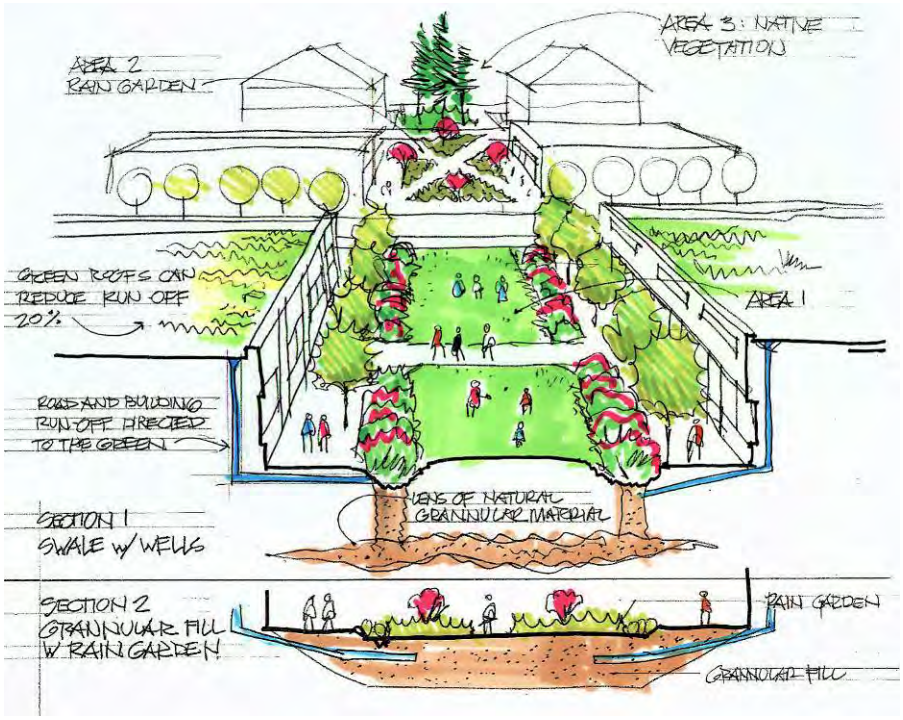


Figure 38. Green spine.

Figure 39. Plazas examples.

Figure 40. Residential open space examples.

Plazas and Open Spaces in the Northeast and Southeast Quadrants

While the Town Center's western half will be well served with parks and open spaces, the eastern quadrants will require smaller plazas, greens, or squares to serve the clusters of mixed-use development. These should be developed and maintained as part of the mixed-use centers and may range from one-third acre to one acre in size, depending upon the village center's configuration and needs. The northeast quadrant's central open space should be connected to the George Davis stream corridor buffer to the southwest for better exposure and access. Both open spaces must meet the criteria for "pedestrian open spaces" in the Town Center Guidelines. Figure 39 provides some examples of the types of open spaces envisioned in these quadrants.

Residential Courts, Greens, and Gardens

Multi-family and townhouse development in all areas should include common open space as described in the Town Center Design Guidelines. The Crime Prevention Through Environmental Design (CPTED) guidelines are particularly applicable. These should be connected, wherever feasible, to internal and public pathways. Open spaces may be a combination of active recreation, passive recreation, and natural areas and will ideally provide storm water management and other ecological functions as well. Figure 40 provides examples of the types of open spaces that the design guidelines are intended to produce.

Trails and Pedestrian Walkways

The City of Sammamish has developed an ambitious citywide trail plan but, other than the sidewalks on SE 228th Avenue, there are virtually no pedestrian walkways in the Town Center vicinity. The development of the Town Center offers a once-in-a-generation opportunity to develop critical pedestrian and bicycle links that will benefit the whole city. As indicated in Figure 35, three different types of pedestrian and bicycle facilities are recommended:

- **Primary Trails.** This includes both major City-developed off-street trails that connect different areas in the Town Center and primary trails extending to other parts of the city. These should be all-weather surfaced to provide excellent access for those with

limited mobility. In some segments, pedestrian lighting should be considered.

- **Secondary Trails.** Constructed as part of private development, these trails provide connections primarily for those living, working, or visiting the development, although they will be accessible to the general public. The location and design of trails in mixed-use areas should be identified in the master plans for these areas.
- **Streets with Sidewalks and Bicycle Lanes.** Streets so indicated in Figure 35 would include relatively wide sidewalks (8 to 12 feet wide), bicycle lanes, and substantial street trees separating vehicular traffic from pedestrians. Generally, streets so designated connect other citywide bicycle/pedestrian routes or provide convenient non-motorized circulation within the center.

Figure 41. Example of a primary trail.

Figure 42. Envisioned character of streets not in mixed-use centers with bicycle lanes and walks.

Many of the off-street trails follow wetland or stream channel buffers. The City should obtain easements or purchase these buffers outright for trail development. (See the **Natural Systems** section on page 58.)

Civic Facilities

Many residents clearly stated a desire to see a full range of public facilities, including swimming pool, recreation center, teen center, community center, farmers market, and performing arts center. Many of these could be located around the Sammamish Commons to add activity to the open space. The area between SE 4th Street and the Commons would be particularly attractive for civic facilities.

Natural Areas

The Town Center site includes large vegetated corridors along streams and wetlands that are important for wildlife corridors, visual quality, and stream corridor ecology. These corridors are protected through the City's Critical Areas Ordinance. It may be useful to acquire easements and/or land for trail construction, storm water management facilities, environmental enhancement, and consistent long-term stewardship of these critical areas. For example, reforestation of portions of the Ebright Creek and George Davis Creek corridors would increase habitat connectivity and improve water quality. And, such sites might serve as mitigation banks.

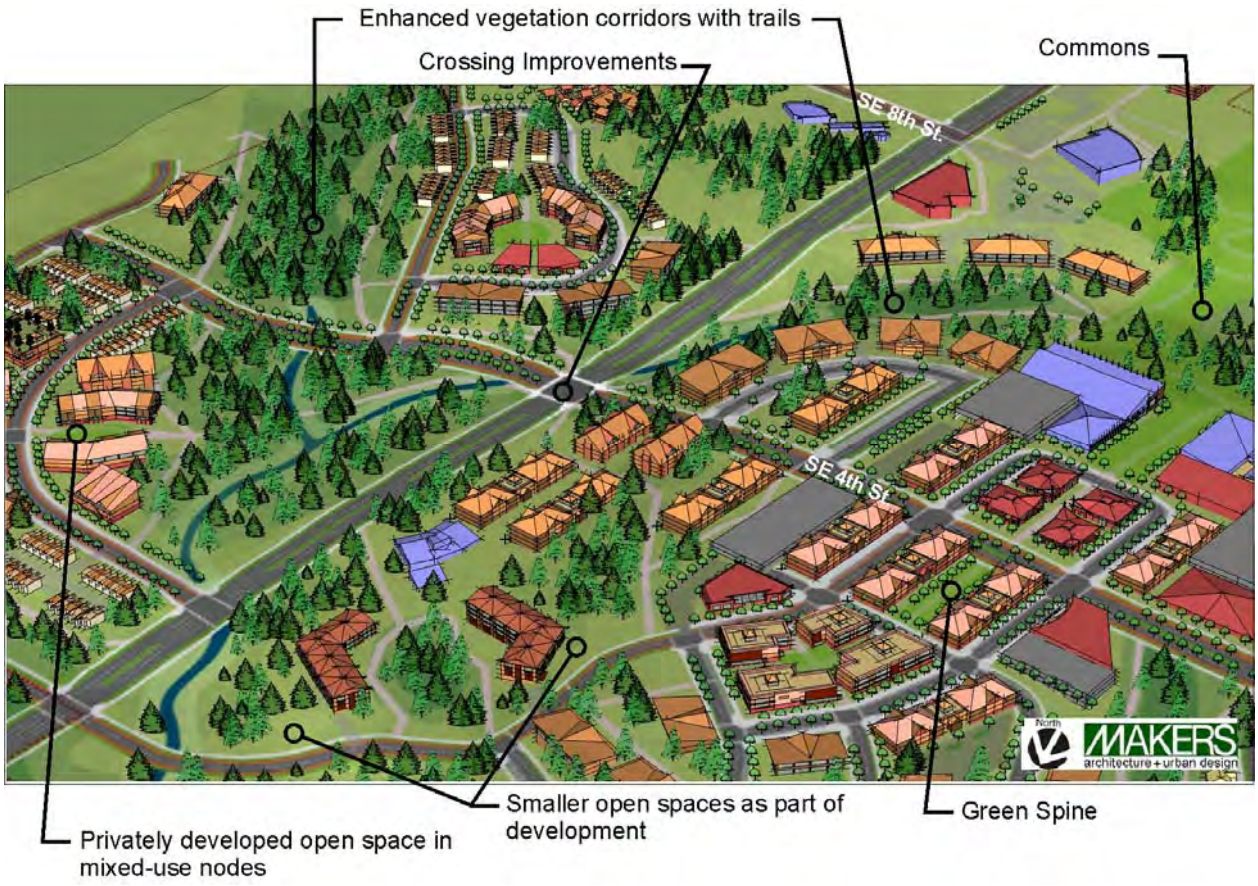


Figure 43. The Town Center features an integrated system of large open spaces, urban plazas, smaller courts and gardens, and natural corridors, all connected by a trail system (view looking southeast).

Goals and Policies

Goal OS-1: Create a hierarchy of interconnected public and private open spaces, ranging from an active centralized plaza or town square to less formal gathering areas, quiet residential courts, and natural open spaces

OS-1.1 Usable open space should be a priority for each quadrant of the Town Center.

OS-1.2 The City should complete the development of Sammamish Commons to serve as the primary civic focus for the city.

OS-1.3 Master plans for each of the mixed-use nodes (see **Land Use** element) should include a publicly accessible open space that meets the City's design guidelines.

OS-1.4 A variety of small open spaces should be developed as part of private development to serve local needs.

Goal OS-2: Construct a network of trails and pathways in the Town Center that connects sections of the city's trail system.

OS-2.1 Multi-purpose trails, pathways, and sidewalks connecting to the citywide trail system should be developed. (See also the **Transportation** element.)

OS-2.2 The City may need to acquire land or access rights in wetland buffer areas to accommodate the trails and to allow for the environmental enhancement and consistent long-term stewardship of those areas.

Goal OS-3: Construct a set of high-quality public service and recreational facilities to serve city residents.

OS-3.1 Civic facilities are critical to the vibrancy of the Town Center and should be included in early planning.

OS-3.2 Public facilities such as community and teen centers, swimming pools, libraries, performing arts centers, and recreation centers should be located adjacent to or near the Sammamish Commons.

Recommended Implementation Actions

1. **Refine the trail plan.** Refine the proposed trail system plan outlined in this document and prepare a proposal to fund and construct primary trails.

2. **Adopt design standards for trails and sidewalks.** Adopt the design standards requiring trails and sidewalks and ensure that these facilities are addressed in the mixed-use center master plans.

3. **Purchase land and begin planning the green spine.** Because the green spine may be valuable as a storm water facility as well as a recreational and visual amenity, its planning should wait for the storm water management basin master planning described in Recommended Action 1 of the **Natural Systems** section.

4. **Continue civic complex master planning.** As the library and, perhaps, other facilities are developed, ensure that the City Hall plaza is an inviting facility with spatial definition and active edges. Explore opportunities to better connect the plaza to the Commons, perhaps through a series of terraces, and consider concessions to serve nearby activities.

5. **Plan for civic facilities to ring the Commons.** Consider purchase of land, especially on the north side, for facilities such as a swimming pool, gymnasium, or teen and community centers.

6. **Acquire easements and/or land area for key wetlands, stream corridors, and buffers.** Portions of wetlands, stream corridors, and buffers should be acquired for trails, ecological enhancement, and consistent long-term stewardship. It may be possible to use enhancement activities as mitigation for impacts on other lands.

Natural Systems

Objectives

The City of Sammamish's Comprehensive Plan states that the City's vision is to maintain a "harmonious relationship between the natural environment and future urban development." The goals from the Environment and Conservation chapter of the City's Comprehensive Plan also clearly support the protection and enhancement of the city's natural systems, including the surface water and groundwater system, natural and environmentally critical areas, diversity of species and habitat, open space, trees, vegetation, natural terrain, wetlands, and drainage.

The Town Center Plan is consistent with these goals and vision. The vision statements for the center prioritize implementation of "a variety of environmental enhancement and low-impact development techniques to improve ecological functions, such as surface water hydrology and wildlife habitat." Concentrated growth will create a walkable community while preserving surrounding natural areas.

Conditions, Challenges, and Opportunities

The proposed development of the Sammamish Town Center presents a unique opportunity for focusing growth while also protecting natural areas. The plan includes a high-density, mixed-use center that is surrounded by multi-family and single-family residential development, which acts to both concentrate development impacts and reduce development impacts to the rest of the city and its remaining critical areas. This strategy is consistent with regional and statewide growth management goals.

On a site-specific scale, the proposed Town Center development and accompanying increases in density pose a number of challenges for protection of surrounding natural systems. With these challenges, however, come a variety of opportunities to reduce the environmental impacts of development on the environment through a number of targeted strategies.

Existing natural systems in the study area will be discussed in two general categories: hydrologic (or water) systems and

vegetation, habitat, and wildlife. While these two categories are inter-connected in many ways, it helps to analyze the challenges and opportunities facing the natural systems by narrowing the focus into two general topics.

Water

The Sammamish Town Center study area is located within the East Lake Sammamish watershed, which is within Water Resource Inventory Area (WRIA) 8. The U.S. Department of Agriculture, Soil Conservation Service (SCS) in the *Soil Survey of King County Area, Washington* (SCS, 1973) describes much of this area as being underlain by glacial till (Qvt) soils that have limited infiltration capacity. (See the Draft Environmental Impact Statement (DEIS) for additional details regarding soil types).

As described in the DEIS Water Resources section, seventy-three percent of the study area drains north to the Inglewood Basin via tributaries to George Davis Creek. Historically, this creek has been described to have high nutrient and bacteria levels due to livestock access to the headwaters, but also has historically sustained coho salmon, cutthroat trout, and rainbow trout. Surrounding this creek are alluvial soils that are underlain by permeable recessional glacial outwash (Qvr) materials that have a high infiltration capacity. These soils provide a large volume of water storage, which acts to moderate flooding throughout this basin.

Twenty-seven percent of the study area drains south and west to the Thompson Sub-basin. In this area, water flows from the planning area to a large wetland system, known as East Lake Sammamish Wetland 61, which forms the headwaters of Ebright Creek. The lower reaches of Ebright Creek have been identified as providing key salmonid habitat ecosystem functions. According to a study performed by the Washington State Department of Fisheries in 1975 (Williams et al., 1975) and a King County inventory in 1990 (King County, 1990), species historically reported to utilize this creek include Chinook salmon, sockeye salmon, coho salmon, kokanee salmon (spawning only), cutthroat trout, and rainbow trout. This sub-basin does not have the same alluvial soils as the Inglewood Basin and, therefore, does not have the same infiltration or water storage capacity. This sub-basin is more susceptible to increased peak flows due to urban development.

Vegetation, Habitat, and Wildlife

Vegetation within the town center study area consists of upland forest, wetland plant communities, agricultural vegetation, and urban landscaping. Vegetation communities contribute valuable ecological diversity and habitat complexity to the study area. This is especially important adjacent to wetland and stream areas.

Existing vegetation acts to naturally reduce storm water runoff by intercepting rainwater on leaves, branches, and trunks and reducing the overall amount of storm water runoff through evapotranspirtation. Vegetation also absorbs carbon dioxide, mediates the microclimate, pulls particulate matter from the air, absorbs noise, reduces wind speeds, and stabilizes soils, which reduces erosion.

In the Town Center, existing vegetation area provides valuable habitat for wildlife. Wetlands within the study area contain forested, shrub, and/or emergent plant communities that provide a variety of habitat types for amphibians, birds, and mammal species. Existing upland (non-wetland) forested areas also contain a diversity of plant species, canopy layers, downed wood, and leaf litter that provide significant habitat for a variety of animal species. According to the DEIS, common wildlife species associated with these areas include black-tailed deer, coyote, raccoon, big brown bat, Douglas squirrel, mountain beaver, barred owl, varied thrush, winter wren, chestnut-backed chickadee, golden-crowned kinglet, and northern red-legged frog. Although not as diverse, vegetation present in agricultural and urban areas also provides some habitat for wildlife.

Required stream and wetland buffers in the study area provide some protection for vegetation communities and also provide refuge and connectivity for wildlife movement. The City's Environmentally Critical Areas code defines and regulates Fish and Wildlife Habitat Conservation Areas (HCA) (SMC 21A.50.325). HCA's are those areas "that are essential for the preservation of critical habitat and species" and are comprised of four different categories (SMC 21A.15.468). One of the four categories is *wildlife habitat corridors,* meant to preserve connections between habitats along the designated wildlife habitat network. The *wildlife habitat network*, as designated on the King County

Comprehensive Plan Wildlife Habitat Network and Public Ownership 2004 Map, is comprised of natural vegetation linking wildlife habitat with critical areas, their buffers, priority habitats, trails, parks, or open spaces. The network is meant to provide for wildlife movement and alleviate the effects of habitat fragmentation.

A portion of the King County designated wildlife habitat network extends east to west through the southern portion of the Town Center subarea (see Figure 44 below). The construction of Skyline High School and the Sammamish City Hall, combined with increased road traffic on 228th Avenue SE, has altered the suitability of this corridor for use by wildlife. As part of this plan, the City proposes to realign this portion of the habitat network using the criteria developed by King County to map these networks. The new corridor, also shown on Figure 44, is composed mostly of natural vegetation and will link critical areas and their buffers, and will eventually link trails, parks, or open space planned as part of the Sammamish Town Center.

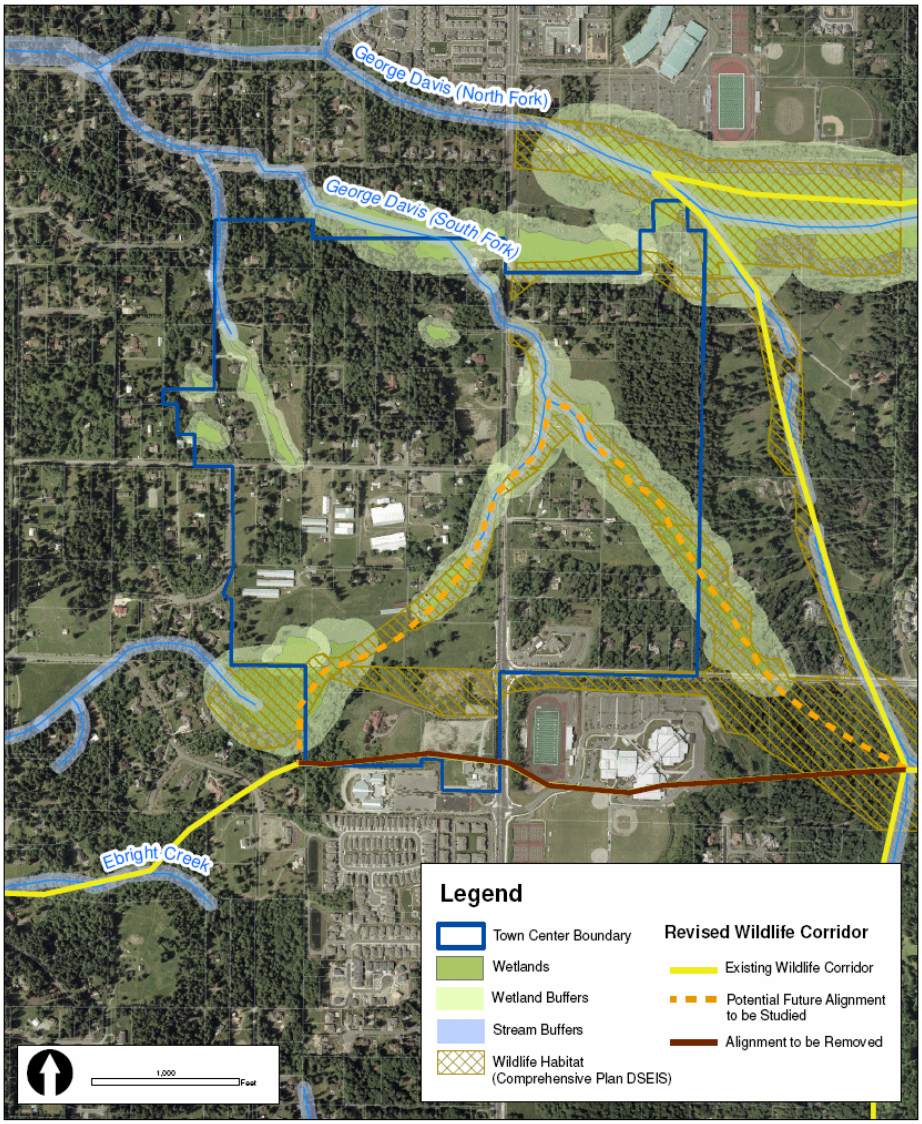


Figure 44. Natural systems of the Town Center.

With the expected growth in the Town Center area, it is inevitable that the ecological functions of the area will change. Some vegetation will be removed, resulting in loss of available wildlife habitat area. In addition, increased impervious surfaces will change hydrology patterns and could impact water quality in the watershed if proactive measures are not taken. Some proactive measures are already in place. For example, Sammamish storm water regulations currently call for Level 3 treatment, which requires measures to return storm water functions to those of forested conditions. In addition, the city's existing wetland and stream buffer requirements will continue to protect key vegetated habitat areas.

Additional targeted strategies, however, can be employed to ensure that the most valuable and intact areas outside of buffers are also preserved and enhanced. It will be important for the various recommended strategies to be mutually beneficial for a variety of ecological functions. The following section will discuss the key strategies to ensure that the ecological functions of the Town Center are maintained and that the natural systems remain intact.

Strategy

Water Quality Management

Development of the Town Center area will result in increased impervious surface areas. This will affect the natural hydrology of the area, with several potential environmental implications. Increased impervious surface area generally increases storm water runoff, which collects pollutants and increases in temperature as it flows across streets and parking lots and eventually flows into wetlands, streams, and creeks. Reduced on-site water absorption also causes larger peak flows, resulting in the flooding of streams and creeks and degradation of the aquatic habitat.

Figure 45. Successful aquatic resources management will require a combination of measures integrated by a comprehensive storm water management master plan.

A number of strategies are recommended to reduce the overall impact of increased urban densities on water quality in the Town Center area. In general, retaining existing vegetation and requiring the replacement of any lost vegetation will help absorb and manage storm water. This strategy will be discussed in detail in the **Vegetation, Habitat, and Wildlife Conservation** section.

The following key strategies can help address the potential water quality concerns due to increased impervious surfaces in the Town Center.

1. **Comprehensive Management.** In order to effectively manage the natural systems in the Town Center, the existing natural systems need to be fully understood. It is recommended that the City complete or update sub-basin studies of all the areas affecting the Town Center area and prepare a comprehensive storm water management plan.

Figure 46. SEAStreet vegetated bioretention swale. Seattle. WA.

2. **Wetland and Stream Enhancements.** The existing natural systems need to be enhanced to better handle peak flows. Existing wetlands and streams need to be protected from erosion and sediment flow with adequate buffers. Ebright Creek is particularly vulnerable to increased urban development, so a targeted restoration plan will be necessary to ensure protection of stream functions. According to the City of Sammamish Inglewood Basin Plan, George Davis Creek, with its surrounding alluvial soils, has the potential to absorb a great deal of storm water if gravely soils are not infiltrated by fine sediments from erosion. Vegetated corridors should also be maintained and enhanced to help absorb water and slow storm water flow. This strategy will be discussed further in the **Vegetation, Habitat, and Wildlife Conservation** section.

Figure 47. Grass pavers, Bainbridge Island, WA.

3. **Low-Impact Development (LID).** Incorporate preferred storm water management techniques throughout the area. These techniques will vary, depending on the type of land use and the type of underlying soils, but overall can be very effective in handling a certain percentage of storm water on site. The following techniques are recommended where appropriate:
   - Bioretention swales.
   - Bioretention cells (or rain gardens).
   - Green roofs.
   - Permeable paving.
   - Subdivision layouts to enhance storm water retention.
   - Sensitive roadway design.

Figure 48. Green roof, Chicago, IL.

LID techniques can be implemented through an LID ordinance, such as the one being considered for voluntary citywide application. The comprehensive storm water management planning should evaluate the potential contribution of LID techniques. The City should consider adopting Town Center LID regulations if the analysis determines such measures would significantly contribute to water quality and ecological performance of aquatic systems.

4. **Regional Treatment Systems.** A regional storm water management approach is also appropriate in this area. According to storm water planners and engineers, a regional system is one that treats storm water from two or more properties and often has the advantage of greater efficiency, control, and ease of maintenance. This involves a strategic, cooperative approach to planning storm water ponds, swales, and other engineered facilities throughout the Town Center to treat storm water runoff that is not absorbed through LID techniques or other natural approaches.

Figure 49. Example of regional storm water pond.

One specific element of a regional system that also incorporates LID techniques is installing a green spine or village green containing a system of bioretention swales, rain gardens, green roofs, and areas of retained native vegetation in the center of the mixed-use core of the Town Center. This area will significantly increase the vegetated cover in the mixed-use core while managing storm water runoff and defining the character of the Town Center.

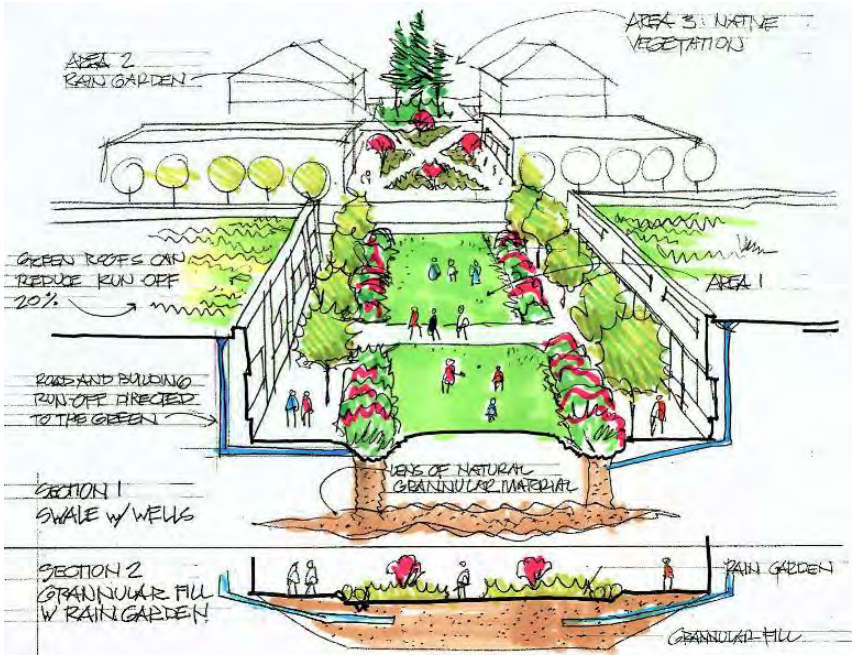


Figure 50. Rendering of envisioned village green that incorporates storm water management elements.

5. **Reduced Footprint per Dwelling.** Implicit in the Town Center development strategy is the objective of reducing the average building footprint per dwelling. This approach would act to both reduce the amount of land coverage and impervious surface and provide a greater amount of vegetated open space and opportunities for wildlife, which will, in turn, provide both regional and local ecological benefits. This can be accomplished through regulations that:
   - Limit the percentage of any lot that can be covered by impervious surface parking.
   - Require structured parking.
   - Encourage multi-level building types.

   The proposed design regulations are crafted to encourage efficient residential building types set within surrounding open spaces. This strategy will not only contribute to better storm water management, it will provide additional open space, increase housing choices, and provide better options for affordable housing.

   In Sammamish Town Center, good water quality management will require a combination of LID techniques, supportive land use regulations, sensitively designed infrastructure, and regional storm water treatment systems, tied together by an integrated storm water master management plan and supported by comprehensive analysis.

Figure 51. The plan emphasizes open space that incorporates storm water retention and retains large trees with multi-family development.

Vegetation, Habitat, and Wildlife Conservation

The strategies for vegetation and habitat enhancement are generally inter-related and, in many cases, help improve water quality and reduce storm water runoff as well. In order to minimize the environmental impact of the anticipated development in the Town Center area and maintain ecological functions, the basic strategy involves retaining as much existing vegetation as possible and enhancing vegetation in priority areas. Listed below are the primary actions toward this end.

1. **Maintain existing vegetated corridors and enhance and restore degraded corridors.** These corridors include wetland and creek buffers as well as designated wildlife corridors. Special emphasis should be placed on restoring the area surrounding Wetland 61 and Ebright Creek because these ecosystems are especially sensitive to urban development. The buffer surrounding George Davis Creek should also be enhanced and trails constructed. Such wetland/stream corridor/vegetation enhancements could be part of a mitigation bank or off-site mitigation program.

2. **Continue to enforce the city's existing tree retention strategy.** Retaining existing vegetation with new development will ensure that a certain percentage of large trees remain for canopy cover and wildlife habitat. Replacing removed vegetation as part of new development will also help to ensure that habitat is maintained.

Figure 52. Vegetated corridors leave intact the forest canopy and soils, which are especially valuable in protecting aquatic systems as well as wildlife habitat.

Figure 53. Tree retention at a park (top) and in a residential development on Bainbridge Island (bottom).

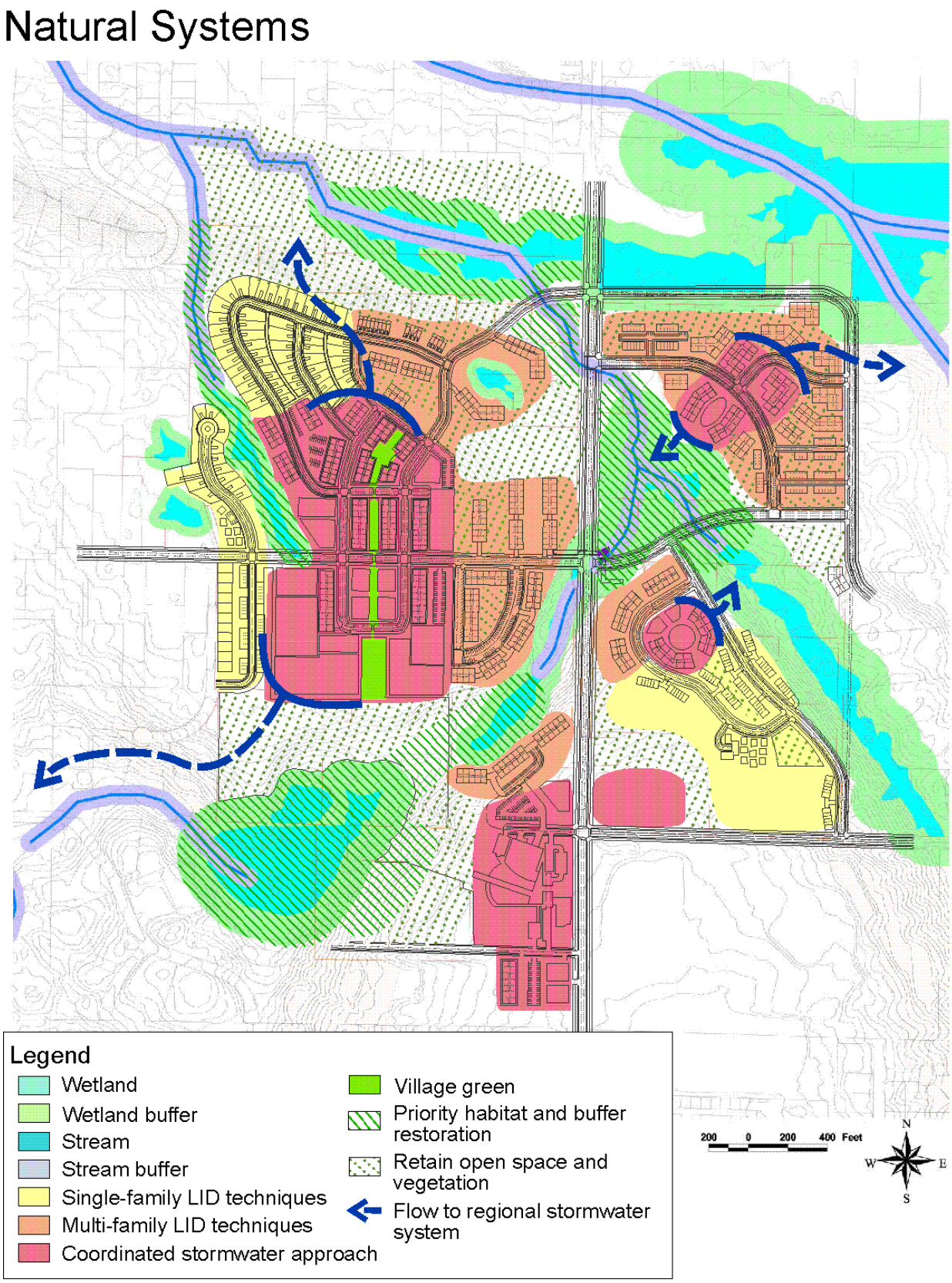


Figure 54. A conceptual diagram of the recommended Town Center natural systems strategies.

3. **Revise wildlife corridor designations.** The city's current wildlife corridor designations include an east-west route that is roughly located along the 8th Street SE alignment. This corridor should be realigned consistent with wetland and stream corridors (known preferred wildlife use areas). At the same time, corridors along Ebright Creek west of City Hall to George Davis Creek should be enhanced as noted in Strategy 1 above. See Figure 44 on page 65 for details.

4. **Create landscape standards for commercial and residential development that emphasize ecological function of landscaped areas.** This will help to ensure that the newly developed areas will have landscaping that contributes to wildlife habitat and other ecosystem functions. One possibility is to augment landscaping standards with a green area factor that allows developers flexibility with the type of landscaping incorporated into development, but ensures a standard of ecological function.

Goals and Policies

Goal NS-1: Incorporate exemplary environmental stewardship in the Town Center to the extent that it is a model for the region.

NS-1.1 Planning and development in the Town Center should take special note of sensitive drainage basin issues for Ebright Creek and George Davis Creek.

NS-1.2 Innovative environmental management techniques should be employed where appropriate.

NS-1.3 Regional storm water management systems should be designed and constructed as part of the master planning and development of mixed-use nodes.

NS-1.4 Opportunities for environmental education should be explored.

NS-1.5 The City should acknowledge that the Town Center is the single best opportunity to create district-scale environmentally responsive development.

Goal NS-2: Employ a variety of environmental management and low-impact development measures to improve ecological functions, such as the protection of surface and ground water quality and habitat.

NS-2.1 The City should encourage green building techniques, low-impact development techniques, and other mechanisms to minimize environmental impacts.

NS-2.2 Design guidelines and other development regulations should emphasize native vegetation protection and enhancement.

NS-2.3 A program of environmental monitoring and adaptive management should be established for the Town Center.

NS-2.4 "Green building" practices should be encouraged through incentives, where appropriate.

Goal NS-3: Incorporate wetlands, critical areas, open spaces, special habitats, and wooded slopes as public amenities as well as protect them as environmental resources.

NS-3.1 New development should be focused away from natural resources and critical areas with adequate mitigation.

NS-3.2 The City should acquire easements and/or land area for key portions of wetlands, wetland buffers, and other ecologically valuable and undevelopable lands for the purposes of environmental enhancement, appropriate construction of trails, and consistent long-term stewardship.

Recommended Implementation Actions

1. **Develop a storm water management plan.** Conduct a full analysis of Ebright and George Davis Creek sub-basins and prepare a storm water management plan. The existing Inglewood Basin Plan could be updated to include more detailed information about George Davis Creek.
2. **Explore a "Green Infrastructure" Plan.** The City should explore developing a "Green Infrastructure" Plan for the Town Center that would provide a mechanism to create open space and better protect natural resources.
3. **Require regional storm water facilities in mixed-use nodes.** Regional storm water facilities should be a required part of mixed-use Town Center master plans.
4. **Emphasize ecological functions in design guidelines.** Update landscape standards for the Town Center to emphasize ecological functions. Continue to implement the Critical Area Ordinance (No. 02005-193) and the Tree Retention Ordinance (No. 02005-175).
5. **Evaluate the feasibility of a "green spine" open space.** As part of the storm water management plans, evaluate the feasibility of a green spine open space to treat storm water. If feasible, take public action to construct the facility. For example, the City might purchase the land and construct the improvements. The adjacent property owners could then reimburse the City when the land is developed or institute a local improvement district to help fund the facility.
6. **Establish roadway design standards that minimize runoff.** Roadway design standards for the Town Center should minimize runoff.
7. **Revise the locations of designated wildlife corridors.** Designated wildlife corridors should be redefined to encompass areas that actually accommodate wildlife movement.

Note: See also Recommended Action 6 in the **Open Space, Trails, and Public Facilities** element calling for City acquisition of easements and/or land area within critical areas (wetlands, buffers, and vegetated wildlife corridors) for trail development, ecological enhancement, and consistent long-term stewardship.

Design

Objectives

Figure 55. The Vision Statement emphasizes clustered development, protection of wetlands, a connected trail system, and a variety of housing types.

The Council's Town Center vision includes several design-related elements that bear directly on the Town Center's visual character, amenities, and design quality. These include elements at several scales.

Looking at the Town Center overall, the Vision Statement describes the center as:

- "A unique sense of place to live, work, learn, create and play."
- "A central gathering place that increases social interaction [with] functions, open spaces and facilities that bring people together."
- "Reflecting and incorporating the increasingly rich mixture of cultures."

Elements in the realm of public spaces and districts include:

- "A hierarchy of public spaces."
- "Public parks and open spaces being developed as part of the Sammamish Commons."
- "Well-designed mixed-use development compatible with surrounding neighborhoods."

Finally, the desired quality at the human scale is characterized by:

- "A variety of housing."
- "Accessible sidewalks, trails and pathways that make the Town Center 'environmentally workable.'"
- "Natural resources, view corridors and sensitive site characteristics that are incorporated as amenities."
- "New buildings and structures that, while urban in their function, reflect a 'Northwest character,' human scale, and welcoming aspect."

The **Design** element of this plan focuses on achieving Vision Statement goals by augmenting and integrating the other plan elements through a combination of zoning standards, master planning processes and guidelines, and public improvements.

Conditions, Challenges, and Opportunities

The Town Center site provides a great deal of physical amenities on which to build a "green heart" for the City of Sammamish. The Sammamish Commons Civic Park, an ample public park at the center of the site, is a resource that is unique within the region and an excellent setting for public buildings as well as activities. The rolling hills of the site's upper plateau topography offer attractive (although, in some cases, challenging) building sites deserving of creative architectural design. And, the wooded ravines and stream banks, because they are protected from development, will continue to frame and connect the Town Center with ribbons of greenery.

Figure 56. The Town Center's rolling hills and tall stands of trees offer both challenges and opportunities for development.

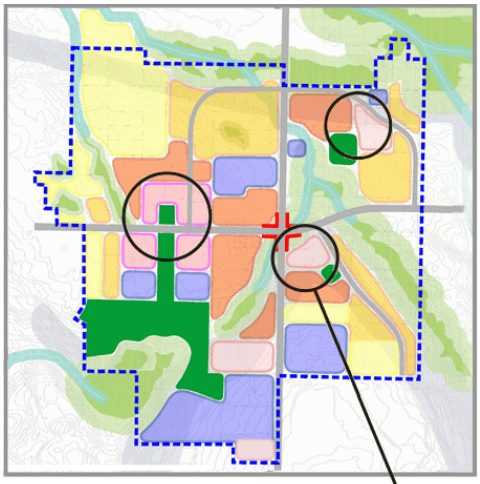
The City Hall, public library, and, perhaps, other civic-oriented facilities anchor the south end of the Commons, while the relatively flat area north of the Commons provides the most likely opportunity for other civic and higher-intensity uses. The site's edges are largely wooded, with development constraints such as wetlands and steep slopes, except on the western and southern periphery, where existing single-family residences mean that new development must be sensitive to current development.

Strategy

Directing Development

Because the vision for the Town Center encompasses design objectives at the center, district, and human scales, the design strategy for creating an attractive, vibrant heart for the city includes design measures to address all three levels. This Town Center Plan establishes the structural framework and large-scale design elements and identifies the general location and character of the mixed-use nodes, public facilities, parks and open space, greenbelts, streets, and trails.

Yet, there is much flexibility in the configuration, mix of uses, circulation patterns, parking facilities, and open space design of the individual nodes. These elements will be determined during the master planning of each node.



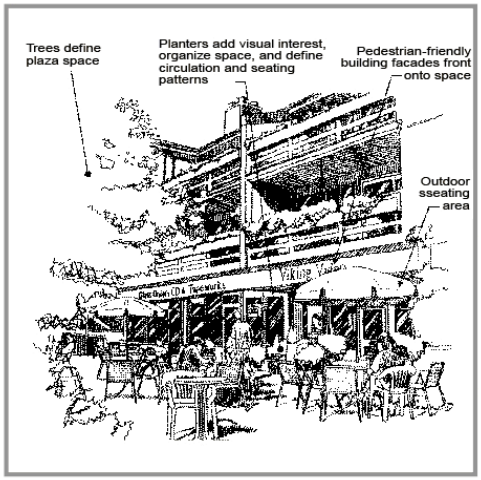
Town Center Plan organizes the principal elements into a unified whole

Town Center Plan

Master plans define configuration, uses, circulation and character of mixed-use zones

Mixed-use node master plans

Design guidelines address individual sites and buildings



Design guidelines

Figure 57. Design quality will be achieved in the Town Center through an integrated system of subarea planning, mixed-use node master planning, and design guidelines.

When a critical mass of property owners desire to develop a node, they will either jointly prepare a master plan delineating circulation routes, open spaces and amenities, the type and character of development, parking and storm water management facilities, and trails or, alternatively, they could petition the City to initiate the master planning process. Either way, the larger issues will be addressed in a development agreement with some form of binding site plan that will direct development.

Figure 58. Mill Creek developed its Town Center through a cooperative master planning process.

Even with such a master plan in place, there will be a good deal of flexibility regarding how individual property owners develop their properties, and property owners outside the mixed-use nodes will not be subject to the master plan requirement. Therefore, the City will adopt a set of design guidelines to ensure the quality of the site layout, buildings, landscaping, and other features being proposed. The guidelines will also include general principles to guide the master planning process. Together, the plan framework, the master planning process, and the design guidelines will direct new development to achieve the Town Center's design vision while allowing the freedom for innovative thinking and adaptation to emerging opportunities.

Infrastructure Design

The design quality of streets, utilities, and public facilities contributes greatly to a community's identity. The **Transportation** section outlines a system of roadway sections that include landscaping and streetscape elements to create an attractive network. Traveling around the Town Center on foot, bicycle, or vehicle will be a pleasant experience, with many curvilinear streets following the natural topography, territorial views and distant vistas, composed plantings of street trees, and attractive adjacent development.

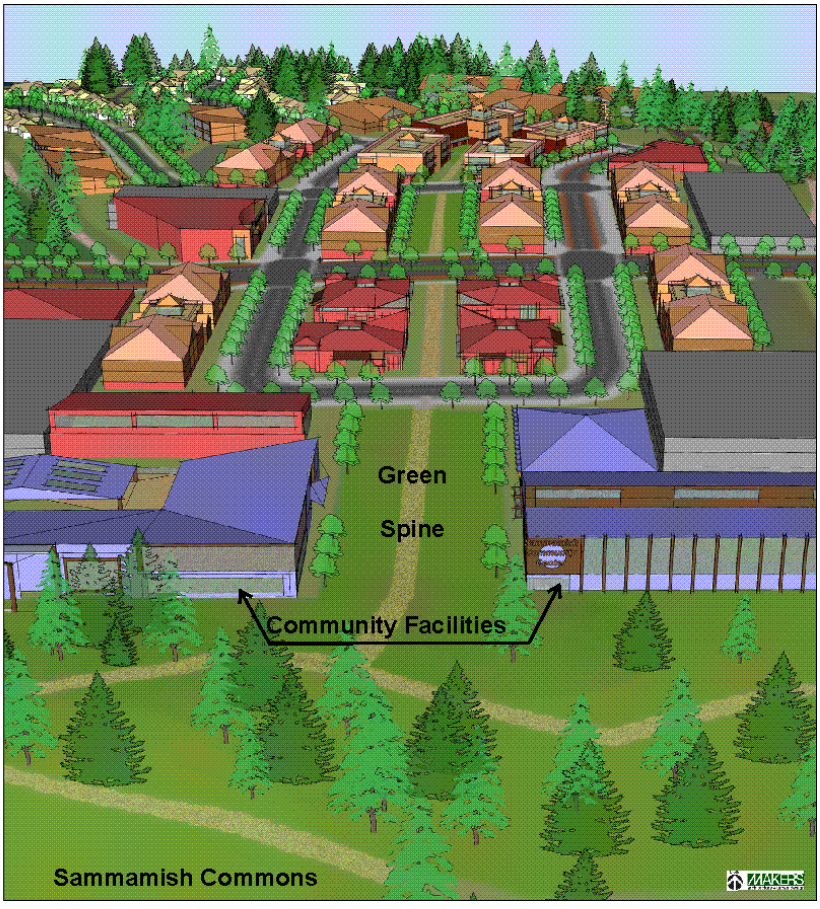
Figure 59. The design of 228th Avenue SE sets a precedent for excellent streetscape design.

It will be important to consider the sequential experience of travel when designing along the street. For example, the design of improvements on SE 4th Street should include street trees that frame the view to the west while allowing visibility north and south into the mixed-use nodes and partially screening the residential areas east and west of the nodes. This suggests that a composed sequence of different tree types might be employed at different sections rather than a uniform planting of a single species.

Other infrastructure, such as utilities and storm water ponds, should also be designed to support the overall vision for a high-quality civic identity. Transmission lines should be undergrounded, signal controller cabinets located in less prominent locations, service areas, maintenance yards, and utility equipment screened, and storm water facilities attractively landscaped.

Public buildings are also important in establishing a sense of design excellence. Sammamish's City Hall sets an exemplary precedent that other facilities should follow. Its characteristics include:

- Orientation toward its site, taking advantage of views, open spaces, and traffic patterns.
- Asymmetric composition of forms.
- Inviting entry.
- Mix of materials, with an emphasis on warm colors and natural textures.
- Contemporary, but not hard-edged or industrial in style.



Public buildings situated around the Commons should feature entries, windows, and, where appropriate, outdoor activities, seating areas, and concessions to provide the Commons with active edges, encouraging human activities.

Figure 60. Community facilities around the Commons will help to activate the space (view looking north from the Commons).

Design Character

During the charrette work sessions and public presentations conducted during this plan's development, participants generally preferred buildings with traditional forms and natural materials. However, panelists at the Design Forum held in July 2007 at City Hall unanimously recommenced against restricting buildings to a single style, noting that such restrictions can stifle creativity and lead to a homogeneous, "cookie-cutter" town center. At the same time, the use of a historic theme seems inappropriate to a contemporary, dynamic community. Therefore, while the guidelines direct buildings to exhibit a human scale, fine detailing, and inviting appearance, no particular style is recommended. As the Town Center develops, it may be that a characteristic style that features a mix of contemporary and Northwest-inspired elements, with some natural materials and a strong relationship to the natural setting, develops naturally.

Goals and Policies

Figure 61. Conceptual development example for the northeast quadrant. Note the design features to reduce the architectural scale of the buildings and how the buildings are integrated with the surrounding open space and trail system.

Goal D-1: Create a "sense of place" reflected in building forms, development patterns, and the public realm.

D-1.1 The City should establish a master planning process for mixed-use nodes in the Town Center, with principles to direct development in those nodes.

D-1.2 The City should adopt development standards and design guidelines for the Town Center consistent with this plan addressing the following:

- Providing for a hierarchy of open spaces throughout the Town Center.
- Promoting a variety of housing types.
- Providing an attractive and connected system of sidewalks, trails, and pathways through out the Town Center.
- Emphasizing landscaping as a prominent design element of development.
- Emphasizing human scale, fine detailing, quality building materials, and an inviting appearance in new buildings.
- Orienting development to adjacent streets and public open spaces by providing inviting entries and transparent windows facing the street/public open space.
- Restricting the amount of surface parking permitted for all development types.
- Promoting convenient vehicular circulation without negatively impacting the pedestrian environment and visual character of the area.
- Providing for appropriate transitions between dissimilar uses and intensities.
- Emphasizing design techniques that enhance personal safety.
- Locating and designing service elements and mechanical equipment to minimize impacts to the visual environment and surrounding uses.

D-1.3 Landscaping and natural elements should play a prominent role in the Town Center's overall design character, and landscape design should be an important part of public facilities, streets, and private development.

D-1.4 Aesthetics should be an important design criterion in the design of public infrastructure, including streets, utilities, and public facilities.

D-1.5 In the design of streets, consider the sequential visual experience of motorists, cyclists, and pedestrians traveling along the street.

D-1.6 Foster design excellence by seeking a higher standard in the design and construction quality of civic buildings.

D-1.7 Provide for a design review process through which community members, developers, architects, and City staff can work together to ensure that new development contributes positively to the Town Center.

Goal D-2: Take maximum advantage of natural assets, such as topography, vegetation, and views.

D-2.1 Building forms and layouts should take advantage of views.

D-2.2 Public art and places for cultural events should be created.

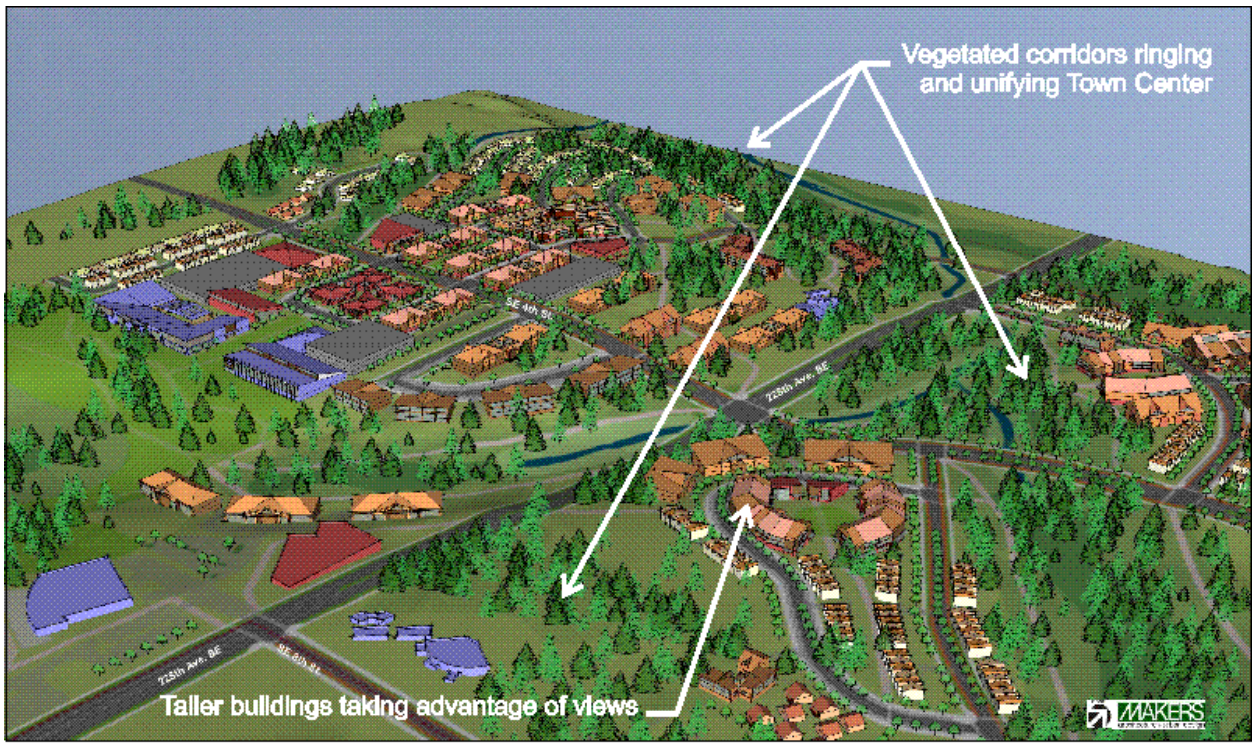


Figure 62. The Town Center's rolling topography and natural setting will be a dominant aspect of its visual character (view looking northwest).

Recommended Implementation Actions

1. **Adopt development standards, design guidelines, and a design review process.** Together, design guidelines and a design review process will guide the development in the Town Center.

2. **Develop roadway standards with streetscape elements.** Streets in the Town Center should be attractive to travel and an optimal settings for new development.

Housing

Housing choices and increased affordability are essential components of the City's vision for the Town Center. Sammamish is currently one of the least affordable cities in King County, in terms of housing cost, and it contains one of the lowest ratios of multi-family housing to single-family housing in the county. Consistent with trends throughout the region and nation, there is strong interest in providing opportunities for people to live in the Town Center, where they can be within walking distance of shops, restaurants, parks, and other amenities. Ultimately, the desired amount, mix, and configuration of housing in the Town Center will be shaped by the community's environmental, vehicular circulation, economic, social, and community character goals and challenges.

Figure 63. Over 90 percent of housing units in Sammamish are detached single-family houses.

Conditions, Challenges, and Opportunities

Sammamish's housing stock is relatively young, suburban, expensive, and predominately single family. The latest U.S. Census (2000) estimated that over 90 percent of housing units are detached single-family housing. This compares to about 40 percent for other parts of East King County. Housing ownership is also much higher in Sammamish (90 percent) than in King County (60 percent) or East King County (66 percent). Single-family home prices in Sammamish are also well above average home prices in King County (approximately $625,000 compared to approximately $475,000 countywide). Condominiums in Sammamish provide a relatively affordable form of ownership housing (2006 average cost, $257,000) but still require incomes close to the County median income and are only a small portion of the overall housing stock.

Figure 64. Higher land costs can make underground parking more viable financially, providing the opportunity for increased density and freeing more area for open space.

There are a number of factors affecting the diversity and cost of housing in both the city and the Town Center:

- High land costs. Land is becoming increasingly expensive in the city and in the region. The average home price in Sammamish is now well beyond the means of most county residents in terms of income levels and monthly payments. While the high land cost creates an immense challenge for providing affordable

housing, it's a strong incentive for increasing the intensity and diversity of housing types.

- Environmental constraints. Approximately one-half of the Town Center's acreage is not useable for housing construction due to wetlands and subsequent environmental restrictions. Steep topography also provides a considerable constraint on housing development. However, these factors are also opportunities, as these attributes will tend to be amenities to residents of the area. The nature of these constraints tends to support clustered housing techniques whereby the less constrained lands support a higher intensity of development—and possibly a greater diversity of housing types. These environmental concerns also tended to make multi-family housing types more acceptable than single-family uses due to their smaller footprint on the land where structured parking can feasibly be provided.

Figure 65. Cottage housing is a desirable housing type at the perimeter of the Town Center as it is compatible with adjacent single-family uses.

- Community character. Since Sammamish has been developed as a predominately low-density suburb, there are naturally concerns that more intensive multi-family development will change the character of the community. The stark contrast between the current character of the Town Center's properties and images of the higher intensity mixed-use development envisioned for the core area can be difficult for long-time residents to imagine. The community character issue is particularly important on the edges of the Town Center, where it is adjacent to single-family neighborhoods. Greater residential development intensities are more acceptable in the core mixed-use areas away from the Town Center boundaries.
- Traffic congestion. Sammamish's limited citywide roadway network and public transit options, combined with increasing traffic congestion, have often created arguments in favor of limiting new residential development. These concerns include congestion to new and existing roads within the Town Center and increasing difficulties for Sammamish residents in getting on and off the plateau. On the other hand, considering the city's deficiency in retail uses, the concentration of housing in a mixed-use configuration offers an opportunity to reduce the need for vehicular trips off the plateau.

- Property ownership configuration. The numerous and relatively small property ownerships present a challenge to coordinated residential development in the Town Center. The need to cost effectively provide necessary infrastructure, however, provides a strong incentive for property owners wishing to develop to coordinate with nearby property owners. Coordinated development usually provides greater opportunities for a higher intensity of development and, subsequently, a greater profit for current property owners. Care needs to be taken in how these developments are coordinated and phased, how the infrastructure is connected, and how the new development transitions to adjacent properties.

- Changing demographics and urban interests. While Sammamish's population is relatively young and the average household size is large (3.0 compared to a county average of 2.4 per the 2000 Census), there is strong interest in providing for a greater diversity of housing types from a multitude of viewpoints:
  - *Downsizing empty nesters.* Sammamish will see an increasing number of empty nester residents. Regional trends show that empty nesters are increasingly interested in downsizing to dwelling units in locations that are close to restaurants, parks, and amenities and without the large yard to maintain.
  - *Opportunities for youths to stay in Sammamish.* Given the housing prices, few of the students now in Sammamish will be able to afford a place of their own in the city once they leave their parents' house. Besides, young adults are increasingly favoring higher density/higher amenity environments over traditional suburban environments.
  - *Sammamish workers.* Many people who work in Sammamish would like to live in Sammamish but cannot afford to, including teachers, firemen and police.

  The Town Center may provide an opportunity for a wider variety of current and future residents than the current housing stock.

Figure 66. Empty nesters and young adults are increasingly looking for housing within walking distance of restaurants, shopping areas, and other urban amenities.

Strategy

Amount, Type, and Configuration of Housing

The Town Center Plan calls for up to 2,000 dwelling units and includes a mixture of multi-family units in mixed-use and stand-alone structures, townhouses, cottages, and detached single-family dwellings. The most intensive housing densities are planned for the four mixed-use nodes (in the western, northeast, and southeast quadrants).

The **Land Use** section of Chapter IV describes the regulatory concept for the Town Center, which addresses development density, height limits, impervious areas, and building footprint, among other issues. The regulatory concept emphases master planning for the mixed-use core areas and strongly encourages transfers of development rights from the Town Center's fringe areas to the mixed-use areas and other sites intended for multi-family uses.

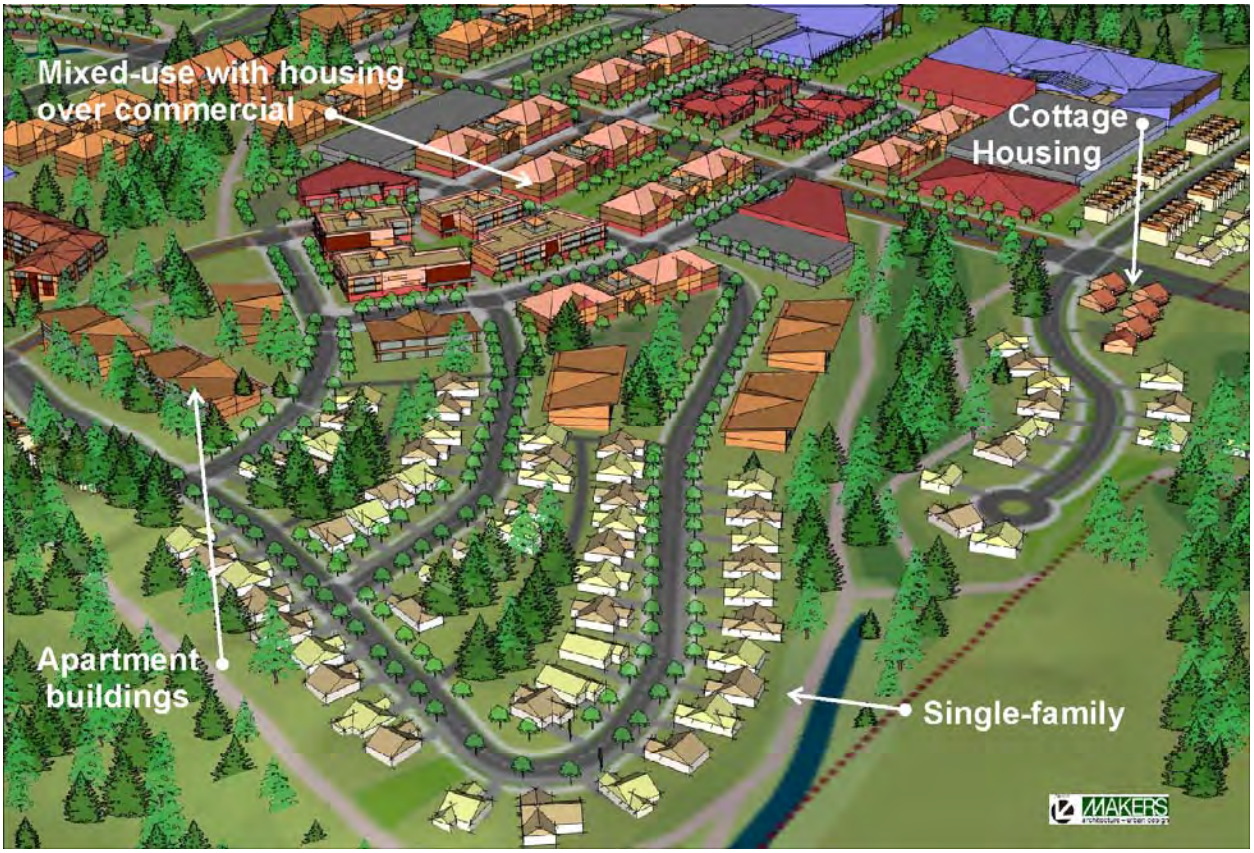


Figure 67. Example configuration of housing in the western quadrants of the Town Center (view looking southeast at the western quadrants of the Town Center).

The **Land Use**, **Circulation**, **Open Space, Trails, and Public Facilities**, **Natural Systems**, and **Design** elements of Chapter IV all describe the environmental and development context in which the desired mix of housing types will be built. The mixed-use areas will be compact in form, with pedestrian-oriented streets and spaces and buildings up to six floors. Surrounding the mixed-use areas will be "residential focus" areas with a variety of multi-family dwelling units emphasizing relatively small building footprints with surrounding open space and trails. Lower intensity areas around the fringe of the Town Center will largely be detached single-family and cottage housing types that will blend well with the adjacent single-family neighborhoods. All areas will be linked with a connected street and trail system.

Design standards and guidelines will promote design techniques that enhance pedestrian access, de-emphasize vehicular access, provide for attractive and safe open space, reduce the perceived scale of buildings, enhance neighborhood character, and promote environment-friendly design.

Affordable Housing

Due to the limited stock of land within the city zoned and available for residential development, actions taken by the City to create development capacity in Town Center, and the demonstrated need for affordable housing in the city, new residential development within the Town Center will need to provide a portion of housing affordable to low- or moderate-income residents.

Figure 68. The design of affordable housing should be comparable to that of market rate housing.

The Town Center Plan also calls for land use regulations that help implement the adopted Comprehensive Plan Housing element goals to provide a diversity of housing types and densities in order to accommodate housing alternatives that meet changing population needs and preferences (Goal HG-3) and to support opportunities to develop housing in the city and region to meet the needs of all economic segments of the community (Goal HG-6).

These actions will help to address the shortage of housing in the city for persons of low and moderate income, including local employees; to promote development of housing that may not otherwise be built in the city; to preserve opportunities for affordable housing as the city

continues to grow; and to create a successful pedestrian-oriented community.

Based on the range of housing needs in the community and input at a community forum in June 2007, affordable housing should be provided in a variety of forms, serving various income levels, and be integrated with other uses in the Town Center.

Goals and Policies

Housing Amount, Type, and Location

Goal H-1: Accommodate a meaningful portion of Sammamish's reasonably anticipated population and employment growth within the Town Center, consistent with the Washington's Growth Management Act and regional goals.

H-1.1 Adopt development regulations that allow for up to 2,000 dwelling units in the Town Center.

Goal H-2: Provide sufficient housing to support the community's goal for a pedestrian-friendly mixed-use center for Sammamish.

H-2.1 Adopt development regulations that encourage more intensive residential development in the mixed-use areas of the Town Center.

Figure 69. Encourage quality housing that is sensitive to the desired character for each neighborhood.

Goal H-3: Provide for a variety of housing choices, including multi-family buildings, townhouses, and cottages.

H-3.1 Adopt development regulations that emphasize the "wedding cake" approach by providing for multi-family uses in the mixed-use areas, a combination of multi-family and townhouses in the residential focus areas, and single-family homes and cottage housing in the low-intensity residential areas.

H-3.2 Provide regulatory incentives to develop cottage housing as an alternative to standard detached single-family homes.

Housing Design

Goal H-4: Encourage quality housing design that is sensitive to the desired character for each neighborhood or area with the Town Center.

H-4.1 Adopt strong design guidelines that, through an efficient review process, will ensure that public objectives for building design, open space, environmental quality, trails, access, and walkability are achieved.

Affordable Housing

Goal H-5: Provide for housing for persons of low and moderate income, including local employees, as a vital component to creating a successful pedestrian-oriented community.

H-5.1 Adopt development regulations that require all new housing developments in the Town Center to include or otherwise provide a minimum of 10 percent of housing affordable to low- and moderate-income households (as defined in the **Housing** element).

H-5.2 Provide density, economic, or other regulatory incentives that encourage developments to include more than the minimum amount of required affordable housing in the Town Center (up to 20 percent of housing affordable to low- and moderate-income households).

H-5.3 Long-term affordability, and other requirements of affordable units, shall be secured through a recorded agreement with the City.

H-5.4 Regulations shall have provisions that allow satisfying all or part of the affordable housing requirements with alternative compliance methods proposed by the applicant, provided such method achieves a result equal to or better than providing affordable housing on-site and meets the intent of this Affordable Housing section.

H-5.5 Affordable dwelling units shall meet Town Center design guidelines and be comparable to the exterior appearance of nearby market-rate dwellings.

Goal H-6: Provide affordable housing in a variety of forms, serving various income levels, and integrated into all of the housing types projected for the Town Center.

H-6.1 Affordable dwelling units shall be of similar tenure and mix as to what the market is providing.

Recommended Implementation Actions

1. **Adopt land use regulations that accommodate desired residential development**. This includes up to 2,000 dwelling units, emphasizing multi-family units in the mixed-use areas (up to six stories in the Core Mixed-Use area and up to five stories in other mixed-use areas), apartments and townhouses up to five floors in the residential focus area, and single-family and cottage housing uses in the low-intensity areas.

2. **Adopt design guidelines and a design review process.** Together, design guidelines and a design review process will guide residential development in the Town Center consistent with the vision, goals, and policies.

3. **Adopt development regulations requiring all residential developments to provide housing affordable to persons of low and moderate income.** Specifically, each development shall include or otherwise provide an amount of housing equal to 10 percent of the units in new housing developments that is affordable to persons of low or moderate income levels. The specific affordability levels will be established in the development regulations and may include different affordability thresholds for rental and ownership housing.

4. **Adopt development regulations encouraging affordable housing above and beyond the minimum 10 percent requirements.** The development regulations will include additional incentives for development that provides more than the minimum required affordability. One incentive will be density incentives for providing additional

affordable housing. (For example, allowing two additional units for each affordable dwelling unit provided beyond the minimum required 10 percent affordable housing requirement up to a maximum of 20 percent of the total allowable dwelling units.) The specific affordability levels will be defined in the development regulations and will be reviewed on a regular basis to ensure appropriate public benefit is being achieved relative to the incentives provided by the City.

5. **Adopt development regulations that allow affordable dwelling units to be provided off-site, provided they are still within the Town Center boundaries.** Applicants can submit to the City, for the City's consideration and approval, a specific proposal to meet the affordable housing requirement off-site. The proposal must describe a specific location, type, and amount of affordable housing and how and when it will be developed. The proposal must achieve a result equal to or better than providing affordable housing on-site. The off-site location for the affordable housing units shall not lead to an undue concentration of affordable housing within the Town Center. Proposals for off-site affordable housing must be submitted to the City simultaneously with or prior to any proposals for housing for the subject property. Any proposal for providing off-site affordable housing must also address the timing for providing the off-site housing, which, unless otherwise approved by the City, shall be built simultaneously with or prior to the construction of housing for the subject property.

6. **Require a recorded agreement ensuring sustained affordability for required affordable housing units.** Prior to issuing a building permit, an agreement in a form acceptable to the City that addresses price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the affordable housing units shall be recorded with King County Department of Records and Elections. For projects approved for off-site affordable housing, there will be a recorded agreement on both the "sending" property and the "receiving" property. The covenant on the sending site will be released once the affordable housing is completed on the receiving property.

7. **Explore provisions for a Transfer of Development Rights program allowing density transfers from Sammamish properties outside of the Town Center to sites within the Town Center.** Such transfers would allow development in the Town Center to exceed the allotted density, since they would be reducing residential density in other parts of the city.

8. **Explore the adoption of other incentives, such as a Short-Term Multi-Family Tax Abatement program, for the Town Center as a way to encourage affordable housing.**

Capital Facilities and Utilities

The development of the Sammamish Town Center will require substantial capital improvements. This section describes capital facilities, including roads, utilities and parks and recreation facilities necessary to support the proposed land uses described in this plan. A fundamental purpose of the following discussion is to identify the public costs and means of funding the proposed improvements. In accordance with the Growth Management Act, RCW 36.70A.070 outlining the mandatory elements of a comprehensive plan, this section includes:

- An inventory of existing facilities;
- An assessment of future facility needs;
- Proposed locations and capacities of expanded or new capital facilities;
- A minimum six-year financing plan, along with a note regarding private capital investment; and
- Policies which include a provision for re-evaluating land use element policies if the funding for capital improvements does not meet existing needs.

Inventory of Existing Facilities

Transportation Facilities

The existing transportation facilities in the Town Center are identified in Section 7.1 of the Town Center Draft Environmental Impact Statement dated January 31, 2007 (DEIS). A discussion of transportation systems throughout the city is in Chapter V of the city, Comprehensive Plan, dated Sept 16, 2003. As noted in the Transportation section, the street grid is incomplete and sidewalks are provided only on a few of the major streets; most noticeably on 228th Ave SE which has been recently reconstructed with a median, sidewalks and landscaping.

Utilities

Existing utility services are described in Section 9.1.2 of the Town Center DEIS. Water and Sewer service is provided by the Sammamish Plateau Water and Sewer District. Puget Sound Energy (PSE) provides electricity and natural gas. Solid waste collection and disposal is provided by Rabanco Companies.

The existing parks and recreation facilities in the Town Center are identified in Section 9.1.1.4 of the Town Center DEIS. The approximately 30 acre Sammamish Commons is the only city owned park in the Town Center. The commons has been designed to be the central park /hub of the Sammamish parks system. The parks upper 10 acres includes City Hall and a civic plaza. The lower 20 acres, with its wetlands and sloping terrain, is more suited for passive activities.

Future Needs

Transportation and Parks

The transportation and Parks facilities needs are identified in preceding sections in this chapter. The recommendations in the plan are intended to fulfill those needs and meet the City's level of service (LOS) targets (See discussion below).

Utilities

The two attached figures depict the existing and anticipated future water and sewer facilities within the Town Center Area. The new facilities will augment existing facilities to provide water and sewer service for the proposed land uses within the Town Center area.

The future facilities shown on the Water and Sewer Figures are conceptual in nature, based on the Town Center layout currently shown in the figures background, and include replacement of certain existing water mains.

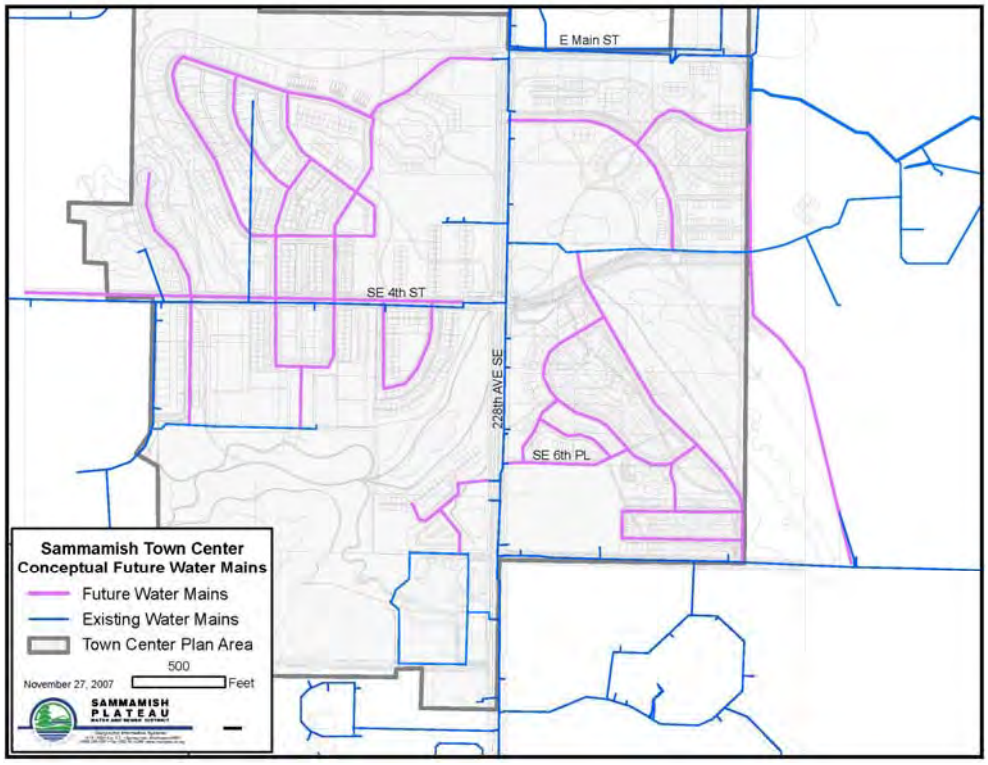


Figure 70. Conceptual future Town Center water mains.

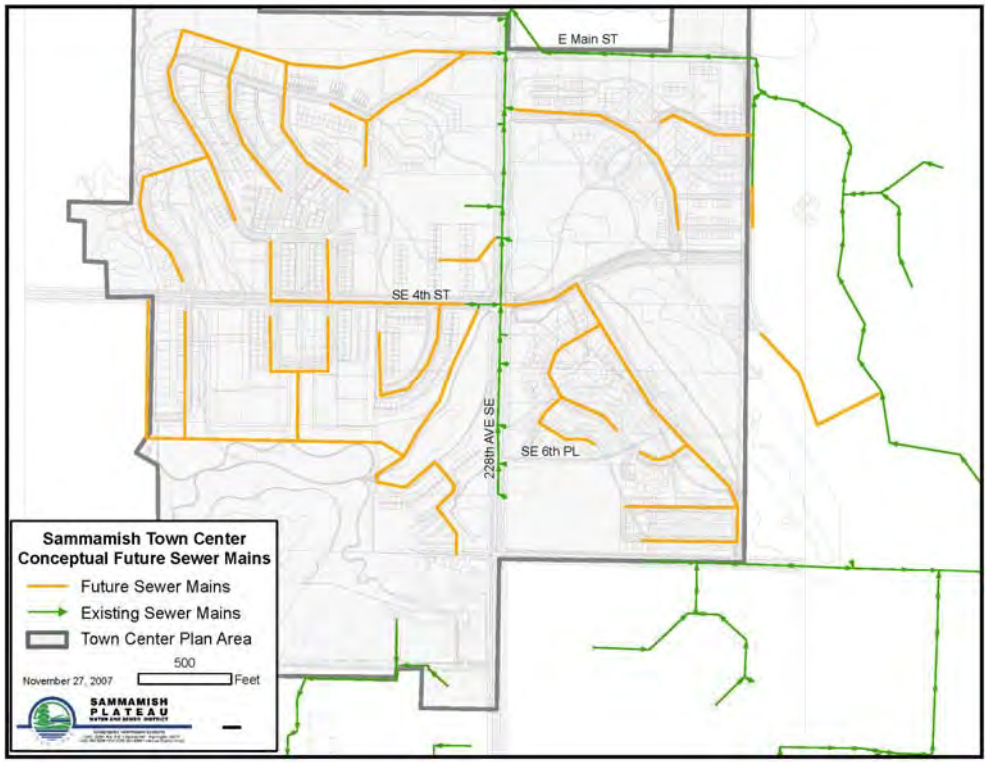


Figure 71. Conceptual future Town Center sewer mains.

General Water and Sewer Facility Considerations

It is anticipated that the water and sewer infrastructure within the proposed roads will cost approximately $20 million (2007 dollars) – approximately $8 million and $12 million west and east of 228th Avenue SE, respectively.

The District will collect connection charges for the provision of water and sewer service and facility improvements to new developments in the Town Center area. The costs for District installed facilities (see Processes section following) may be recouped through collection of Local Facility Charges (LFCs) for 8-inch diameter water and sewer mains or Special LFCs for the larger mains required to serve non-single-family developments.

The construction of the water and sewer facilities will need to consider that the Town Center will be built in phases. Unless the specific needs for water and sewer service are considered in determining the order of phased construction, offsite water and sewer improvements may be required to provide service.

Processes to Install Water and Sewer Facilities

In situations where the City capital public works projects are used to construct new roads or other access routes, the District expects to participate in and construct the new water and sewer facilities as a District Capital Improvement Project.

For situations where the roads or access routes are being constructed by a private developer, the developer would be required to install the new water and sewer facilities under a Developer Extension Agreement with the District. The developer is responsible for paying for the design, permitting and installation of the water and sewer facilities. If the facilities installed by the developer have the potential to provide direct service to other properties, the developer may enter into a Reimbursement Agreement with the District. This agreement allows reimbursement from those properties for a period of 15 years, when they connect to the developer-constructed water/sewer facilities.

Water Facility Design Considerations

Water mains are normally located in roads and other access routes.

Additional water mains may be required, depending on the layout of the buildings and appurtenance requirements for water service connections, irrigation, and fire protection.

Water mains shall be looped wherever possible to improve reliability, fire protection, and water quality.

The size of the water mains required is determined in part by the development type. In general, single-family developments may be served by 8-inch diameter water mains, while all other types of development (commercial, multi-family, including townhomes, public/institutional, etc.) may be served by 12-inch diameter water mains.

Existing Water Mains to Be Replaced

The existing 8-inch water main on SE 4th Street will need to be replaced with a 12-inch water main from 220th Avenue SE eastward to the end of an existing 12-inch water main, west of the intersection with 228th Avenue SE.

The existing 2-inch water main on 224th Avenue SE will need to be replaced with a network of 12-inch water mains to serve the commercial/mixed-use/multi-family area in the northwest quadrant of the Town Center.

Some water mains on the east side of 228th Avenue SE may be 16-inch diameter and function as part of the District's transmission system as well as being part of the water distribution system.

Sewer Facility Design Considerations

All proposed development should be served with gravity sewer service. Providing gravity sewer service may require that sewers be located on the downhill side of some buildings, particularly in the northwest portion of the Town Center area.

Sewers should be located within roadways or other access routes. Vehicular access must be provided to all manholes for maintenance, with either drive-through provisions or defined turnaround areas for large tractor trucks.

Space should be provided between buildings to route sewers to the main collection sewers.

The new sewer mains within the Town Center area will be 8-inch to 12-inch diameter.

Level of Service (LOS) Standards

This plan adopts the existing policies and LOS standards contained in the City of Sammamish Comprehensive Plan. Goal CF 3 addresses the following: "Provide adequate public facilities concurrent with the impact of new development." The policy that supports this goal states, "The City should ensure public facilities and services are provided concurrent with the impact of new development or redevelopment, including storm water, roads, and local parks. Require that non-City public facilities are provided concurrent with the impact of new development or redevelopment, including water and wastewater. Consistent with the GMA, road improvements may be provided at the time of or within six years of development."

Proposed New and Expanded Facilities

Table 1 summarizes future City of Sammamish capital projects, not including other jurisdictions' public investments (essentially utilities), and private sector investment in infrastructure for development As noted above and in the Transportation section, the development of the Town Center will require capital investment within the planning area and may also require capital facilities investment beyond the Town Center boundaries. City public investment is also broken down by projects to be undertaken within the Town Center and those projects that must be built outside of the Town Center to manage impacts beyond the Town Center boundary.

These actions are generally projected to be constructed during the course of Town Center development in the succeeding 20 years. Along with the adopted comprehensive plan, this list serves to guide the city's on-going 6-year transportation improvement plan (TIP) and capital improvement plans (CIP). For the Town Center plan, the figures are used as inputs to the financing plan in this chapter.

Table 1. Capital Projects for Town Center Development

Location/Description	Length/Area	Cost[1]
Roadways and Associated Storm Water Projects In Town Center Area		
SE 4th Street Upgrade from approximately 218th Pl. SE to 228th Ave. SE. New 3 lane roadway with median, bike lanes, concrete curb and gutter, sidewalk, planter strip and landscape median with trees where possible. (See Implementation Action #1 in the Transportation element)	3,300 feet	$20,000,000
SE 4th Street Extension Eastside Catholic High School entry road. Currently being constructed but has a narrower cross-section than what is identified in the conceptual street cross-sections. (See Implementation Action #2 in the Transportation element)	1,450 feet	$5,410,000
Northwest Connector Road Extension of E Main St. from 228th Ave. SE to SE 4th St. New 2 lane roadway w/either parking, concrete curb & gutter, sidewalk, trees, in pots or bike lanes, sidewalk, swales. Includes storm water facilities associated with roadway. (See Implementation Action #3 in the Transportation element)	1,850 feet	$5,710,000
Roadway Projects Outside Town Center[2]		
SE Duthie Hill Road SE Duthie Hill Road east of Beaver Lake Rd. Widen to three 11' lanes, a 6' sidewalk, 5' planter strip and 5' bike lane on the east side only; construct 8' shoulder on west side. (See Mitigation Action #2 in the Transportation element)	2,000 feet	$12,120,000

Location/Description	Length/Area	Cost[1]
Parks		
Approximately 2.7 miles of public trails.	14,256 feet	$356,400
Development of walking bridges and structures.		$500,000
Pre-design of potential pedestrian overpass across 228th Ave. SE.		$100,000
Acquisition of critical wetlands buffers and sensitive areas to allow for better management of wetlands.	11 acres	$950,000
Open Space Acquisition		
Opportunities that present themselves to acquire open space for civic purposes.		$4,000,000
Storm Water		
There may be opportunities for the City to undertake exemplary storm water management projects that can, over time, be recaptured from private developers. The City may incur costs of initial financing and design.		$3,000,000
Basin Analysis and Preliminary System Design		$500,000
Total City Costs for Infrastructure		**$52,646,400**

Notes:

1. *Project estimates in 2007 dollars based on build-out of residential, commercial, and institutional development in the Town Center.*
2. *Consistent with the methodology for the City's Impact Fees 2006 Amendments, Town Center's share of mitigation project costs would be something less than 100% and could be based on the percentage of capacity needed by Town Center versus the total capacity created by the project*
3. *Residential cost estimates assume 2,000 dwelling units with an average floor area of 1,500 square feet and construction costs ranging from $240-$300/square foot depending on the housing type.*
4. *Commercial cost estimates assume 600,000 square feet of floor area with construction costs averaging $400 per square foot.*

Financing Plan Summary

City investments required to support development of Town Center include capital investments in infrastructure located within Town Center boundaries, along with infrastructure outside of Town Center boundaries. In addition, annual City operation costs will increase as people and businesses move into Town Center, along with civic uses, such as parks, open space and community services.

Current analysis suggests that Town Center implementation would require more than $80 million in new City investments and increased operation costs, of which $18 million consists of new reserve roadway capacity that would unavoidably come with new roadways and expansion.

Town Center would bring in municipal revenues through 2027 matching the costs, net of revenues the City would otherwise receive under a "no action" scenario for Town Center implementation. Figure 72 provides an overview of the major components of sources and projects. Figures 73 and 74 break out these components into Capital and Operations finances, with additional detail as discussed in the following sections.

City Capital Investments and Operating Costs

Capital Investments

Capital investments for infrastructure costs within Town Center include building the major arterials to circulate traffic through Town Center and to facilitate access to activity nodes within Town Center. Costs include right of way acquisition, road construction and storm water management systems ($43 million in new roadways and $3.5 million in storm water infrastructure, based on construction costs estimated for 2008). Additional capital investments include parkland acquisition and related development (approximately $2 million) and open space acquisition ($4 million).

Operating Costs

Operating cost increases include citywide operating costs for police, fire and all other City staff and operational expenses. Estimates include a per capita basis, driven by household population expected to live in Town Center ($15 million through 2027, expressed in 2008 dollars based on 2007 costs).

Revenues

Revenues to the City will increase with Town Center implementation, based on existing policies and tax laws. In addition, the City will adjust the citywide impact fees for transportation improvements based on capital costs for transportation citywide along with increased development within Town Center. State and local laws require some revenue sources to cover capital costs only, while other sources cover operating costs.

Capital Revenues

For capital costs, existing sources of revenues that will increase include revenues for roads and parks from real estate excise taxes (estimated to be more than $2 million for roads and $2 million for parks, all in 2008 dollars). Revised impact fee rates and other potential policies, such as a potential local improvement district or transportation benefit district, will make up the remaining differences.

Operations Revenues

Revenues devoted to operating costs include retail sales tax, city permit fees and user taxes, and property tax revenues, with a sum total of $31 million through 2027.

Sales tax includes revenues from retail operations within Town Center, based on trends of taxable retail sales elsewhere in Sammamish. In addition, Sammamish receives an allocation of retail sales tax from the State, based on local population and statewide sales tax trends. The implementation of the State's streamlined sales tax policy also brings revenues into Sammamish, as local residents take delivery on purchases made elsewhere. Finally, Sammamish receives a collection of revenues from the State based on citywide population. Altogether, sales tax revenues and State allocation revenues would be expected to increase by a sum total $16 million through 2027, with implementation of Town Center (net of the same revenues from a no action scenario).

Projected property tax revenues assume assessed values consistent with new construction in Sammamish, with an assumption that no levy lid lift occurs in the City through 2027. Under these assumptions, the City's portion of property tax revenues from Town Center would be expected to total $1 million through 2027 (net change in property tax revenues from Town Center implementation).

Permit and user fees are direct revenues received from development of the plan, totaling $8 million.

Initial Public Town Center Implementation Projects - Expenses	$86
Land Assembly for Initial Parks & Open Space	$5
Parks Development	$1
New Roadways	$43
Prior Investments: New revenues	$18
Stormwater	$4
Operations	$15

Initial Public Town Center Implementation Projects - Sources	$99
Potential Sources: Impact Fees, LIDs, TBDs, others	$64
Known Sources: REETs, Permits, Property Taxes, Sales Taxes	$35
Difference	$13

** Potential public revenue sources include creation of a Town Center local improvement district, transportation benefit district, impact fees, or others.*

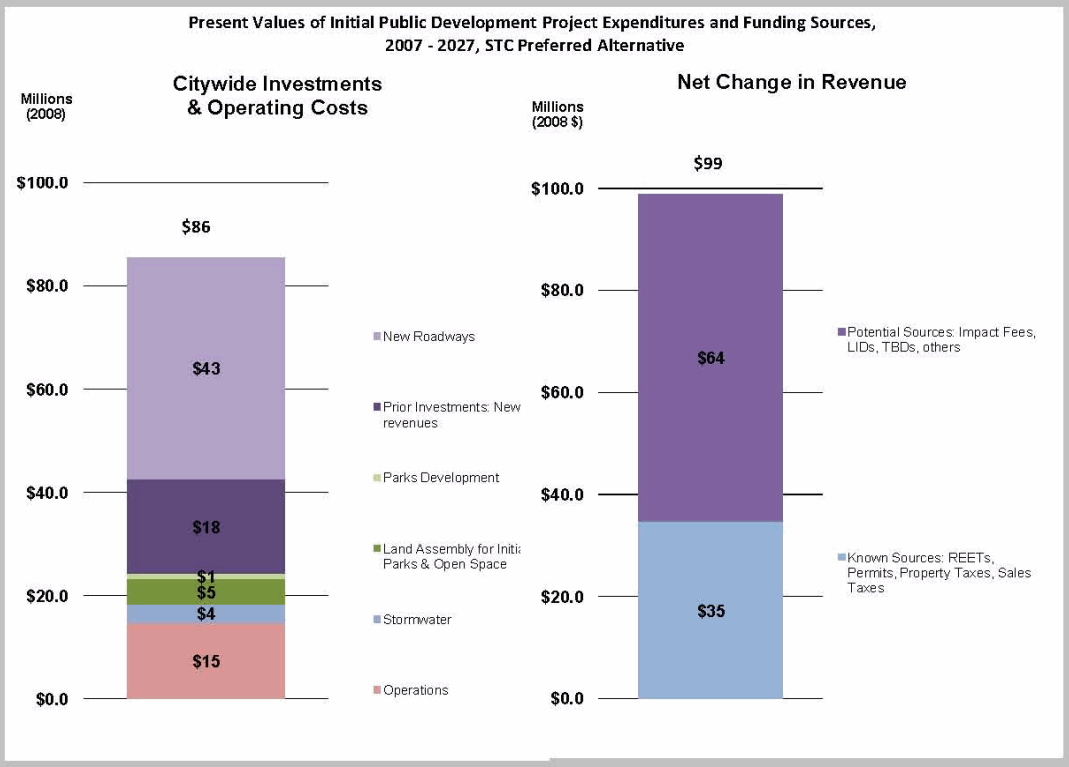


Figure 72. Financial summary of initial public projects for the Town Center.

Initial Public Town Center Implementation Projects - Capital Expenses	$71
Land Assembly for Initial Parks & Open Space	$5
Parks Development	$1
New Roadways	$43
Prior Investments: New impact fees	$18
Stormwater Infrastructure	$4

Initial Public Town Center Implementation Projects - Capital Sources	$69
REET - Parks	$2
REET - Transportation	$2
Impact Fees - Parks (current policy)	$4
Potential Sources: Impact Fees, LIDs, TBDs, others	$60
SWM Capital Facilities Charges	$0.3

Revenues - Expenditures Balance *	-$2

** Potential additional revenue sources might include creation of a Town Center local improvement district, transportation benefit district, impact fees, or others.*

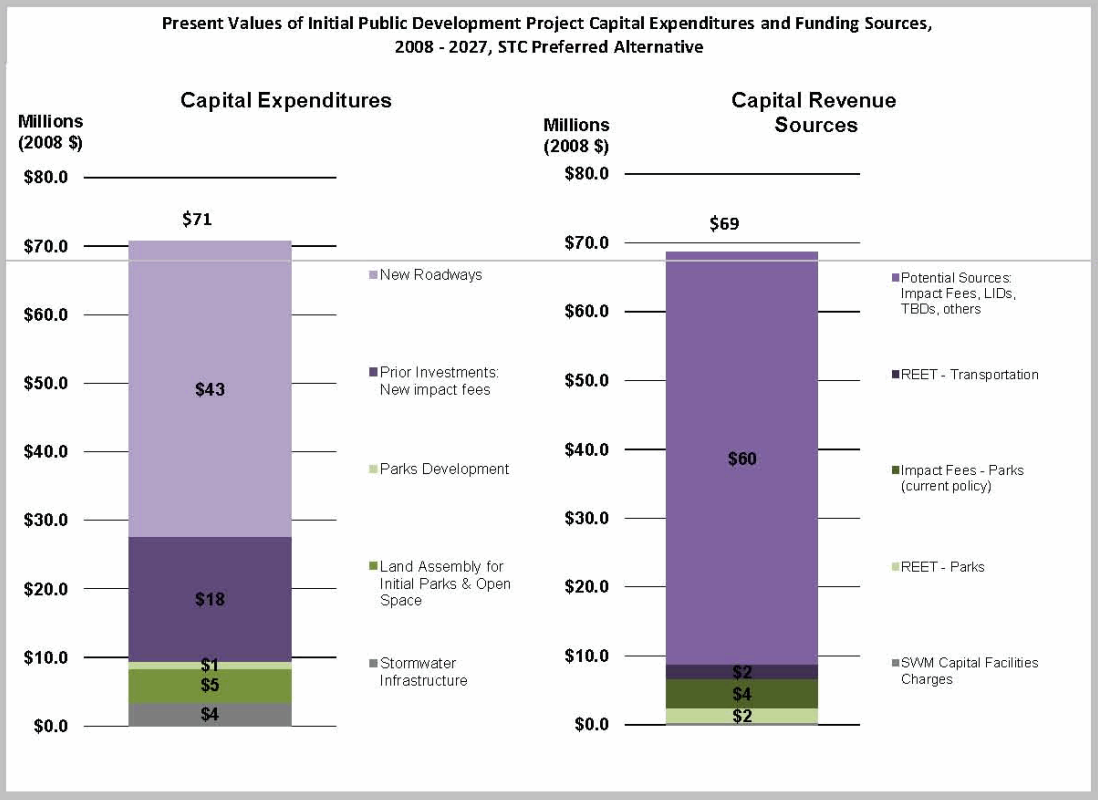


Figure 73. Initial projects: Capital facilities and revenues.

Initial Public Town Center Implementation Projects - Expenses	$15
City Operations & Public Services Expenditures	$15

Initial Public Town Center Implementation Projects - Sources	$31
Sales Taxes & Revenue Returned From State	$16
Property Taxes	$6.8
Building Permit and User Fees	$8

Revenues - Expenditures Balance *	$16

** Potential public revenue sources include creation of a Town Center local improvement district, transportation benefit district, impact fees, or others.*

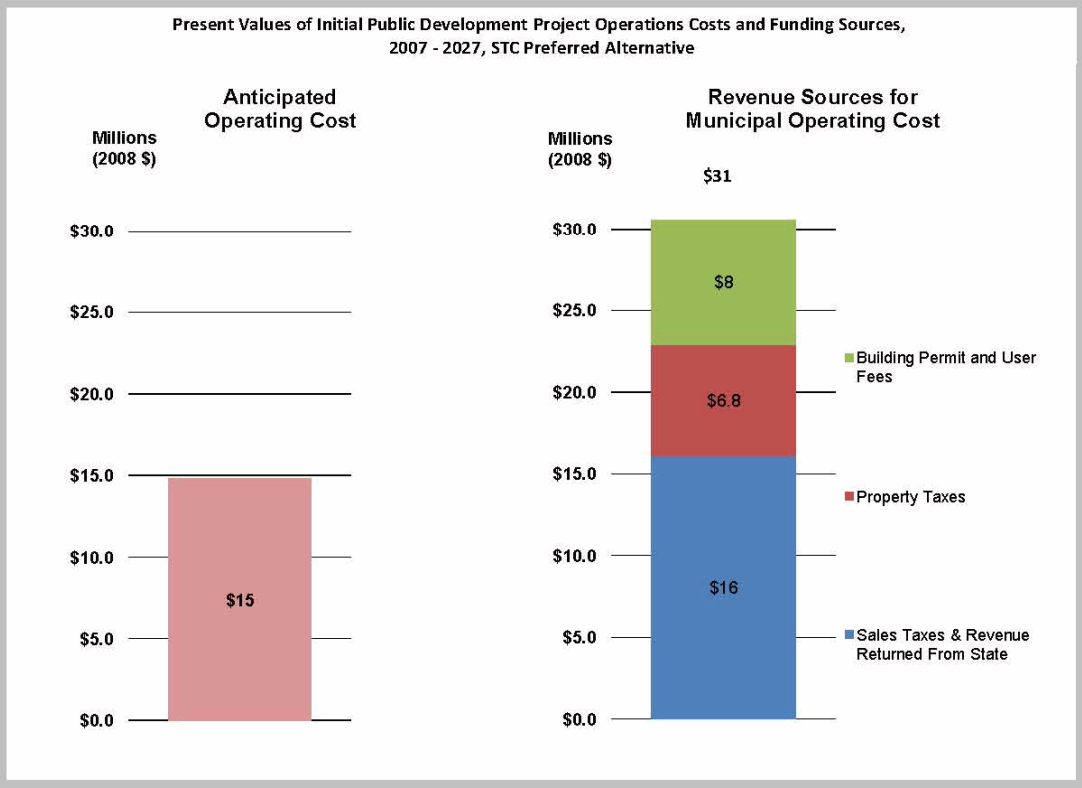


Figure 74. Initial projects: Operations services.

Private Sector Development Costs of Infrastructure

On-site infrastructure costs borne by the property owners must also be considered as part of development. This is especially true in the Town Center as much of the development will require private construction of access roads, utility lines and landscaping.

Capital Infrastructure Financing Options

The adopted policy in Sammamish is to ensure that "growth pays proportionate costs of capital facilities required to serve the growth," or, more simply, that "growth pays for growth." (See Comprehensive Plan Goal CF-7.) In 2006, Sammamish undertook an update of the City's transportation and parks impact fee ordinances. That process involved a rigorous analysis of costs, evaluation of proportionate shares among current residents and new growth, and a statutory review.

To implement the Town Center Plan and integrate the financial costs and revenues with the City's current financial program, including impact fees, some additional review and analysis will be necessary. Specific strategies will be developed and proposed along with the recommended implementing regulations.

In addition to impact fees, a number of financing options exist to provide the necessary facilities to serve the development contained in the Town Center Plan. The options may include:

- Local Improvement Districts (LID) that can finance public improvements for specific geographic areas.
- Transportation Benefit Districts (TBD). Revenues derived from such districts are used to provide transportation improvements for a specific geographic area.
- Acquisition of land, exchange of land, or leasing of land for infrastructure or to increase the feasibility of potential development.

- Bonding to provide for capital projects such as structured parking, supported by defined or general revenue streams.
- Latecomers fees, where the public sector can front the cost of infrastructure development and receive back developer fees as development occurs.
- Dedication of land as a developer requirement.
- Requirements for developers to construct specific site improvements that could include open space, trails, parking facilities, environmental mitigation improvements, roadways, etc.
- Incentives related to zoning that provide developers with increased development options if development is designed to achieve specific public policy goals.
- Washington State currently related to projected revenue streams from retail sales tax).
- Other.

Many of these options can be designed to maximize desired goals in the plan. As a part of developing an implementation strategy for the Town Center Plan, the consultants and City staff will undertake a review of these options to determine which achieve the goals of the plan with the greatest feasibility and effectiveness.

Goals and Policies

The City's Comprehensive Plan addresses capital facilities and states a number of goals related to them. Three of those goals are especially relevant to this Town Center planning process. They are as follows:

- **GOAL CF-3:** Provide adequate public facilities concurrent with the impact of new development. ***(VII-34)***
- **GOAL CF 7:** Ensure growth pays proportionate costs of capital facilities required to serve the growth. ***(VII-37)***
- **GOAL CF 8:** Locate and design capital facilities to realize the community vision and to be compatible with surrounding land uses and the environment. **(VII-37)**

In accordance with these goals, the following Town Center goals (TCCF) and policies are recommended

Goal TCCF-1 Ensure that capital improvement costs are distributed equitably.

TCCF-1.1 Establish funding distributions so that private development pays for itself, either in terms of direct improvement costs or in terms of long term revenue to the City.

TCCF-1.2 Identify cost effective financing mechanisms for public improvements. Explore potential sources of revenue, including local improvement districts, bond financing, grants, impact fees development process, and other resources.

TCCF-1.3 Assure that the Town Center capital project program is coordinated with the citywide Capital Improvement Plan. Coordinate public expenditures with private investment to ensure effective leveraging of public investment.

TCCF-1.4 When funding capital facilities projects, identify which capital improvements are solely for the benefit of the property owner and which include a benefit to the general public.

TCCF-1.5 Identify appropriate development cost sharing for public and private sectors.

Goal TCCF-2 Ensure that infrastructure and capital facilities are sufficient to support growth.

TCCF-2.1 Continue to evaluate and analyze the cost structure of development by enhancing and fine-tuning the City's economic model.

TCCF-2.2 Periodically re-evaluate land use provisions and adequacy of capital facilities to determine if the projected development can be supported. Revise land use policies and regulations if necessary so that new development can be supported with adequate facilities.

Recommended Implementation Actions

1. **Develop an infrastructure phasing plan consistent with the Comprehensive Plan and Town Center Plan goals and policies.** See the **Implementation** chapter for the full list of actions and more information on phasing. This is scheduled for 2008/2009.
2. **Update impact fees ordinance to provide for revenues anticipated in this plan.** This is scheduled for 2008/2009.
3. **Adopt annual Transportation Improvement Plans.** The first plan is scheduled for the 2009 City budget.
4. **Account for Town Center capital facilities element funding in the two year budget process.**

V. Implementation

As noted earlier, implementation of the City's vision for its Town Center will be challenging because of physical conditions, small property ownerships, and need to complete infrastructure. This means that creation of a Town Center will require assertive action on the part of the City that combines regulatory standards, public/private master planning, and both public and private infrastructure investment.

The regulatory measures will build on the City's current codes, adding more specific standards and guidelines to address site planning, design, access, open space, design quality, and green infrastructure/low-impact development (LID) objectives.

The development of integrated mixed-use nodes will require either the coordination of multiple property owners or the assembly of land so that integration of buildings, uses, circulation, and open spaces can be coordinated and infrastructure provided efficiently. Therefore, this plan recommends that master planning be required in areas designated for mixed-use zones. The City will need to establish a process for joint City/property owner master planning as part of its regulatory program.

Infrastructure will be funded jointly by the City, service providers, and private development. Developers will pay for development costs; the City will pay for those elements where the general public enjoys the benefits; and funding will be allocated according to the relative amount of public and private benefits arising from a specific road, utility, or amenity construction.

Thinking in broad terms, there are roughly three phases or steps of public actions to consider. The first step, to be accomplished in 2007 and 2008, is to adopt this plan and implementing regulations, including a process for master planning mixed-use nodes. Refinement of roadway and utility planning and standards and sub-basin storm water

management systems should be substantially completed in 2008. This planning should identify lands to be acquired for needed public facilities. Step 1 efforts would provide the framework necessary for private development of individual sites and the master planning of mixed-use nodes.

Step 2 includes active City assistance to mixed-use property owners in encouraging the preparation of master plans and acquisition of identified parcels to provide public facilities, storm water management improvements, and public open space/environmental enhancements.

Step 3 features the construction of connector roads and public trails, processing of individual permit applications, master planning of mixed-use nodes, and monitoring of conditions relevant to the City's vision, especially environmental conditions.

Table 2 on the following page lists the recommended public actions and suggests time frames and participants. In the table, the starting date (S) indicates the beginning of project planning and the completion date (C) indicates completion of construction or adoption, if a regulatory measure.

Table 2. Implementation

	Timing *(S - start C - complete)*	Lead Party	Comments
Land Use			
1. Adopt this plan and implementing regulations.	S - 2008 C - 2009	Planning	Proceed immediately upon adoption of this plan.
2. Establish a mixed-use node master plan process.	S - 2008 C - 2009	Planning	Proceed immediately upon adoption of this plan.
3. Explore TDR program provisions.	S - 2008 C - 2009	Planning	Proceed immediately upon adoption of this plan.
Transportation			
Actions			
1. Improve SE 4th Street. *	S - 2009 (planning)	Public Works	Needed to support west sector development. Also refer to *Design* Action #2.
2. Convert Eastside Catholic's access road to a public street.*	S - 2009 (planning)	Public Works	Needed to support east sector development.
3. Develop connector roads.*	S - 2009 (planning)	Public Works	Also refer to *Design* Action #2.
4. Extend 232nd Avenue SE southeasterly.*	S - 2009 (planning)	Public Works	Also refer to *Design* Action #2.
5. Develop local access roads. *	With master planning	Planning	Privately developed. Also refer to *Design* Action #2.
6. Install a traffic signal at the future intersection of SE 8th Street/ southeast connector road.	With adjacent development	Public Works	
7. Adopt standards emphasizing structured parking.	S - 2008 C - 2009	Planning	Part of *Land Use* Action #1.
8. Adopt parking location and design standards.	S - 2008 C - 2009	Planning	Part of *Land Use* Action #1.
9. Provide on-street parking.	With street construction	Public Works	Part of street design.
10. Adopt shared-parking standards.	S - 2008 C - 2009	Planning	
11. Implement parking management in the mixed-use nodes.	When master planned	Planning	
12. Establish minimum and maximum parking requirements.	S - 2008 C - 2009	Planning	Part of *Land Use* Action #1.

	Timing *(S - start C - complete)*	Lead Party	Comments
13. Explore options for a public parking garage.	With master planning	Planning	
14. Construct sidewalks on all Town Center streets.	With road construction	Public Works	
15. Construct primary trails.	S - 2009 C - 2013	Parks	Incremental construction over time or as funded by a bond measure.
16. Construct on-street bicycle facilities.	With road construction	Public Works	
17. Construct pedestrian overpass over 228th Avenue SE.	When warranted	Planning and Public Works	Evaluate need as development progresses.
18. Design roads to accommodate transit use.*	S - 2009 C - ongoing	Public Works	Coordination with Metro.
19. Coordinate transit with King County/Metro and Sound Transit.	S - 2008 C -ongoing	Planning and Public Works	
20. Coordinate transit with local high schools.	S - 2008 C - ongoing	Planning	Encourage TDM measures.
21. Explore options for a circulator bus route.	S - 2008 C - when warranted	Planning and Public Works	Also consider if Metro routes can provide this.
Mitigation			
1. Improve 212th Avenue SE/SE 8th Street intersection.	When warranted	Public Works	
2. Enhance SE Duthie Hill Road.	When warranted	Public Works	
3. Upgrade 218th Avenue SE/SE 8th Street corridor.	When warranted	Public Works	
4. Conduct TDM activities.	S - 2009 C - ongoing	Planning and Public Works	
* *Include traffic calming measures for roadways in the Town Center where appropriate, per T-3.5.*			
Open Space			
1. Refine the trail plan.	S - 2009 C - ongoing	Planning and Parks	Town Center can provide many "missing" trail links.
2. Adopt design standards for trails and sidewalks.	S - 2008 C - 2009	Parks and Public Works	

	Timing *(S - start C - complete)*	Lead Party	Comments
3. Purchase land and begin planning the green spine.	S - 2008 C - with development	Public Works with Planning and Parks	Follows *Natural Systems #1* and *#5*.
4. Continue civic complex master planning.	S - 2008 C - 2009	Planning with Parks and Public Works	
5. Plan for civic facilities to ring the Commons.	S - 2008 C - ongoing	Planning and Parks	
6. Acquire and enhance portions of environmentally critical areas.	S - 2008 C - ongoing	Parks with Planning and Public Works	
Natural Systems			
1. Develop a storm water management plan.	S - 2008 C - 2009	Public Works with Planning	Based on sub-basin analysis.
2. Adopt integrated storm water management standards for development.	S - 2008 C - 2009	Planning and Public Works	Part of *Land Use #1*.
3. Require regional storm water facilities in mixed-use nodes.	S - 2008 C - 2009	Planning	Part of *Land Use #1* and *#2*.
4. Emphasize ecological functions in design guidelines.	S - 2008 C - 2009	Planning	Part of *Land Use #1*.
5. Evaluate the feasibility of a green spine open space.	S - 2008 C - 2009	Public Works with Planning	Follows *Natural Systems #1* and *#3*.
6. Establish roadway design standards that minimize runoff.	S - 2008 C - 2009	Public Works with Planning	As part of developing roadway standards (*Design #2*).
7. Revise the locations of designated wildlife corridors.	S/C - 2008	Planning	Implement concurrent with plan adoption.
Design			
1. Adopt design guidelines and a design review process.	S - 2008 C - 2009	Planning	Part of *Land Use #1*.
2. Develop roadway standards with streetscape elements.	S - 2008 C - 2009	Planning and Public Works	Needed prior to *Transportation (Actions) #1* through *#5.*
Housing			
1. Adopt land use regulations that accommodate desired residential development.	S - 2008 C - 2009	Planning	Part of *Land Use #1*.

	Timing *(S - start C - complete)*	Lead Party	Comments
2. Adopt design guidelines and a design review process.	S - 2008 C - 2009	Planning	Part of *Land Use #1* and *Design #1*.
3. Require residential developments to provide affordable housing.	S - 2008 C - 2009	Planning	Begin formulation of a strategy including *Housing #3* through *#8.*
4. Encourage affordable housing above the minimum 10 percent requirement.	S - 2008 C - 2009	Planning	Combine with *Housing #3* through *#8*.
5. Allow affordable dwelling units to be provided off-site.	S - 2008 C - 2009	Planning	Combine with *Housing #3* through *#8*.
6. Require a recorded sustained affordability agreement.	S - 2008 C - 2009	Planning	Combine with *Housing #3* through *#8*.
7. Explore TDR program provisions.	S - 2008 C - 2009	Planning	Combine with *Housing #3* through *#8*.
8. Explore a Multi-family Tax Abatement program.	S - 2008 C - 2009	Planning	Combine with *Housing #3* through *#8*.
Capital Facilities and Utilities			
1. Develop an infrastructure phasing plan consistent with the Comprehensive Plan and Town Center Plan goals and policies.	S - 2008 C - 2009	Planning	
2. Update impact fees ordinance to provide for revenues anticipated in this plan.	S - 2008 C - 2009	Planning/ Finance	
3. Adopt annual Transportation Improvement Plans.	S - 2009 C - ongoing	Public Works	Annual City budget process
4. Account for Town Center capital facilities element funding in the 2 year budget process.	S – 2009/2010 C - ongoing	Planning/ Finance	

Appendix 1: Regulatory Directions

Table A-1. Zone-Specific Regulatory Guidance

Zone: *(See Figure 21 on page 25 for zone locations)*	A Commercial Focus	B Residential Focus	C Low-Intensity Residential	D Civic Campus	E Reserve
Allocated dwelling unit density (du/gross developable acre): base - maximum[1]	16-40	8-20	4-8	8-20	0
Allocated commercial square footage/gross acre[2]	See breakdown[4]	See notes[5]	None	0-10,000[3]	None
Minimum density	20 du/acre[6]	8 du/acre[7]	None	None	None
Maximum height	6 stories (5 stories E of 228th)	4 stories	3 stories	5 stories	35 feet
Master planning[8]	Required	May opt in for commercial uses	Encouraged	Encouraged	None
Structured parking	[9]	[9]	[9]	[9]	

NOTES

1. *Allocations are based on 138 developable acres in the Town Center and the ability to achieve up to 2,000 total dwelling units. "Gross developable acre" includes new roadways but not critical areas and buffers. Should the designated wetland buffers be reduced or expanded from what's currently shown in this plan, the allocations shall be adjusted accordingly.*
2. *In-structure parking and vehicular access areas shall not be counted as floor area in calculations.*
3. *Residential or commercial development may be allowed in Zone D as part of an approved master plan.*
4. *Commercial square footage allocation:*
   Zone A-1: 200,000 square feet.
   Zone A-2: 90,000 square feet.
   Zone A-3: 90,000 square feet.
   Zone A-4: 70,000 square feet.
   Zone A-5: 20,000 square feet.

   Up to 130,000 square feet of additional commercial floor area is available through bonuses.
5. *Properties in Zone B may include some commercial space, as determined by the City, if it is contiguous to an A zoned property and included in an approved master plan. Since there is no commercial space allocation for B Zones, such space must be allocated from the pool of additional commercial space allocation at the City's discretion or purchased or transferred from another property.*
6. *Mixed-use developments may include retail, office, and residential components. Development regulations should address mechanisms to achieve densities and intensities for new development consistent with the policy direction in this plan.*
7. *Each development site shall achieve a dwelling unit density of at least 8 dwelling units per gross developable acre.*

8. *Master planning must be as approved by the City and indicate:*
   - *Amounts and locations of proposed land uses.*
   - *Roads and connections to activities.*
   - *Open space and pedestrian connections.*
   - *Surface water management facilities and practices.*
   - *Maximum height and bulk of buildings.*
   - *Landscape concept or guidelines.*
   - *Architectural concept or guidelines.*

   Master plans must demonstrate to the City's satisfaction that the elements of the Town Center Plan are met.

   Property owners outside but contiguous with Zone A may opt into the master planning process and receive additional use allocation at the City's discretion.

9. *A minimum percentage of on-site parking must be provided within structures. The City may grant flexibility to this requirement, provided the design minimizes pedestrian and environmental impacts.*

See policies in this plan for elaboration and intent.

Table A-2. Allowed Building Types

	Zone					
Use or Building Type[1,2]	A (west[3])	A (east[4])	B	C	D	E[5]
Single-Family Residential	X	X	●	●	X	●
Cottage Housing	X	X	●	●	X	X
Townhouse (attached single-family residences)	MP	MP	●	●	C/MP	X
Multiple-Family Residential (apartment flats) [6]	MP	MP	●	X	C/MP	X
Mixed-Use	MP	MP	MP	X	C/MP	X
Commercial Office	MP	MP	MP	X	C/MP	X
Commercial Retail[7]	MP	MP	MP	X	C/MP	X
Institutional or Public	●	●	●	●	●	X

● = *Allowed outright*

X = *Not allowed*

MP = *Allowed as part of an approved master plan*

C = *Allowed as a conditional use*

NOTES

1. *In addition to the provisions in the above tables, development must adhere to design guidelines and standards, the Low-Impact Development and other storm- water requirements of this plan and applicable city ordinances, building and fire codes, tree retention ordinance, and standards for streets.*
2. *Development regulations shall address compatibility issues related to zone transitions.*
3. *A (west) applies to areas west of 228th Avenue SE.*
4. *A (east) applies to areas east of 228th Avenue SE.*
5. *E designation is intended to allow for current land uses to remain while preserving the opportunity for future development.*
6. *Include three story walkups (attached and detached) and other innovative designs.*
7. *Includes recreational uses.*


City of
Sammamish
Washington