



# City Council, Regular Meeting

## AGENDA

October 3, 2017

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

**Approval of Agenda**

**Public Comment**

**Estimate time**

**6:35pm**

**Note:** *This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization. If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at [manderson@sammamish.us](mailto:manderson@sammamish.us). Please be aware that Council meetings are videotaped and available to the public.*

**Consent Calendar**

**7:05pm**

- Payroll for period ending September 15, 2017 for pay date September 20, 2017 in the amount of \$ 410,697.46
- 1. **Approval:** Claims For Period Ending October 3 , 2017 In The Amount Of \$3,876,831.45 For Check No. 48445 Through 48568
- 2. **Ordinance:** Second Reading; Creating A Human Services Commission And Adding A New Chapter 2.75 To The Sammamish Municipal Code; Providing For Severability; And Establishing An Effective Date.
- 3. **Ordinance:** Second Reading; Amending Section 22.15.050 Of The Sammamish Municipal Code Relating To Redemption Of Impounded Vehicles; Providing For Severability; And Establishing An Effective Date
- 4. **Contract:** Urban Forestry Management Plan/Davey
- 5. **Contract Amendment:** Sammamish Landing ADA Improvements

**Presentations/Proclamations**

**Student Liaison Reports**

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

## Public Hearings

6. **Public Hearing/Ordinance:** Adopting Interim Development Regulations As Authorized By The Growth Management Act Relating To Title 19a And Prohibiting The Circumvention Of Zoning Density; Providing For Severability; And Declaring An Emergency **7:10pm**
7. **Public Hearing/Ordinance:** First Reading; School Impact Fee Update **7:25pm**  
A. **Ordinance:** First Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Snoqualmie Valley School District No. 410 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date  
B. **Ordinance:** First Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Lake Washington School District No. 414 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date  
C. **Ordinance:** First Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Issaquah School District No. 411 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date
8. **Public Hearing/Ordinance:** Second Reading; Amending The Transportation Element Of The Sammamish Comprehensive Plan **7:55pm**
9. **Public Hearing/Ordinance:** First Reading; Amending The Transportation Element, The Environment And Conservation Element, The Utilities Element, And The Capital Facilities Element Of The Sammamish Comprehensive Plan **8:25pm**

## Unfinished Business

### New Business

10. **Ordinance:** First Reading; Repealing Ordinance No. 2001-89; Amending The Salaries Payable To All City Councilmembers; Establishing A Formula To Annually Adjust Councilmember Salaries; Providing For Severability; And Establishing An Effective Date. **8:55pm**

## Council Reports/ Council Committee Reports

**9:20pm**

## City Manager Report

**9:50pm**

**Executive Session** - Potential Property Acquisition pursuant to RCW.42.30.110(1)(b); Potential Litigation pursuant to RCW 42.30.110(1)(i)

**9:55pm**

## Adjournment

**10:15pm**

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## AGENDA CALENDAR

Meeting Date	Packet Material Due	Time	Meeting Type	Topics
<b>Oct 2017</b>				
<b>Tues 10/10</b>	10/02	6:30 pm	Study Session	<p>Presentation: King County Assessor – McCleary Legislation (60-minutes)</p> <p>Discussion: Parks, Recreation and Open Space (PRO) Plan Update (75-minutes)</p> <p>Discussion: Transportation Strategy Check-in (15-minutes)</p>
<b>Tues 10/17</b>	10/09	6:30 pm	Regular Meeting	<p>Presentation: GMA Overview &amp; Transportation Planning – Michael Walter</p> <p>Discussion: Communications Strategic Plan (60-minutes)</p> <p>Ordinance: First Reading Parking Ordinance (15-minutes)</p> <p>Ordinance: Second Reading Comprehensive Plan Amendments Capital Facilities Element/Transportation (30-minutes)</p> <p>Public Hearing/Ordinance: Second Reading Stormwater Rate Update</p> <p><u>Consent:</u></p> <p>Resolution: Adopting a Land Acquisition Strategy</p> <p>Ordinance: Second Reading School Impact Fee Updates</p> <p>Ordinance: Second Reading Increasing City Council Compensation</p> <p>Resolution: Skyline High School Turf Replacement Project Acceptance</p> <p>Resolution: Adding Optional Washington State Deferred Compensation Program (15-minutes)</p> <p>Contract: Zackuse Creek Basin Plan Consultant/Alta Terra Consulting</p> <p>Executive Session: Potential Land Acquisition</p>
<b>Nov 2017</b>				
<b>Mon 11/06</b>	10/30	4:30 pm	Study Session	<p>Discussion: Transportation Planning (60-minutes)</p> <p>Discussion: Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations (60-minutes)</p> <p>Discussion: Stormwater Code Amendments (60-minutes)</p>

<b>Tues 11/07</b>	10/30	5:00 pm	Regular Meeting	<p>--Proposed Early Start at 5:00 pm--</p> <p>Public Hearing/Ordinance: First Reading Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations</p> <p>Public Hearing/Ordinance: First Reading Mid-Biennial Budget Update</p> <p>Public Hearing/Ordinance: First Reading and Public Hearing: 2018 Property Tax Levy</p> <p>Public Hearing: Authorization: Equipment Surplus</p> <p><u>Consent:</u></p> <p>Ordinance: Second Reading Parking Ordinance</p> <p>Resolution: Sammamish Landing ADA Access Improvements Project Acceptance</p> <p>Resolution: Adopting the Communications Strategic Plan</p> <p>Bid Award: 2017 Asphalt Patching/TBD</p> <p>Bid Award: SE 4 Street Improvement Project/TBD</p> <p>---End Meeting by 8:00 pm---</p>
<b>Tues 11/14</b>	11/06	6:30 pm	Study Session	[Tentative – Cancellation]
<b>Tues 11/21</b>	11/13	6:30 pm	Regular Meeting	<p>Discussion: Transportation Planning (90-minutes)</p> <p>Ordinance: First Reading Stormwater Code Amendments</p> <p><u>Consent:</u></p> <p>Proclamation: Small Business Saturday</p> <p>Ordinance: Third Reading Consolidated Annual Amendment of Comprehensive Plan</p> <p>Ordinance: Second Reading Mid-Biennial Budget</p> <p>Ordinance: Second Reading Property Tax Levy Rate</p> <p>Resolution: Fee Schedule</p> <p>Resolution: Salary Schedule</p> <p>Resolution: Medical Premium Co-Pay</p> <p>Resolution: Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project Acceptance</p> <p>Ordinance: Second Reading Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations</p>
<b>Dec 2017</b>				
<b>Mon 12/04</b>	11/27	4:30 pm	Joint Study Session with Planning Commission	<p>Discussion: 2018 Comprehensive Plan Amendments – Docket Requests</p> <p>Discussion: M &amp; O Project update</p>

<b>Tues 12/05</b>	11/27	6:30 pm	Regular Meeting	<p>Discussion: Transportation Strategy Check-in (15-minutes)  Public Hearing / Ordinance: First Reading Land Division Regulations  Ordinance: Second Reading, Stormwater Code Amendments  Public Hearing / Resolution: 2018 Comprehensive Plan Amendments – Docket Requests  Discussion: YMCA Property (60-minutes)</p> <p><u>Consent:</u>  Contract: ADA Transition Plan Consultant/TBD  Contract: Park Landscape Maintenance/TBD  Contract: ROW Landscape Maintenance/TBD  Contract: ROW Slope Mowing/TBD  Contract: Street &amp; Park Sweeping/TBD  Contract: Custodial Services/TBD  Contract: Vactoring Services/TBD  Contract: Tree Services/TBD  Contract: Fence Repair/TBD  M&amp;O Vehicle Replacements</p>
<b>Mon 12/11</b>		6:30 pm		Volunteer Recognition Banquet
<b>Tues 12/12</b>	12/04	6:30 pm	Special Meeting	<p>Discussion: Transportation Planning (60-minutes)  Contract: City Works Phase II</p> <p><u>Consent:</u>  Ordinance: Second Reading Land Division Regulations</p>
<b>Tues 12/19</b>	12/11	6:30 pm	Regular Meeting	[Tentative - Cancellation]
<b>Jan 2018</b>				
<b>Mon 1/1</b>				New Year's Day – City Offices Closed
<b>Tues 1/2</b>	12/26	6:30 pm	Regular Meeting	<p>Oath of Office – New Councilmembers  Election: Mayor/Deputy Mayor  Executive Session: Discuss Qualifications of Commission Applicants</p> <p><u>Consent</u>  Contract: Beaver Lake Park Phase 1 Improvement Project Design Consultant/TBD</p>
<b>Tues 1/09</b>	1/02	6:30 pm	Study Session	Interviews: Council Commission Interviews (3 hours)

<b>Tues 1/16</b>	1/08	6:30 pm	Regular Meeting	Presentation: Parks, Recreation & Open Space Plan Commission Appointments (60-minutes)
<b>Feb 2018</b>				
<b>Mon 2/05</b>	1/29	4:30 pm	Study Session	Discussion: Safety Program Adoption Discussion: Maintenance and Operations Strategic Plan Discussion: Fleet Management Policy
<b>Tues 2/06</b>	1/29	6:30 pm	Regular Meeting	Discussion: Parks, Recreation & Open Space Plan (if needed)  <u>Consent</u>
<b>Tues 2/13</b>	2/05	6:30 pm	Study Session	Discussion: Human Services Needs Assessment
<b>Tues 2/20</b>	2/12	6:30 pm	Regular Meeting	Resolution: Adopting the Parks, Recreation & Open Space Plan  <u>Consent</u> Resolution: Adopting a Fleet Management Policy
<b>Mar 2018</b>				
<b>Mon 3/05</b>	2/26	4:30 pm	Study Session	Presentation: Facility Assessment Discussion: Maintenance and Operations Strategic Plan
<b>Tues 3/06</b>	2/26	6:30 pm	Regular Meeting	Resolution: Adopting Human Service Needs Assessment Ordinance: First Reading Fireworks Enforcement  <u>Consent</u> Safety Program Adoption (tentative)
<b>Tues 3/13</b>	3/05	6:30 pm	Study Session	
<b>Tues 3/20</b>	3/12	6:30 pm	Regular Meeting	  <u>Consent</u>
<b>Apr 2018</b>				
<b>Mon 4/02</b>	3/26	4:30 pm	Study Session	
<b>Tues 4/03</b>	3/26	6:30 pm	Regular Meeting	Discussion: Facility Assessment  <u>Consent:</u> Maintenance and Operations Strategic Plan Ordinance: Second Reading Fireworks Enforcement

<b>Tues 4/10</b>	4/02	6:30 pm	Study Session	Discussion: Big Rock Park Site B Master Plan Update
<b>Tues 4/17</b>	4/09	6:30 pm	Regular Meeting	<u>Consent</u>
<b>Mon 4/30</b>	4/23	4:30 pm	Study Session	
<b>May 2018</b>				
<b>Tues 5/01</b>	4/23	6:30 pm	Regular Meeting	Facility Assessment (Direction) Presentation: Final Report on M & O Project  <u>Consent</u>
<b>Tues 5/08</b>	4/30	6:30 pm	Study Session	
<b>Tues 5/15</b>	5/07	6:30 pm	Regular Meeting	<u>Consent</u> Contract: Water Quality Monitoring Strategic Plan/TBD
	<b>To Be Scheduled</b>		<b>To Be Scheduled</b>	<b>Parked Items</b>
	<ul style="list-style-type: none"> <li>Housing Strategic Plan</li> <li>Police Services Study</li> <li>Lk. Sammamish Water Level</li> <li>Growth Centers</li> <li>Approval: 2017 Non-Motorized Transportation Project &amp; Consultant Contract/TBD</li> </ul>		<ul style="list-style-type: none"> <li>Facility 6-year Capital Plan</li> <li>Information Technology 6-year Capital Plan</li> <li>Wildlife Corridors Discussion</li> <li>Resolution: Adopting Internet Usage &amp; Social Media Policies</li> <li>Special Events Ordinance</li> </ul>	<ul style="list-style-type: none"> <li>Inner City Bus Service</li> <li>Good Samaritan Law</li> <li>Plastic Bags</li> <li>Drones in Parks</li> <li>Mountains to Sound Greenway</li> <li>Sustainability/Climate Change</li> <li>Review of regulations regarding the overlay areas, low impact development and special protection areas for lakes.</li> <li>Electronic Reader Board Code</li> </ul>



## October 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 <b>4:30 pm</b> City Council Study Session	3 <b>5:00 pm</b> City Council Office Hour <b>6:30 pm</b> City Council Regular Meeting	4 <b>6:30 pm</b> Parks and Recreation Commission Meeting	5 <b>10:30 am</b> Communications Committee Meeting <b>1:00 pm</b> Finance Committee Meeting <b>6:30 pm</b> Planning Commission Meeting	6	7 <b>9:00 am</b> Volunteer at Sammamish Landing <b>10:00 am</b> Forest Trail Walk in Soaring Eagle
8	9	10 <b>6:30 pm</b> City Council Study Session	11 <b>12:00 pm</b> Concurrency/Transportation Level of Service Technical Meeting <b>1:30 pm</b> Human Services Task Force Meeting	12	13 <b>10:00 am</b> Keiko Hara Art Exhibit	14 <b>9:00 am</b> Sammamish Recycling Collection Event
15 <b>10:00 am</b> WISH an Art Center	16	17 <b>6:30 pm</b> City Council Regular Meeting	18 <b>6:00 pm</b> Sammamish Youth Board <b>6:30 pm</b> Utility District Coordination Committee / NE Sammamish Sewer & Water District Board Joint Meeting	19 <b>10:00 am</b> Transit Committee Meeting - Canceled <b>6:30 pm</b> Planning Commission Meeting	20	21 <b>9:00 am</b> Volunteer at Ebright Creek Park
22 <b>6:30 pm</b> Arts Commission Regular Meeting	23	24	25	26 <b>10:00 am</b> Transit Committee Meeting	27	28 <b>10:00 am</b> Plant a Tree in Sammamish Commons
29	30	31 <b>3:00 pm</b> Halloween Happening	1 <b>6:30 pm</b> Parks and Recreation Commission Meeting	2 <b>6:30 pm</b> Planning Commission Meeting	3	4 <b>9:00 am</b> Volunteer at Ebright Creek Park
5 <b>4:30 pm</b> City Council Study Session	6 <b>6:30 pm</b> City Council Regular Meeting	7 <b>6:30 pm</b> City Council Regular Meeting	8 <b>1:30 pm</b> Human Services Task Force Meeting	9 <b>6:00 pm</b> Artist's Opening Reception - Keiko Hara Exhibit	10 <b>12:00 am</b> Veteran's Day (Observed) - City offices closed	11

## November 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31 <b>3:00 pm</b> Halloween Happening	1 <b>6:30 pm</b> Parks and Recreation Commission Meeting	2 <b>6:30 pm</b> Planning Commission Meeting	3	4 <b>9:00 am</b> Volunteer at Ebright Creek Park
5	6 <b>4:30 pm</b> City Council Study Session	7 <b>6:30 pm</b> City Council Regular Meeting	8 <b>1:30 pm</b> Human Services Task Force Meeting	9 <b>6:00 pm</b> Artist's Opening Reception - Keiko Hara Exhibit	10 <b>12:00 am</b> Veteran's Day (Observed) - City offices closed	11
12	13	14 <b>6:30 pm</b> City Council Study Session - Canceled	15 <b>6:00 pm</b> Sammamish Youth Board	16 <b>9:30 am</b> Finance Committee Meeting <b>6:30 pm</b> Planning Commission Meeting	17	18
19	20	21 <b>6:30 pm</b> City Council Regular Meeting	22	23 <b>12:00 am</b> Thanksgiving Day and Day After (Observed) - City offices closed	24	25
26	27 <b>6:30 pm</b> Arts Commission Regular Meeting	28	29	30	1 <b>5:00 pm</b> Very Merry Sammamish	2
3	4 <b>4:30 pm</b> City Council Study Session	5 <b>6:30 pm</b> City Council Regular Meeting	6 <b>6:30 pm</b> Parks and Recreation Commission Meeting	7 <b>6:30 pm</b> Planning Commission Meeting	8	9



# MEMORANDUM

**TO:** Melonie Anderson/City Clerk  
**FROM:** Marlene/Finance Department  
**DATE:** September 28, 2017  
**RE:** Claims for October 3, 2017

\$ 305,060.45  
 73,948.52  
 23,893.61  
 3,453,656.69  
 20,272.18

### Top 10 Over \$10,000 Payments

JR Hayes & Sons	\$1,561,810.74	212th Way SE Improvements
Watson Asphalt	\$911,374.43	2017 Pavement Program - Overlays
WS Contractors	\$317,713.01	Sammamish Landing ADA Project - August 2017
Lochner	\$190,486.67	SE Iss Fall City Rd Project
Iron Creek Construction	\$141,189.00	Beaver Lake Drive NTMP
AHBL	\$39,072.50	Surface Wter Design Manual & LID Code Review
Fehr & Peers	\$34,540.72	Transportation Master Plan
King County Sheriff	\$19,639.81	4th of July Discretionary Overtime
Pro-Vac	\$18,407.45	Stormwater System Cleaning - September 2017
King County Finance	\$16,739.61	Jail Services - August & INET Service July/Aug

0.00G+

TOTAL \$ 3,876,831.45

CHECK # 48445 - # 48568

305,060.45 +  
 73,948.52 +  
 23,893.61 +  
 3,453,656.69 +  
 20,272.18 +  
 3,876,831.45G+

Accounts Payable  
 Check Register Totals Only

User: mdunham  
 Printed: 9/18/2017 - 9:48 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
48445	09/18/2017	COMCAST3	Comcast	1,289.36	48,445
48446	09/18/2017	ISD	Issaquah School District	11,881.50	48,446
48447	09/18/2017	KINGPET	King County Pet Licenses	220.00	48,447
48448	09/18/2017	LWSD	Lake Washington School Dist	183,974.00	48,448
48449	09/18/2017	LANDERS	Maureen Walker & Ned P. Landers	51,770.00	48,449
48450	09/18/2017	PSE	Puget Sound Energy	47,520.24	48,450
48451	09/18/2017	VERIZON	Verizon Wireless	8,405.35	48,451
Check Total:				305,060.45	

# Accounts Payable

## Check Register Totals Only

User: mdunham  
 Printed: 9/20/2017 - 10:31 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
48452	09/20/2017	CASDU	California State Disbursement Unit	1,001.50	48,452
48453	09/20/2017	ICMA401	ICMA 401	51,828.79	48,453
48454	09/20/2017	ICMA457	ICMA457	13,897.42	48,454
48455	09/20/2017	NAVIA	Navia Benefits Solution	2,127.59	48,455
48456	09/20/2017	PSE	Puget Sound Energy	4,512.65	48,456
48457	09/20/2017	WASUPPOR	Wa State Support Registry	580.57	48,457
				73,948.52	
Check Total:				73,948.52	

# Accounts Payable

## Check Register Totals Only

User: mdunham  
Printed: 9/26/2017 - 11:05 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
48458	09/26/2017	US BANK	U. S. Bank Corp Payment System	23,893.61	48,458
				<u>23,893.61</u>	
Check Total:				<u>23,893.61</u>	

## Accounts Payable

## Check Register Totals Only

User: mdunham  
 Printed: 9/27/2017 - 4:43 PM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
48459	10/03/2017	AHBL	AHBL Inc	39,072.50	48,459
48460	10/03/2017	ALLENDER	Derek Allen	25.25	48,460
48461	10/03/2017	ALLSTREA	Allstream	1,872.85	48,461
48462	10/03/2017	ANDERROO	Anderson Roofing Inc	188.50	48,462
48463	10/03/2017	ANTIN	Aaron Antin	277.14	48,463
48464	10/03/2017	BADGLEY	Badgley Landscape LLC	15,886.20	48,464
48465	10/03/2017	BEST	Best Parking Lot Cleaning, Inc	4,624.79	48,465
48466	10/03/2017	BLUETARP	Blue Tarp Financial	1,903.04	48,466
48467	10/03/2017	BOBS	Bob's Heating & Air	55.00	48,467
48468	10/03/2017	BOHANAN	Martin Bohanan	44.75	48,468
48469	10/03/2017	BUILDERS	Builders Exchange of WA	49.95	48,469
48470	10/03/2017	CADMAN	Cadman, Inc.	1,196.62	48,470
48471	10/03/2017	CALPORT	CalPortland Company	662.63	48,471
48472	10/03/2017	CDW	CDW Govt Inc	13,550.88	48,472
48473	10/03/2017	CENTURY	Century Link	53.90	48,473
48474	10/03/2017	CERTLABS	Certified Laboratories	1,553.42	48,474
48475	10/03/2017	COMIN	Dana Comin	500.00	48,475
48476	10/03/2017	CRAWFORD	Kelsie Crawford-Clippinger	12.20	48,476
48477	10/03/2017	CRESSY	Cressy Door Co., Inc	790.02	48,477
48478	10/03/2017	DAILY	Daily Journal of Commerce	684.00	48,478
48479	10/03/2017	DILLEY	Jennifer Dilley	139.00	48,479
48480	10/03/2017	ELTEC	Eltec Systems LLC	942.28	48,480
48481	10/03/2017	ERICKSON	Brendan Erickson	500.00	48,481
48482	10/03/2017	ESA	ESA	2,430.30	48,482
48483	10/03/2017	EVANS	David Evans & Associates, Inc	8,888.84	48,483
48484	10/03/2017	EVERFORD	Evergreen Ford	2,934.08	48,484
48485	10/03/2017	EVERGR	Evergreen Print Solutions	567.75	48,485
48486	10/03/2017	EVSAN	Evergreen Sanitation, Inc	9,053.26	48,486
48487	10/03/2017	FASTENAL	Fastenal Industrial Supplies	2,284.35	48,487
48488	10/03/2017	FASTSIGN	Fastsigns Bellevue	594.54	48,488
48489	10/03/2017	FEHRPEER	Fehr & Peers	34,540.72	48,489
48490	10/03/2017	GIANINI	Chris Gianini	41.00	48,490
48491	10/03/2017	GRAINGER	Grainger	1,137.33	48,491
48492	10/03/2017	HAYES	JR Hayes & Sons	1,561,810.74	48,492
48493	10/03/2017	HDFOWL	H. D. Fowler Company	231.00	48,493
48494	10/03/2017	HILDE	Katherine Hilde	179.76	48,494
48495	10/03/2017	HONEY	Honey Bucket	3,473.82	48,495
48496	10/03/2017	HOWARD	Lyman Howard	35.25	48,496
48497	10/03/2017	IRONCREE	Iron Creek Construction, LLC	141,189.00	48,497
48498	10/03/2017	ISD	Issaquah School District	1,202.27	48,498
48499	10/03/2017	ISNW	Industrial Solutions NW LLC	9,742.28	48,499
48500	10/03/2017	JONESELB	Dylan L.B. Jones	31.56	48,500
48501	10/03/2017	KCBLANK	King County Finance	7,141.50	48,501
48502	10/03/2017	KINGFI	King County Finance A/R	16,739.61	48,502
48503	10/03/2017	KINGSH	King County Sheriff's Office	19,639.81	48,503
48504	10/03/2017	KINGWAT	King County Finance	6,375.67	48,504
48505	10/03/2017	KPG	KPG Interdisciplinary Design	1,672.50	48,505
48506	10/03/2017	LAKESIDE	Lakeside Industries	979.00	48,506
48507	10/03/2017	LIGHTLOA	Light Loads Concrete, LLC	869.96	48,507
48508	10/03/2017	LOCHNER	Lochner, Inc.	190,486.67	48,508

Check	Date	Vendor No	Vendor Name	Amount	Voucher
48509	10/03/2017	MAILPO	Mail Post	875.93	48,509
48510	10/03/2017	maren	Mareneos Rock Center	266.83	48,510
48511	10/03/2017	MASTERCH	Master Chorus Eastside	500.00	48,511
48512	10/03/2017	MINUTE	Minuteman Press	27.50	48,512
48513	10/03/2017	MORUP	Morup Signs Inc	295.00	48,513
48514	10/03/2017	NAPA	NAPA Auto Parts	140.62	48,514
48515	10/03/2017	NC MACH	NC Machinery Co	744.69	48,515
48516	10/03/2017	NETRUCK	North End Truck Equip Inc	32.86	48,516
48517	10/03/2017	PACAIR	Pacific Air Control, Inc	1,052.25	48,517
48518	10/03/2017	PAPE	Pape Machinery	2,702.13	48,518
48519	10/03/2017	PERTEET	Pertect, Inc.	7,355.29	48,519
48520	10/03/2017	PINECHUR	Pine Lake Covenant Church	185.40	48,520
48521	10/03/2017	PLANTSCA	Plantscapes, Inc	11,016.50	48,521
48522	10/03/2017	POA	Pacific Office Automation	1,625.82	48,522
48523	10/03/2017	PROVAC	PRO-VAC	18,407.45	48,523
48524	10/03/2017	PSINTEGR	Performance Systems Integration LLC	355.30	48,524
48525	10/03/2017	PSPREMIE	Puget Sound Premier League	6,902.50	48,525
48526	10/03/2017	RAINIER	Rainier Wood Recyclers Inc	15.00	48,526
48527	10/03/2017	REDMOND	City Of Redmond	451.95	48,527
48528	10/03/2017	REDSIGNS	Redmond Signs	191.57	48,528
48529	10/03/2017	REPUBLIC	Republic Services #172	1,248.53	48,529
48530	10/03/2017	RICH	Rich Landscaping, Inc.	3,162.50	48,530
48531	10/03/2017	RJTHOMAS	R J Thomas Mfg Co Inc	842.00	48,531
48532	10/03/2017	RWC	RWC Group	50.00	48,532
48533	10/03/2017	SAMCHAMB	Sammamish Chamber of Commerce	5,000.00	48,533
48534	10/03/2017	SAMLITTL	Sammamish Little League	4,783.50	48,534
48535	10/03/2017	SEATIM	Seattle Times	494.00	48,535
48536	10/03/2017	SEQUOYAH	Sequoyah Electric, LLC	478.35	48,536
48537	10/03/2017	SETON	Seton Identification Products	1,076.45	48,537
48538	10/03/2017	SITEONE	Site One Landscape Supply LLC	567.70	48,538
48539	10/03/2017	SLABJACK	Slabjack NW	550.00	48,539
48540	10/03/2017	SONGHAIX	Haixin Song	248.00	48,540
48541	10/03/2017	SOUNDPUB	Sound Publishing, Inc	1,577.25	48,541
48542	10/03/2017	SPATIAL	Spatial Development Int LLC	6,235.00	48,542
48543	10/03/2017	SUNBELT	Sunbelt Rentals	4,483.90	48,543
48544	10/03/2017	SUPERION	Superion LLC	183.32	48,544
48545	10/03/2017	THOMASJE	Jeff Thomas	144.56	48,545
48546	10/03/2017	TRANSOLU	Transportation Solutions, Inc	1,087.50	48,546
48547	10/03/2017	TRI-TEC	Tri-Tec Communications, Inc	6,418.50	48,547
48548	10/03/2017	UFS	Universal Field Services Inc	948.01	48,548
48549	10/03/2017	ULINE	ULINE Shipping Supplies	3,348.84	48,549
48550	10/03/2017	USBANKNA	US Bank N.A.	63.00	48,550
48551	10/03/2017	UWBLANK	University of Washington	4,135.94	48,551
48552	10/03/2017	VMS	Versatile Mobile Systems Inc	262.11	48,552
48553	10/03/2017	WAAUDIT	Wa State Auditor's Office	3,154.23	48,553
48554	10/03/2017	WAECOL	Wa State Dept of Ecology	5,613.00	48,554
48555	10/03/2017	WATSON	Watson Asphalt Paving Co	911,374.43	48,555
48556	10/03/2017	WAWORK	Washington Workwear Stores Inc	1,971.75	48,556
48557	10/03/2017	WELCHMIC	Michael Dylan Welch	300.00	48,557
48558	10/03/2017	WESCOM	Wescom	88.00	48,558
48559	10/03/2017	WRPA	Wa Recreation & Parks Assoc	1,947.00	48,559
48560	10/03/2017	WSONTRA	WS Contractors LLC	317,713.01	48,560
48561	10/03/2017	ZOLL	Zoll Medical Corp	1,613.55	48,561
48562	10/03/2017	ZUMAR	Zumar Industries, Inc.	490.68	48,562

Check Total: 3,453,656.69

Accounts Payable  
 Check Register Totals Only

User: mdunham  
 Printed: 9/28/2017 - 9:09 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
48563	10/03/2017	BAKERMAR	Marc Baker	186.95	48,563
48564	10/03/2017	COCKER	Cocker Fennessy, Inc.	5,958.75	48,564
48565	10/03/2017	HERRERA	Herrera Environmental Consult.	1,848.24	48,565
48566	10/03/2017	MORUP	Morup Signs Inc	1,180.00	48,566
48567	10/03/2017	WATERSH	The Watershed Company	2,578.24	48,567
48568	10/03/2017	WC3	West Coast Code Consultants, Inc	8,520.00	48,568
				<hr/> <hr/>	
Check Total:				20,272.18	
				<hr/> <hr/>	





**Meeting Date:** October 3, 2017

**Date Submitted:** 9/25/2017

**Originating Department:** City Manager

**Clearances:**

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Attorney     | <input type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT          | <input type="checkbox"/> Public Works  |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation    |  |

**Subject:** Ordinance creating the Sammamish Human Services Commission.

**Action Required:** Second Reading & Adoption

- Exhibits:**
1. Human Services Task Force Recommendation
  2. Ordinance
  3. Proposed Commissioner Application

**Budget:** N/A

**Summary Statement:**

In 2016, the City Council appointed a Human Services Task Force to promote and support a variety of human service programs and initiatives. One of the work items assigned to the Task Force was to evaluate the need for a permanent Human Services Commission. The Task Force completed their work, including meeting with a number of neighboring municipalities, and recommended the formation of a Commission (Exhibit 1).

The Task Force's recommendation was presented to the Human Services Committee on June 27, 2017 and then to the City Council on July 11. Both groups expressed their support for the formation of a Commission, and the Council directed staff to proceed with the development of an ordinance.

Staff presented the Ordinance (Exhibit 2) to the City Council on September 19. Within the Ordinance, staff included a provision that would allow *up to* three exceptions to the commissioner residency requirement. Following deliberation on this provision, the Council approved a motion to remove the specific number of non-resident exceptions in favor of leaving the number open to the Council's discretion. Section 2.75.020(2)(a) of the Ordinance has been amended to reflect the Council's motion. No other amendments were made to the Ordinance or to the proposed commissioner application questions (Exhibit 3).

**Background:**

Purpose Duties of the Commission

The Human Services Commission will provide policy guidance to the City Council on how best to meet the human service needs of the Sammamish community. In general, the Commission will be responsible for reviewing and making policy recommendations on human service grants, providing programming/partnership recommendations, and advising on other needs and priorities as directed by the City Council. The Commission members will also coordinate/network with other human service groups and evaluate the performance of the City's human service initiatives.

Size of the Commission

Although not included in the Task Force's recommendation, the Task Force and the Committee did have a discussion on the appropriate size of the Commission. They recommended that the Commission be composed of seven (7) members, similar to the Task Force.

Commissioner Application

Currently, prospective commissioners apply to any of the City's commissions through an online application process. The City Council recommended the development of a more comprehensive application form for the Human Services Commission. The intent of the comprehensive application is to gather information to facilitate the selection of a balanced commission, including representatives from the following groups: faith-based organizations, schools, human service providers, seniors, service organizations, health providers, and the community at large. Suggested application questions for the Human Services Commission may be found in Exhibit 3.

Commissioner Appointment

According to the proposed Ordinance, commissioners will be selected primarily from City residents. Recognizing, however, that the provision of human services is regional in nature, staff included a provision giving the Council the discretion to appoint non-residents who are involved in providing human services to Sammamish residents. The non-resident applicants will need to describe in their application (Exhibit 3) how they are directly involved in serving the Sammamish community.

Please note that the provision allowing non-resident appointments does not establish a requirement that any of the seats be filled by non-residents; it merely allows the opportunity to appoint non-residents when the Council feels the candidates are a good match for the Commission.

Commissioner Term Length

Members of the Commission will serve in staggered four-year terms. Initial term lengths range from one-to-four years in order to implement the staggered terms. The term length and staggering of appointments is consistent with all other City commissions.

Implementation

This timing of adoption of this Ordinance will allow for the recruitment of commissioners to take place at the same time recruitment is occurring for all other commissions at the end of 2017. The new Human

Services Commission will officially commence work in February of 2018. The Human Services Task Force will sunset at the end of 2017. A plan will be developed to support the transition from the Task Force to the Commission, which may involve extending the term of the Task Force by a month or two.

The development of a Human Services Commission can proceed in two phases. The initial phase is budget neutral, running through the current biennium and encompassing work that has already been approved by the City Council (e.g. human services grant program). Sufficient funds and staff resources exist to support this body of work and a new Human Services Commission.

The future phase of work is largely dependent on the outcomes of the Human Services Needs Assessment and subsequent City Council decisions on future programs and policies. The resources needed to support additional human services work, if desired, will need to be evaluated as part of a future budget cycle.

**Financial Impact:**

The work load associated with the formation of the Human Services Commission will be similar to the workload of the Task Force and is anticipated to be budget neutral. Funding for future phases of work will need to be evaluated as part of a future budget cycle.

**Recommended Motion:**

Move to adopt the Ordinance creating a Human Services Commission for the City of Sammamish.



## Exhibit 1

### City of Sammamish Human Services Task Force Recommendation on the Formation of a Human Services Commission

Approved: June 7, 2017

#### Part 1: Recommend forming a Commission

The Human Services Task Force (the “Task Force”) was created by the Sammamish City Council in 2016 to recommend a two-year portfolio of grants and to make recommendations to address the human service needs of residents now and in the future.

One of the tasks assigned to the Task Force, was to evaluate the need for a permanent advisory group. The Task Force has completed the analysis and recommends the City create a permanent Human Services Commission. The recommendation is based on experience gained from one cycle of reviewing/recommending human service grants, a review of how similar communities address human-service related issues, and the personal experience/expertise of Task Force members.

#### Part 2: Proposed Scope of Work for Commission

The Task Force recommends the newly formed Human Services Commission be tasked with four main responsibilities:

1. Review and provide recommendations to the City Council on the Human Services grant program, including the following:
  - a. Budget recommendations and funding levels related to the grant program.
  - b. Policies guiding the selection and distribution of grant funds.
  - c. Evaluation of grant applications and recommendations regarding allocation of grant funds.
2. Ongoing collaboration and outreach with human services organizations that receive grant funding from the City of Sammamish.
3. Review and provide recommendations to the City Council on other matters related to Human Services including the following:
  - a. Strategic plans, including needs assessment studies related to human services and specifically the goals, policies and objectives of the plan.
  - b. Proposed budget items related to human services, including recommended funding levels for programs and partnerships (e.g. ARCH, etc.)
  - c. Proposed ordinances, resolutions and policies related to human services.
  - d. Policy review for other human services related work plan items as directed by the City Council.
4. Participate in relevant/appropriate regional task forces, working groups and committees.

# Exhibit 1

## Part 3: Rationale for Recommendation

*Commission is for the long term:* A Human Service Commission does not have the same time constraints as a Task Force and as a result can provide deep, thematic, insights rather than cursory, episodic, recommendations.

*The City and Region Are Changing:* As the City of Sammamish and the region continue to evolve, there is likely to be a growing demand for human services. The Commission will be an ongoing resource, providing insights and recommendations to help the City Council navigate these changes.

*Investing in Bench Strength:* Similarly, the permanent status of the Commission will allow Commissioners, staff, and Council Members to develop expertise in human service-related issues. This bench strength will grow with time, providing a considerable resource for the City and its residents.

*Seat at the Table:* With a formal Commission comes the imprimatur of the City Council and the ability to represent the City and its interests in regional human service groups. This participation, in turn, communicates the needs of Sammamish to others in the region as well as provides a means to learn about best practices in other cities.

*Signals Commitment to Residents:* Creating a Human Services Commission signals to Sammamish residents that its elected officials understand the needs of its residents and are committed to addressing them for the long-term.

*Efficient Use of Resources:* A commission provides an entry point for residents to share insights and concerns about human services. In addition, a commission is able to use that input and other data points to vet opportunities and challenges, saving Councilmembers and staff time and effort to engage issues further downstream.

## Part 4: Implementation of a Human Services Commission

Our recommendation is to proceed with the steps necessary to implement a Human Services Commission now, such that an ordinance could be adopted in the fall. This timing would allow for the recruitment of commissioners to take place at the same time recruitment is occurring for all other commissions at the end of 2017. The new Human Services Commission would officially commence work at the beginning of 2018. The Human Services Task Force will sunset at the end of 2017.

The development of a Human Services Commission can proceed in two phases. The initial phase is budget neutral, running through the current biennium and encompassing work that has already been approved by the City Council (e.g. human services grant program). Sufficient funds and staff resources exist to support this body of work and a new Human Services Commission.

The future phase of commission work is largely dependent on the outcomes of the Human Services Needs Assessment and subsequent recommendations on human services programs. The resources needed to support additional human services work will need to be evaluated as part of a future budget cycle.

**CITY OF SAMMAMISH  
WASHINGTON**

**ORDINANCE NO. O2017-**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, CREATING A HUMAN SERVICES  
COMMISSION AND ADDING A NEW CHAPTER 2.75 TO THE  
SAMMAMISH MUNICIPAL CODE; PROVIDING FOR  
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE  
DATE.**

WHEREAS, the Sammamish City Council wishes to encourage the development of human service partnerships and programs within the community and to promote public participation in the development of human service initiatives; and

WHEREAS, the City Council desires to create a Human Services Commission that will provide guidance and direction in meeting the human services needs of the City by advising the City Council on such matters;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Chapter 2.75 SMC, Human Services Commission, Created.** Sammamish Municipal Code Chapter 2.75, *Human Services Commission*, is hereby created as set forth in Attachment A.

**Section 2. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 3. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON  
THE \_\_\_ DAY OF \_\_\_\_\_, 2017.**

**Exhibit 2**

CITY OF SAMMAMISH

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Mayor Bob Keller

ATTEST/AUTHENTICATED:

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Melonie Anderson, City Clerk

Approved as to form:

---

Michael R. Kenyon, City Attorney

Filed with the City Clerk:

First Reading:

Passed by the City Council:

Date of Publication:

Effective Date:

**ATTACHMENT A:  
Chapter 2.75 SMC  
Human Services Commission**

**2.75.010 Created.**

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There is hereby created a Human Services Commission, consisting of seven members, to provide guidance and direction in meeting the human services needs of the City by advising the City Council on such matters.

**2.75.020 Membership.**

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(1) Number of Members.

- (a) The human services commission shall consist of seven members.
- (b) The terms for all positions on the commission shall be staggered as shown in subsection (5) of this section.
- (c) Following the completion of each new term established by subsection (1)(b) of this section, the term for each voting position shall thereafter be four years and shall commence on February 1st.

(2) Appointment.

- (a) Members of the human services commission shall be selected from residents living within the City limits. ~~Up to three e~~Exceptions to this requirement may be made, by vote of the City council, in instances where an appointee is involved in providing human services to the Sammamish community.
- (b) Human service commission members shall be selected without respect to political affiliation and shall serve without compensation.
- (c) Human service commission members shall be subject to confirmation by the City council.
- (d) To the extent practicable, appointments shall reflect a balance of human service delivery interests in the community.

(3) Removal. Members of the human services commission may be removed by a majority vote of the entire City council for neglect of duty, conflict of interest, malfeasance in office or other just cause, or for unexcused absence for more than three consecutive regular meetings. The decision of the City council shall be final and there shall be no appeal.

(4) Vacancies. Vacancies, occurring other than through the expiration of term, shall be filled for the unexpired term in the same manner as for appointments as provided by this chapter.

(5) Term. Commission voting members shall be selected for staggered terms as follows, and for four-year terms thereafter:

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Position 1</b>	2/2018 – 1/2019	2/2019 – 1/2023				2/2023 – 1/2027				
<b>Position 2</b>	2/2018 – 1/2019	2/2019 – 1/2023				2/2023 – 1/2027				
<b>Position 3</b>	2/2018 – 1/2020		2/2020 – 1/2024				2/2024 – 1/2028			
<b>Position 4</b>	2/2018 – 1/2020		2/2020 – 1/2024				2/2024 – 1/2028			
<b>Position 5</b>	2/2018 – 1/2021			2/2021 – 1/2025			2/2025 – 1/2029			
<b>Position 6</b>	2/2018 – 1/2021			2/2021 – 1/2025			2/2025 – 1/2029			
<b>Position 7</b>	2/2018 – 1/2022				2/2022 – 1/2026				2/2026 – 1/2030	

**2.75.030 Organization and meetings.**

The human services commission shall elect a chair and vice chair each year from among its voting members. Such officers shall hold office until December 31 of the year in which they are elected or until their successors are elected. The City Manager shall appoint appropriate staff to assist the human services commission in the preparation of such reports and records as are necessary for the proper operation of the commission. The human services commission shall adopt and be governed by its own rules of procedure.

**2.75.040 Duties and responsibilities.**

The human services commission shall make reports and recommendations to the city council concerning human services issues including:

- (1) Development and assessment of human services in the city.
- (2) Determination of priorities of human service needs within the city.

(3) Evaluation and recommendation on funding requests submitted to the city.

(4) Review of city actions which may affect the availability and quality of human service provision in the city.

(5) Coordination with other groups and human services planning agencies and organizations to pursue the goal of regional cooperation in the planning, funding and delivery of human services.

(6) Commission may provide recommendations to the city council on emerging issues and concerns related to human services.

## Exhibit 2

## Exhibit 3

### Proposed Human Services Commissioner Application

*Prospective commissioners apply to any one of the City's commissions through an online application on the City's website. This document merely lists the questions that staff are proposing; it is not formatted to appear as it would online.*

1. Full Name, Address and Email
2. Years at this address
3. Do you live within City limits?
  - a. If you do not live within the City limits, please describe how you are involved in providing human services to the Sammamish community.
4. Are you a City employee?
5. Why are you interested in serving on the Sammamish Human Services Commission?
6. What skills and relevant experience would you bring to the work of the Commission?
7. How would you deal with a disagreement in a board setting?
8. What is your vision for human services in Sammamish?
9. What are your top three areas of interest for human services in Sammamish?
10. Which of the following human service groups do you most closely represent?
  - The Community at Large
  - Schools
  - Faith-Based Organizations
  - Seniors
  - Human Service Providers
  - Health
  - Service Organizations
11. If you were appointed to the Human Services Commission, do you see the potential for a conflict of interest claim based on any personal or professional interest you may have?
12. In our City, no commission member has the authority from City Council to speak for the Council in any written or oral communications. Using your title as a Human Services Commission Member, your communications may create the perception that you are speaking for the City. Do you understand and agree that if you do such, you will be dismissed from your position?
13. Letter of Interest
14. Resume

## Exhibit 3



**Meeting Date:** October 3, 2017

**Date Submitted:** 9/25/2017

**Originating Department:** Public Safety

**Clearances:**

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> Attorney     | <input type="checkbox"/> Community Development | <input checked="" type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT          | <input type="checkbox"/> Public Works             |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation    |   |

**Subject:** Ordinance clarifying SMC requirements for redeeming an impounded vehicle.

**Action Required:** Second Reading & Adoption

**Exhibits:** 1. Ordinance

**Budget:** N/A

**Summary Statement:**

Chapter 22.15 of the Sammamish Municipal Code (SMC) regulates vehicle impoundment upon arrest of a driver for driving while license suspended (DWLS) or revoked (DWLR). Within that chapter, section 22.15.050 identifies the requirements that apply to those seeking to redeem their impounded vehicle.

This Ordinance is intended to clarify the impounded vehicle redemption requirements by:

1. Improving readability so that a citizen understands the requirements;
2. Updating minor incorrect references to other sections within the chapter; and
3. Clarifying the penalties, fines and forfeitures that may be owed before redemption of a vehicle.

This Ordinance is a clean-up of 22.14.050 SMC; no substantial changes to the language are proposed.

**Background:**

Section 22.15.050 SMC is currently written in a way that is difficult to understand because of its long, wordy subsections and the organization of its provisions. Interpretation of the ordinance has been difficult in the past, particularly as citizens were unclear on the requirements for redemption of an impounded vehicle. To remedy these issues, the code section was reorganized, such that it reads more like a checklist and the formatting is now consistent with the rest of the SMC. Additional modifications were made to address incorrect references.

**Financial Impact:**

N/A

**Recommended Motion:**

Move to adopt the Ordinance clarifying the requirements for redeeming an impounded vehicle.



**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2017-\_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, AMENDING SECTION 22.15.050 OF THE  
SAMMAMISH MUNICIPAL CODE RELATING TO  
REDEMPTION OF IMPOUNDED VEHICLES; PROVIDING  
FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE  
DATE**

WHEREAS, Sammamish Municipal Code (SMC) Section 22.15.050 relates to the redemption of vehicles impounded as a result of driving while license suspended or revoked; and

WHEREAS, the City Council desires to amend SMC Section 22.15.050 to improve the readability of the Section and to maintain consistency with state law by clarifying the penalties, fines, and forfeitures that may be owed before redemption of a vehicle;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. SMC 22.15.050, Redemption of impounded vehicles, Amended.** Sammamish Municipal Code Section 22.15.050, *Redemption of impounded vehicles*, is hereby amended as set forth in Attachment A.

**Section 2. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 3. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON  
THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2017.**

**Exhibit 1**

CITY OF SAMMAMISH

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Mayor Bob Keller

ATTEST/AUTHENTICATED:

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Melonie Anderson, City Clerk

Approved as to form:

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Michael R. Kenyon, City Attorney

Filed with the City Clerk: September 13, 2017

First Reading: September 19, 2017

Passed by the City Council:

Date of Publication:

Effective Date:

Attachment A

Amended SMC 22.15.050

**22.15.050 Redemption of impounded vehicles.**

Vehicles impounded pursuant to this chapter shall be redeemed only under the following circumstances, and pursuant to agreement between the City and the King County sheriff's office:

(1) A person redeeming an impounded vehicle must, prior to redemption, establish that he or she has a valid driver's license and insurance. An impounded vehicle may be redeemed only by the following persons:

(a) ~~T~~Only the registered owner;

(b) ~~, a~~ A person authorized in writing by the registered owner; ~~or~~

(c) A person ~~, or one~~ who has purchased the vehicle from the registered owner ~~and,~~ who produces ownership or written authorization and signs a receipt therefor, ~~may redeem an impounded vehicle.~~

A person redeeming a vehicle impounded pursuant to this chapter must, prior to redemption, ~~must establish that he or she has a valid driver's license and insurance.~~

(2) Any person so redeeming a vehicle impounded under this chapter shall pay the tow truck operator for costs of impoundment (removal, towing, and storage) and the administrative fee prior to redeeming such vehicle. The tow truck operator shall accept payment as provided in RCW 46.55.120(1)(e), as now or hereafter amended. If the vehicle was impounded pursuant to this chapter and was being operated by the registered owner when it was impounded, it may not be released to any person until all penalties, fines, or forfeitures owed by the registered owner have been satisfied. A vehicle impounded pursuant to this chapter can be released only pursuant to written order from the King County sheriff's office or a court.

(2) The impounded vehicle shall be released upon payment of the administrative fee to the City and the costs of impoundment to the tow truck operator. An impounded vehicle can be released only pursuant to a written order from the King County Sheriff's Office or a court.

## Exhibit 1

(a) Costs of impoundment shall include the costs of towing, storage, or other services rendered during the course of towing, removing, impounding, or storing any such vehicle.

(b) The tow truck operator shall accept payment as provided in RCW 46.55.120(1)(f), as now or hereafter amended.

(c) In addition, if an impounded vehicle was operated by the registered owner when it was impounded, the vehicle must not be released to any person until the registered owner establishes with the King County sheriff's office that any penalties, fines, or forfeitures owed by him or her have been satisfied, or a time payment agreement (in a form approved by the court) has been entered into providing for the satisfaction of all said penalties, fines or forfeitures. Washington State Department of Licensing license reinstatement fees shall not be treated as penalties, fines, or forfeitures for purposes of this section.

~~(3) The King County sheriff's office shall assign an administrative hearings officer(s) to conduct post-impoundment hearings pursuant to this chapter.~~ Any person seeking to redeem an impounded vehicle ~~impounded pursuant to this section~~ has a right to a hearing before an administrative hearings officer to contest the validity of an impoundment or the amount of removal, towing, and storage charges or administrative fee.

(a) Any request for a hearing shall be made in writing, on a form provided by the King County sheriff's office and signed by such person.~~and~~

(b) Any request for a hearing shall be received by the King County sheriff's office within 10 days (including Saturdays, Sundays, and holidays) of the latter of:

(i) T~~he~~ date the notice of right of redemption and opportunity for hearing was mailed to the person; or

(ii) -T~~he~~ date the notice was given to the person by the tow truck operator.

## Exhibit 1

(c) Upon receiving a valid request for a hearing, tThe King County Sheriff's Office shall assign one or more administrative hearing officers to conduct post-impoundment hearings.

(de) Such hearing shall be provided as follows:

(i) (a) If all of the requirements to redeem the vehicle, including expiration of any period of impoundment under SMC 22.15.020subsection (2) of this section, have been satisfied, then the impounded vehicle shall be released immediately and a hearing shall be held within 90 days of the written request for hearing.

(ii) (b) If all of the requirements to redeem the vehicle, including expiration of any period of impoundment under SMC 22.15.020subsection (2) of this section, have not been satisfied, then the impounded vehicle shall not be released until after the a hearing that shall be held within two-ten business days (excluding Saturdays, Sundays, and holidays), but no later than the next available court date, of the written request for hearing.

(iii) (c) Any person seeking a hearing who has failed to request such hearing within the time specified in this section may petition the King County sheriff's office for an extension to file a request for hearing. Such extension shall only be granted upon the demonstration of good cause as to the reason(s) the request for hearing was not timely filed. For the purpose of this chapter, "good cause" shall be defined as circumstances beyond the control of the person seeking the hearing that prevented such person from filing a timely request for hearing. In the event such extension is granted, the person receiving such extension shall be granted a hearing in accordance with this chapter.

(iv) (d) If a person fails to file a timely request for hearing and no extension to file such a request has been granted, the right to a hearing is waived, the impoundment and the associated costs of impoundment are deemed to be proper, and neither the City or county shall be liable for removal, towing, and storage charges arising from the impoundment.

## Exhibit 1

(4) The Sammamish police chief, or designee, is authorized to release an impounded vehicle ~~impounded pursuant to this chapter~~ prior to the expiration of any period of impoundment upon petition of the spouse or domestic partner of the registered owner of the vehicle. The petition must be based on economic or personal hardship to such spouse or domestic partner resulting from the unavailability of the vehicle.

(a) In determining whether to grant such release, the Sammamish police chief or designee shall ~~and after consideration consider of~~ the threat to public safety that may result from the release of the vehicle, including, but not limited to, the driver's criminal history, driving record, license status, and access to the vehicle.

(b) If such release is authorized, the person redeeming the vehicle must satisfy the requirements of subsections (1) and (2) of this section with the exception of payment of the penalties, fines, or forfeitures owed by the driver, and with the exception of the administrative fee.

(5) The Sammamish police chief, or designee, is authorized to release an impounded vehicle ~~impounded pursuant to this chapter~~ prior to the expiration of any period of impoundment upon the petition of the registered owner ~~of the vehicle based upon economic or personal hardship or equity~~, provided the registered owner was not the operator of the vehicle at the time of the impound. The petition must be based on economic or personal hardship or equity. If such release is authorized, the registered owner must satisfy the requirements of subsections (1) and (2) of this section in order to redeem the vehicle.



**Meeting Date:** October 3, 2017

**Date Submitted:** 9/25/2017

**Originating Department:** Community Development

**Clearances:**

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Attorney     | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT                     | <input type="checkbox"/> Public Works  |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation               |  |

**Subject:** A consultant services contract with the Davey Resource Group for the Urban Forest Management Plan (UFMP) project.

**Action Required:** Authorize the City Manager to execute the contract with Davey Resource Group for Urban Forest Management Plan consultant services in the amount of \$119,500.

**Exhibits:**

1. Contract (redline)
2. Signed Contract (clean)

**Budget:** 2017-18 Approved Budget \$119,500

**Summary Statement:**

This is a contract with Davey Resource Group (DRG) to provide planning services for the Urban Forest Management Plan (UFMP). The scope of work for this contract includes, but is not limited to reviewing background information, providing a current conditions analysis, overseeing public and stakeholder outreach, and plan development and delivery.

City Council first considered this contract on September 5, 2017. The Council expressed an interest in including additional public engagement services and check-ins with the Planning Commission and City Council as well as a standalone Strategic Recommendations and Implementation Plan to the consultant's scope of work. The scope of work attached to this agenda bill reflects these additions.

In July 2017, a Request for Qualifications (RFQ) was published for consultant services with two firms submitting proposals. Staff reviewed the proposals based on criteria outlined in the RFQ and invited DRG to interview. At the conclusion of the interview, it was determined that DRG was qualified to provide the planning services requested. Reference checks were completed and DRG came highly recommended.

Based on the quality of previous planning work with projects of similar nature, the experience and qualifications of their staff and the ability to meet the project schedule, DRG was selected for the project.

**Background:**

History

The City's 2015 Comprehensive Plan includes a directive to "create and support a robust and comprehensive Urban Forestry Management Plan" (Policy EC.10.10). In response to this directive, staff began meeting with the City Council, the Planning Commission, and the Parks and Recreation Commission in mid-2016 to discuss priorities for the vision, mission, objectives and scope of work for the UFMP.

Over the course of several sessions during 2016 and 2017, the City Council and Commission members worked to develop draft mission and vision statements and a preferred consultant scope of work. Both City Council and the two Commissions advocated for a robust public involvement and education process (including social media and engagement with schools and other community groups). They also generally concurred that the plan should focus on trees on both public and private lands, and expressed a desire to gain a better understanding of the status of the tree canopy and how it can be improved in the midst of ongoing development. There was an expressed desire to apply the latest in best management practices and studies about the health and environmental benefits of trees to the plan and subsequent regulations and programs as well.

In July 2017, the City Council approved a contract with the University of Washington's (UW) Urban Ecology Research Lab to conduct a canopy cover assessment and initiate a policy review to analyze existing documents with a focus on fungal pathogens/disease and other ecological concerns. The contract also provides for ongoing policy review throughout the UFMP planning process to ensure proposed policy changes are in line with best scientific practices. DRG will collaborate with the UW team on the development of the plan.

Contract Scope of Work

The scope of work includes public outreach, analysis, planning, and plan development work that DRG will complete. The goal of this work is to develop a comprehensive UFMP that analyzes the City's current urban forest resources, identifies the public's priorities for the urban forest, sets short- and long-term goals related to maintaining and expanding the urban forest, and develops a roadmap to reach those goals.

- 1. Current Conditions Analysis / Background Review:** DRG will review existing documents that are related to or will help inform development of the UFMP, document and compare the City urban forestry practices with current industry best management practices, determine what standards need to be updated, and build upon the canopy cover assessment work by the UW for use in the UFMP.

2. **Public and Stakeholder Outreach:** With staff input, DRG will interview City departments to gather data on current City operations and maintenance practices. DRG will solicit community feedback through various outreach strategies and an online survey. Community response will be gathered, synthesized, and then utilized to inform the plan.
3. **Plan Development and Delivery of Draft and Final Plan and Implementation Plan:** Based on the results of the above, DRG will formulate recommendations, review them with staff and the UW team, develop a draft plan, and garner feedback. The Consultant will make final presentations to the Planning and Park Commissions and the City Council regarding the work done in the previous phases to assist discussions and to ultimately make a selection of the preferred suite of solutions to best meet the UFMP vision, goals, and policies. The consultant, along with staff, will develop a Strategic Recommendation and Implementation Plan to guide the implementation of the goals and policies contained in the plan.

Project Schedule

Q4 2017/Q1 2018	Phase 1: Background Review and Goal Establishment
Q1/Q2 2018	Phase 2: Technical Needs Assessment and Analysis
Q3 2018	Phase 3: Community Engagement
Q3/Q4 2018/Q1 2019	Phase 4: Development of Draft and Final UFMP and Strategic Recommendation and Implementation Plan
Q1 2019	Phase 5: Document Production and Delivery

**Financial Impact:**

In 2016, City Council approved \$115,000 for Urban Forest Management Plan consultant services in the 2017-18 Department of Community Development (DCD) budget. Subsequently, the City was awarded a \$15,000 grant from the Washington State Department of Natural Resources (DNR) for this effort, specifically to supplement the cost of the canopy cover assessment, thereby bringing the total DCD budget to \$130,000 for this effort.

In 2017, the City Council approved the UW contract for \$60,000, of which \$40,000 (including the \$15,000 DNR grant) was allocated from the 2017-18 DCD budget and \$20,000 was allocated from contingency funds. Therefore, the remaining DCD budget for this effort is \$90,000.

In developing the final scope of work for this contract, staff directed DRG to include additional services requested by City Council beyond what DRG originally proposed. The additional scope of work, which includes GIS analysis and an expanded public engagement program, brings the total contract amount with DRG to \$119,500, \$29,500 more than what is in City’s adopted budget for professional services related to the UFMP. This is an increase of \$6,177 from the contract presented at the September 5, 2017 meeting, when Council requested additional public engagement services, Council and Commission check-ins, and development of a Strategic Recommendations and Implementation Plan as a standalone document.

Staff recommends awarding the full contract amount and allocating \$29,500 from contingency funds to support the additional scope of work.

**Recommended Motion:**

Authorize the City Manager to execute the contract with Davey Resource Group for Urban Forest Management Plan consultant services in the amount of \$119,500.

# Exhibit 1

## CITY OF SAMMAMISH AGREEMENT FOR SERVICES

Consultant: Davey Resource Group

This Agreement is entered into by and between the City of Sammamish, Washington, a municipal corporation, hereinafter referred to as the "City," and Davey Resource Group, hereinafter referred to as the "Consultant."

WHEREAS, the City desires to have certain services performed for its citizens; and

WHEREAS, the City has selected the Consultant to perform such services pursuant to certain terms and conditions;

NOW, THEREFORE, in consideration of the mutual benefits and conditions set forth below, the parties hereto agree as follows:

1. **Scope of Services to be Performed by Consultant.** The Consultant shall perform those services described in Exhibit "A" of this agreement. In performing such services, the Consultant shall comply with all federal, state, and local laws and regulations applicable to the performance of such services. The Consultant shall perform services diligently and completely and in accordance with professional standards of conduct and performance.

2. **Compensation and Method of Payment.** The Consultant shall submit invoices for work performed using the form set forth in Exhibit "B".

The City shall pay Consultant:

[Check applicable method of payment]

According to the rates set forth in Exhibit "A "

A sum not to exceed ~~\$113,323~~ \$119,500

Other (describe): \_\_\_\_\_  
\_\_\_\_\_

The Consultant shall complete and return to the City Exhibit "C," Taxpayer Identification Number, prior to or along with the first invoice submittal. The City shall pay the Consultant for services rendered within ten days after City Council approval.

3. **Duration of Agreement.** This Agreement shall be in full force and effect for a period commencing upon execution and ending December 31, ~~2018~~2019, unless sooner terminated under the provisions of the Agreement. Time is of the essence of this Agreement in each and all of its provisions in which performance is required.

4. **Ownership and Use of Documents.** Any records, files, documents, drawings, specifications, data or information, regardless of form or format, and all other materials produced by the Consultant in connection with the services provided to the City, shall be the property of the City whether the project for which they were created is executed or not

5. **Independent Contractor.** The Consultant and the City agree that the Consultant is an independent contractor with respect to the services provided pursuant to this Agreement. The Consultant will solely be responsible for its acts and for the acts of its agents, employees, subconsultants, or representatives during the performance of this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto.

6. **Indemnification.** Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily

## Exhibit 1

injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

Furthermore, should subcontracting be agreed to by the parties, the Consultant shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Consultant-provided insurance as set forth herein, except the Consultant shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Consultant shall ensure that the City is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement at least as broad as the Insurance Services Office Additional Insured endorsement CG 20 38 04 13.

### 7. Insurance.

A. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

B. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of such services, or bodily injury to persons or damages to property, caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability hereunder shall be only to the extent of the Consultant's negligence.

### Minimum Scope of Insurance

Consultant shall obtain insurance of the types described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.
2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City.
3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.

### Minimum Amounts of Insurance

Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

### Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Professional Liability and Commercial General Liability insurance:

## Exhibit 1

1. The Consultant's insurance shall not be cancelled by either party except after thirty (30) days prior written notice has been given to the City

### Verification of Coverage

Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

### 8. Record Keeping and Reporting.

A. The Consultant shall maintain accounts and records, including personnel, property, financial, and programmatic records, which sufficiently and properly reflect all direct and indirect costs of any nature expended and services performed pursuant to this Agreement. The Consultant shall also maintain such other records as may be deemed necessary by the City to ensure proper accounting of all funds contributed by the City to the performance of this Agreement.

B. The foregoing records shall be maintained for a period of seven years after termination of this Agreement unless permission to destroy them is granted by the Office of the Archivist in accordance with RCW Chapter 40.14 and by the City.

9. Audits and Inspections. The records and documents with respect to all matters covered by this Agreement shall be subject at all times to inspection, review, or audit by the City during the performance of this Agreement.

### 10. Termination.

A. This City reserves the right to terminate or suspend this Agreement at any time, with or without cause, upon seven days prior written notice. In the event of termination or suspension, all finished or unfinished documents, data, studies, worksheets, models, reports or other materials prepared by the Consultant pursuant to this Agreement shall promptly be submitted to the City

B. In the event this Agreement is terminated or suspended, the Consultant shall be entitled to payment for all services performed and reimbursable expenses incurred to the date of termination.

C. This Agreement may be cancelled immediately if the Consultant's insurance coverage is canceled for any reason, or if the Consultant is unable to perform the services called for by this Agreement.

D. The Consultant reserves the right to terminate this Agreement with not less than fourteen days written notice, or in the event that outstanding invoices are not paid within sixty days.

E. This provision shall not prevent the City from seeking any legal remedies it may otherwise have for the violation or nonperformance of any provisions of this Agreement.

11. Discrimination Prohibited. The Consultant shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Consultant under this Agreement, on the basis of race, color, religion, creed, sex, age, national origin, marital status, or presence of any sensory, mental, or physical handicap.

12. Assignment and Subcontract. The Consultant shall not assign or subcontract any portion of the services contemplated by this Agreement without the prior written consent of the City.

13. Conflict of Interest. The City insists on the highest level of professional ethics from its consultants. Consultant warrants that it has performed a due diligence conflicts check, and that there are no professional conflicts with the City. Consultant warrants that none of its officers, agents or employees is now working on a project for any entity engaged in litigation with the City. Consultant will not disclose any information obtained through the course of their work for the City to any third party, without written consent of the "City". It is the Consultant's duty and obligation to constantly update its due diligence with respect to conflicts, and not the City's obligation to inquire as to potential conflicts. This provision shall survive termination of this Agreement.

## Exhibit 1

14. **Confidentiality.** All information regarding the City obtained by the Consultant in performance of this Agreement shall be considered confidential. Breach of confidentiality by the Consultant shall be grounds for immediate termination.

15. **Non-appropriation of funds.** If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will so notify the Consultant and shall not be obligated to make payments for services or amounts incurred after the end of the current fiscal period. This Agreement will terminate upon the completion of all remaining services for which funds are allocated. No penalty or expense shall accrue to the City in the event that the terms of the provision are effectuated.

16. **Entire Agreement.** This Agreement contains the entire agreement between the parties, and no other agreements, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or bind either of the parties. Either party may request changes to the Agreement. Changes which are mutually agreed upon shall be incorporated by written amendments to this Agreement.

17. **Notices.** Notices to the City of Sammamish shall be sent to the following address:

City of Sammamish  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075  
Phone number: (425) 295-0500

Notices to the Consultant shall be sent to the following address:

Company Name Davey Resource Group  
Contact Name Anne Fenkner  
Street Address 6005 Capistrano Ave, Unit A  
City, State Zip Atascadero, CA 93422  
Phone Number 916-214-5908  
Email anne.fenkner@davey.com

18. **Applicable Law; Venue; Attorneys' Fees.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in King County, Washington. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case and such fee, shall be included in the judgment.

The Consultant will be required to obtain a City of Sammamish business license prior to performing any services and maintain the business license in good standing throughout the term of its agreement with the City. A city business license application can be found at: <http://www.bls.dor.wa.gov/cities/sammamish.aspx>."

19. **Severability.** Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the City and the Consultant, who agree that the Agreement shall be reformed to replace such stricken provision or part with a valid and enforceable provision that comes as close as reasonably possible to expressing the intent of the stricken provision.

CITY OF SAMMAMISH, WASHINGTON

CONSULTANT

By: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Attest/Authenticated:

Approved As To Form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Attorney

# Exhibit 1

## Exhibit A

### Scope of Services

#### Summary Statement

The City of Sammamish is seeking consultant assistance from Davey Resource Group (DRG), a division of The Davey Tree Expert Company to provide professional urban forestry planning and community engagement services to develop the City's Urban Forest Management Plan (UFMP). The Plan is on the City of Sammamish schedule to start this fall. It is expected to be complete and ready for adoption in early 2019~~by Winter 2018~~.

#### **Phase 0: Project Management (Spans all aspects of UFMP)**

The objective of this task is to ensure effective and efficient communication between the Consultant and the City project team ~~members~~ to proactively anticipate and resolve problems, and assure the project deliverables meet the project's goals and objectives. The Consultant will be responsible for proactively managing the project and providing all services and work needed to complete the project.

#### **0.1 Staff Kick-off Meeting**

A kickoff meeting will take place in the City of Sammamish. DRG will set the agenda with input and approval from the City Project Manager. The meeting will introduce team members and address communication expectations and protocols; refine the goals, objectives, and scope of the project beyond the RFQ; review the implementation plan; and confirm milestone dates and deliverables.

#### **0.2 Project Status Updates**

The Consultant will provide regular progress reports to the City Project Manager. Project team meetings, which can include other team members, will be scheduled as necessary.

#### **0.3 Project Administration**

DRG will provide project administration and monthly invoicing.

#### **Phase 0: Assumptions**

- Consultant will develop the Project Kick-Off meeting agenda, provide hard copies of all materials and provide a meeting summary including a record of all decisions with the City Project Manager.
- The Consultant Project Manager will discuss project updates with the City Project Manager on process-update basis via telephone conference call.

#### **Phase 0: Meetings**

- Staff project kickoff meeting

#### **Phase 0: Deliverables**

- Monthly invoices showing the previous month's billing by hours and tasks, percentage of project completion to date by task, a project status report by task, and comments on the project's schedule status
- Kickoff Meeting Agenda and materials for all attendees
- Notes summarizing the Kickoff Meeting including list of action items

#### **Phase 1 - Background Review, Goal Establishment and Preliminary Public Engagement (Q4 2017 – Q1 2018)**

#### **1.1 Review Existing Plans and Related Documents**

The objective of this task is to review existing documents that are related to or help inform development of the UFMP. The list will be identified at the kickoff meeting. DRG will document and compare the City of ~~Sammamish's~~Sammamish urban forestry practices with current industry best management practices, determine what standards need to be updated, and incorporate recommendations into the plan. Examples of background documents include:

- Comparison Matrix of Urban Forest Management Plans adopted by other jurisdictions similar to Sammamish (completed by staff, reviewed by DRG)
- City of Sammamish Comprehensive Plan, 2015 and any subsequent revisions

## Exhibit 1

- City's 6- and 20-Year Capital Improvement Plans – Transportation, Storm Water, Parks
- City of Sammamish Parks PRO Plan, 2012
- Trails, Bikeways and Paths Plan, 2003
- Neighborhood Traffic Management Program
- Puget Sound Regional Council population growth assumptions
- Relevant King County Metro and Climate Adaptive long range plans
- City of Sammamish Public Works' Standards
- Current Industry Best Management Practices (BMPs) including ISA, ANSI A300 and Z133.

### 1.2 Project Kick off and Public Engagement and Goal Establishment

DRG will present an orientation of the UFMP process to City Council, Planning Commission, and Parks and Recreation Commission in the early portion of the project and solicit feedback to clearly establish project goals and objectives.

DRG will work in collaboration with city staff to prepare and present educational material about the urban forest and will provide a general overview of urban forest management, planning, oversight and community visioning. The educational workshop time and location will be determined by the City Project Manager.

These public educational workshops will focus on topics including but not limited to the following:

- Urban Forest Management Planning and Mapping 101
- Laminated root rot
- Review of the City's current regulations
- Community vision for maintaining a healthy urban forest

#### Phase 1: Assumptions

- City staff will provide a digital copy or links to existing plans and related~~of all of these~~ documents to the Consultant team
- The educational public workshop will be conducted at a location and time determined and arranged by City staff
- All presentation material will be prepared with time for approval from the City Project Manager

#### Phase 1 Meetings

- (1) Public educational workshop
- (1) Joint Planning/Parks Commission project kick-off meeting
- (1) City Council project kick-off meeting to solicit feedback to clearly establish project goals and objectives

#### Phase 1: Deliverables

- City Council, Planning Commission and Parks and Recreation Commission PowerPoint Presentation Materials
- Virtual Town Hall questions – Community's Vision of an Urban Forest Plan
- Public educational workshop presentation materials
- Memorandum summarizing public education workshops and feedback from Council, Commission, and Virtual Town Hall

### **Phase 2 Technical Needs Assessment ~~and~~ Analysis ~~and~~ Goal Establishment (Q1/Q2 2018)**

#### **2.1 Data Collection and Analysis**

DRG will work cooperatively with the ~~University of Washington (UW) Urban Ecology Research Lab~~ to recommend and interpret urban tree canopy (UTC) and i-Tree assessment data. UW will provide the land cover analysis to DRG. ~~Additionally, DRG, which will generate the produce~~ the following Geographical Information System (GIS) analyses:

## Exhibit 1

**Land Cover Metrics Analysis** DRG will analyze up to 8 layers of land cover. This information will be used to understand the fundamentals of the urban forest as it pertains to the distribution of tree canopy, future planting locations, how much tree canopy can be supported, etc.

**Ecosystem Services** Using the tree canopy percentage from the land cover analysis, ecosystem benefits for air quality, carbon, and stormwater will be assessed using i-Tree Canopy and i-Tree Hydro.

**Priority Planting Analysis** DRG will identify planting locations that give the community the most return on investment in regards to stormwater runoff, mitigating urban heat island, and overall environmental stability.

**Report Maps and Imagery** Using the GIS data from the land cover analysis, DRG will create maps that will be inserted into the report. The maps can also be delivered as separate PDFs or JPEGs at the end of the project.

**Socio-Economic and Demographic Analysis** DRG will provide Sammamish with an analysis that relates current UTC to socio-demographic and economic data for the city. Data from the 2010 census will be aggregated for census tracts and/or blocks groups to determine trends and correlations. Data will be assessed on the city level, planning areas, and census tracts.

**i-Tree Hydro Stormwater Pollution Assessment** Using i-Tree software, DRG will identify the amount of pollutants in stormwater runoff that are generated. Data spanning from 2005-2012 will be analyzed to get the average pollutant runoff within the city limits. Estimated average annual pollutant runoff for total suspended solids, oxygen compounds, phosphorus, nitrogen, and other pollutants will be reported.

**Tree Canopy Health Assessment** DRG will utilize infrared and near-infrared technology to evaluate the overall condition of the community trees. This will be used to focus attention on areas in most need of maintenance and tree care, as well as defining older trees that are at risk of dying.

**Forest Fragmentation** A key factor in declining urban health is urban build-up and sprawl, which can lead to the removal and decrease of canopy across a community. Often this effect causes canopies to be fragmented and leads to the degradation of ecosystem health, which in turn leads to a decline in habitat quality and canopy connectivity. This decline results in changes and imbalance to microclimates and increases the risk and susceptibility to invasive species. Using this as a focal point, the community can get a better understanding on the degree of fragmentation of the forest and an understanding of how to address the issue.

### **2.2 Stakeholder Communication (Internal)**

~~DRG will present an orientation of the UFMP process to City Council and the Planning/Parks Commission in the early portion of the project.~~—With staff input, DRG will interview various City departments (internal stakeholder) to gather data and feedback on current City operations and maintenance practices, including but not limited to ~~Parksparks maintenance~~ and Recreation, Community Development, Maintenance and Operations, and recreation, streets, engineering, Public Works, drainage and planning. Multiple meetings with individual departments may be required.

### **2.3 Stakeholder Communication (External)**

~~With staff input, DRG will interview various (External) stakeholders to gather data and feedback on current City policies and regulations including but not limited to homeowner associations, developers, community organizations, non-profits, and contractors. Multiple meetings may be required.~~

### **2.4 Key Issues and Challenges**

The Consultant will use the results of the ~~stakeholderStakeholder~~ interviews and ~~backgroundBackground~~ research to identify key ~~urbanUrban~~ forestry issues and challenges. Once the key issues are identified, the Consultant will use these findings to conduct a needs assessment for the following modes and programs:

- Status of the ~~urbanUrban~~ forest
- Environmental and public health benefitsPublic Health Benefits
- City of Sammamish budget cycle as it relates to the urban forest
- Tree maintenance and operationsMaintenance Operations review
- Recommendations of industry standards to be updated and incorporate ~~recommendations~~ into the plan. (These include pruning intervals and vegetation management for conflict(s).)
- A monitoring and measurement matrix will be developed to determine effectiveness of the UFMP

## Exhibit 1

- Timeline and benchmarks

This needs assessment will include an evaluation of existing conditions, as well as anticipated future conditions.

### 2.5 StoryMap

A StoryMap is a website that fuses text, maps, data, and images that is used to interactively share information about a project. Using this technology, the City will have the means to showcase the information gathered through the UFMP planning process to the public in a simplified manner that visualizes urban forest-related data. The Consultant will design, host and manage the StoryMap site. The StoryMap, which will have a distinct, project related URL, will detail the UFMP project process using online capabilities combined with data to produce an engaging visual display for the project. Community response will be gathered, synthesized, and then utilized to inform the plan. In addition, DRG will host a dynamic online platform (StoryMap) to share up-to-date UFMP project progress and data. The StoryMap resource will include digital maps and UTC data land cover results, stormwater retention, ecosystem services and planting area opportunities and other components provided by UW and determined by the City Project Manager to be of value to the public.

StoryMap will feature a minimum of seven pages based on resource components the City determines to be of greatest value to the community. Components may include links to project reference documents, education videos, GIS assessment results, a link to the online survey, as well as other considerations.

### Phase 2: Assumptions

- UW will provide DRG with available technical (GIS) data by February 2018
- DRG will ensure the City of Sammamish UFMP is in compliance with State laws and consistent with existing City Plans
- DRG will identify stakeholder interview questions with Project Manager approval
- DRG will interview a minimum of 15 internal and external stakeholder groups or individuals that directly impact the City of Sammamish urban forest.
- Interviews will be conducted in Sammamish, at a location determined and arranged by City staff
- If a critical stakeholder's schedule makes it difficult to conduct the interview, an email or conference call survey can take the place of a face-to-face interview
- StoryMap will be hosted by DRG and linked to the City's website
- StoryMap will be managed by the consultant team in coordination with the City Project Manager

### Phase 2: Meetings

- A minimum of (15) Internal and external stakeholder group/individual interview meetings
- (1) Joint meeting with the Planning Commission and Parks and Recreation Commission updating them on the project's progress
- (1) City Council meeting to update them on the project's progress

### Phase 2: Deliverables

- GIS maps, data and analysis
- A list of the standard set of questions asked during interviews
- Memorandum summarizing internal and external stakeholder interview findings
- StoryMap site and activation
- City Council, Planning Commission and Parks and Recreation Commission PowerPoint Presentation Materials
- Memorandum summarizing feedback from Council and Commission meetings

## Phase 3 Community Engagement (Q3 2018)

### 3.1 Community Engagement & Participation

Building on the public educational workshops in Phase 1 and preliminary stakeholder engagement in Phase 2, DRG will solicit community participation and contribution to the plan through various innovative methods.

## Exhibit 1

- Online survey (Virtual Town Hall)
- Community workshop
- Community pop-up engagements

Community response will be gathered, synthesized, and then utilized to inform the plan. Utilizing StoryMap, DRG will share up-to-date UFMP project progress and data.

The Consultant will produce a memorandum summarizing the community input interviews for the project record, identifying apparent concerns, issues and priorities to help guide the balance of the project.

### Phase 3: Assumptions

- The public workshop and community pop-up engagements workshops will be conducted at a location and time determined and arranged by City staff
- All presentations material will be prepared with time for approval from the City Project Manager
- Virtual Town Hall survey interview questions will be consistent for standardization.
- StoryMap will be available for the public/stakeholders to review and, follow as the project moves forward.

### Phase 3: Meetings

- (1) Community workshop
- (3) Community pop-up engagements

### Phase 3: Deliverables

- Memorandum summarizing community input

## ~~Phase 3: Action Plan Recommendations, Priorities and Implementation (Q2/Q3 2018)~~

### ~~Formulate Recommendations~~

~~The DRG team will formulate recommendations, review them with City staff, create a draft plan, and garner feedback. Recommendations will address City ordinances, maintenance practices and standards, risk management measures, habitat, risk preparedness, allocation of resources/organization, interdepartmental cooperation, stages and timing of Master Plan implementation, and any other relevant factors.~~

#### ~~Assumptions~~

- ~~• Phase 3 should be completed ninety (90) days after completion of Phase 2.~~
- ~~• Staff and Civic leadership will review and comment on draft 1 in preparation for the final deliverable.~~
- ~~• City shall provide a single consolidated list of comments and revisions to be addressed by DRG.~~

#### ~~Deliverable~~

- ~~• Recommendations will be presented as a UFMP, draft 1~~

## ~~Phase 4: Development of Draft and Final UFMP and Strategic Recommendation and Implementation Plan Development (Q3/Q4 2018, Q1 2019)~~

### ~~4.1 Final Plan Development & Decision-Maker Coordination (Spans all Phases)~~

~~The objective of this task is to develop at the final UFMP based on the work from the previous tasks that describes the preferred future for Sammamish's urban forest resource.~~

The Consultant will present~~make final presentations~~ to the Planning and Parks Commissions and City Council, Planning Commission, and Parks and Recreation Commission~~regarding~~ the work completed~~done~~ in the previous phases of work. The Consultant will facilitate to assist Council discussions with the Council and Commissions who will~~to~~ ultimately make a selection of the preferred suite of solutions to best meet the City's and community's UFMP vision, goals, and policies.

## Exhibit 1

For ~~the draft plan~~~~one of these meetings~~, the consultant team will design and facilitate a presentation~~to the Planning/Parks Commission and/or City Council~~ to review the plan's process, its vision, technical assessments, and recommendations. The Consultant will detail the public process, as well, summarizing how public engagement has shaped the plan's outcomes and provided direction on the next steps to take once the plan is adopted. This meeting will also solicit public comment on the draft, encouraging participants to learn about their urban forest, its benefits, risks, and opportunities, and share if the draft plan meets~~to speak up about their~~ expectations ~~and how well this plan fulfills them~~.

The UFMP will be written in plain language, clear, concise, use visual aids where appropriate, and be professionally designed. It should also be formatted for web-based accessibility. All final graphics, photos and tables shall be provided in native format for future editing.

### 4.2 Develop Strategic Recommendations and Implementation Plan

The DRG team will formulate recommendations on steps to achieve the City's urban forest vision, review them with City staff, create a draft plan, and garner feedback from staff, the Planning Commission, the Parks and Recreation Commission, and the City Council. Recommendations will address City ordinances, maintenance practices and standards, risk management measures, habitat, risk preparedness, allocation of resources/organization, interdepartmental cooperation, stages and timing of implementation, and any other relevant factors.

The UFMP Strategic Recommendations and Implementation Plan will be a standalone document referencing the goals and policies included in the UFMP. The UFMP Strategic Recommendations and Implementation Plan will be adopted concurrently with the UFMP, but as a stand-alone document so that it may be amended without requiring changes to the UFMP.

#### Phase 4: Assumptions

- DRG will attend and present at City Council, Planning Commission and Parks and Recreation Commission~~up to 8 total public body meetings, including the joint Planning/Park Commission and City Council.~~
- The UFMP and the Strategic Recommendations and Implementation Plan will be developed concurrently
- City Council, Planning Commission, Parks and Recreation Commission and staff~~Staff and Council~~ will have an~~the~~ opportunity to review and comment on the first draft of the UFMP and the Strategic Recommendations and Implementation Plan.
- City shall provide a single consolidated list of comments and revisions to be addressed by DRG

#### Phase 4: Meetings

- (2) Joint Planning Commission and Parks and Recreation Commission Meeting to review Draft UFMP and Strategic Recommendations and Implementation Plan
- (2) Planning Commission Meetings to discuss draft and final UFMP and Strategic Recommendations and Implementation Plan
- (2) City Council Meetings to discuss draft UFMP and Strategic Recommendations and Implementation Plan
- (2) City Council Meetings to discuss and adopt UFMP and Strategic Recommendations and Implementation Plan

#### Phase 4: -Deliverables

- Draft~~Two (2)~~ UFMP drafts
- Final UFMP
- Draft Strategic Recommendations and Implementation Plan
- Final Strategic Recommendations and Implementation Plan

#### **Phase 5: Document Production and Delivery (Q1 2019~~Q3/Q4 2018~~)**

## Exhibit 1

The Consultant will design the City of Sammamish UFMP and Strategic Recommendations and Implementation Plan with balanced combination of a narrative document, tables, images, and maps. These plans~~The UFMP~~ will convey the critical information necessary to achieve the project~~Plan~~ objectives.

### Phase 5: Assumptions

- Design and deliverable concepts will be discussed during the kick-off meeting

### Phase 5: Meetings

- None

### Phase 5: Deliverables

Upon completion of the project, the Consultant shall submit all final products from each task in electronic format on a USB drive in their native format. Such documents include but are not limited to:

- Final plans~~The final UFMP~~ in PDF for online viewing and print
- Graphics
- GIS shapefiles and layers (also from UW)
- Photographs, maps and GIS files (also from UW)
- All materials used for public meetings including all Council and Planning/Park Commission meetings

Overall schedule and schedule(s) for public process and other key project components. To be presented and confirmed during the Kick-off meeting.

- Presentation materials for public meetings. All PowerPoint presentations, handouts, summaries, etc., will be prepared with time for approval from the City Project Manager. Upon approval from City management, the deliverables will be available for the City to post online for the public/stakeholders to review, follow and comment on as the project moves forward.
- Draft Urban Forest Management Plan and Strategic Recommendations and Implementation Plan
- Responses to written comments
- A final detailed Urban Forest Management Plan with a separate Strategic Recommendations and Implementation Plan will be submitted after~~at~~ the adoption~~completion~~ of each plan by City Council. Both documents~~the project. The UFMP document~~ will be a narrative text presented in a format desired by the City. ~~The report will contain summarized information about the purpose, methodology, and findings of this project. The report will include tables, maps, and statistical analyses and findings. DRG will present the plan to the City Council for final approval and acceptance.~~

# Exhibit 1

## Events and Milestones

The following is a general overview of anticipated project milestones for the City of Sammamish UFMP. A more

Month	1	2	3	4	5	6	7	8	9	10	11	12	13
<b>Phase 0 - Kickoff</b>	█												
<b>Phase 1 - Background Review</b>	█	█	█	█	█	█							
Review Existing Plans and Related Documents		█	█	█	█	█							
<b>Phase 2 Technical Needs Assessment, Analysis and Goal Establishment</b>													
Receive UW GIS Data					January								
Internal Stakeholder Interviews (15)		█	█	█	█	█	█	█					
Develop online survey (TBD)					█	█							
Identify Key Issues and Challenges		█	█	█	█	█	█	█	█				
Community Stakeholder Input													
- City Council meetings (3)	█						█	█	█			█	█
- Public meetings - onsite (2)							█	█					
- Park/ Planning meetings (3)	█						█	█	█			█	█
- Focus Groups (2)							█	█					
- Online survey							█	█					
Storymap						█	█	█	█	█	█	█	█
<b>Phase 3: Action Plan Recommendations, Priorities and Implementation</b>													
Formulating Recommendations						█	█	█	█	█			
Draft #1	█	█	█	█	█	█	█	█	█	█			
Draft #1 Review (City)										█	█		
Draft #2										█	█		
Draft #2 Review (City)											█	█	
<b>Phase 4: Draft and Final Plan Development</b>												█	█

precise timeline will be presented and confirmed during the Kick-off meeting.

### Budget Summary

Tasks	Cost
Background Review	\$15,100
Technical Needs Assessment, Analysis and Goal Establishment	<del>\$57,660</del> 41,100
GIS Services	<del>\$13,800</del> 823
Action Plan Recommendations, Priorities and Implementation	\$22,300
Draft and Final Plan Development	<del>\$10,640</del> 11,000
Additional public engagement services	\$10,000
<b>Total</b>	<b><del>\$119,500</del>113,323</b>

**Exhibit 1**

EXHIBIT B



*REQUEST FOR CONSULTANT PAYMENT*

To: City of Sammamish  
801 228th Avenue SE  
Sammamish, WA 98075  
Phone: (425) 295-0500  
FAX: (425) 295-0600

Invoice Number: \_\_\_\_\_ Date of Invoice: \_\_\_\_\_

Consultant: \_\_\_\_\_

Mailing Address: \_\_\_\_\_  
\_\_\_\_\_

Telephone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Contract Period: \_\_\_\_\_ Reporting Period: \_\_\_\_\_

Amount requested this invoice: \$ \_\_\_\_\_

Specific Program: \_\_\_\_\_

\_\_\_\_\_  
Authorized signature

*ATTACH ITEMIZED DESCRIPTION OF SERVICES PROVIDED*

*For Department Use Only*

Total contract amount	
Previous payments	
Current request	
Balance remaining	

Authorization to Consultant: \$
Account Number:
Date:

Approved for Payment by: \_\_\_\_\_ Date: \_\_\_\_\_

<i>Finance Dept.</i>	
Check # _____	Check Date: _____

# Exhibit 1

## EXHIBIT C



### TAX IDENTIFICATION NUMBER

In order for you to receive payment from the City of Sammamish, you must have either a Tax Identification Number or a Social Security Number. The Internal Revenue Service Code requires a Form 1099 for payments to every person or organization other than a corporation for services performed in the course of trade or business. Further, the law requires the City to withhold 20% on reportable amounts paid to unincorporated persons who have not supplied us with their correct Tax Identification Number or Social Security Number.

Please complete the following information request form and return it to the City of Sammamish prior to or along with the submittal of the first billing invoice.

Please check the appropriate category:

Corporation                       Partnership                       Government Consultant  
 Individual/Proprietor               Other (explain)

TIN No.: \_\_\_\_\_

Social Security No.: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

Business Phone: \_\_\_\_\_

\_\_\_\_\_  
Date

\_\_\_\_\_  
Authorized Signature (Required)

## Exhibit 2

### CITY OF SAMMAMISH AGREEMENT FOR SERVICES

Consultant: Davey Resource Group

This Agreement is entered into by and between the City of Sammamish, Washington, a municipal corporation, hereinafter referred to as the "City," and Davey Resource Group, hereinafter referred to as the "Consultant."

WHEREAS, the City desires to have certain services performed for its citizens; and

WHEREAS, the City has selected the Consultant to perform such services pursuant to certain terms and conditions;

NOW, THEREFORE, in consideration of the mutual benefits and conditions set forth below, the parties hereto agree as follows:

1. **Scope of Services to be Performed by Consultant.** The Consultant shall perform those services described in Exhibit "A" of this agreement. In performing such services, the Consultant shall comply with all federal, state, and local laws and regulations applicable to the performance of such services. The Consultant shall perform services diligently and completely and in accordance with professional standards of conduct and performance.

2. **Compensation and Method of Payment.** The Consultant shall submit invoices for work performed using the form set forth in Exhibit "B".

The City shall pay Consultant:

[Check applicable method of payment]

According to the rates set forth in Exhibit "A "

A sum not to exceed \$119,500

Other (describe): \_\_\_\_\_

The Consultant shall complete and return to the City Exhibit "C," Taxpayer Identification Number, prior to or along with the first invoice submittal. The City shall pay the Consultant for services rendered within ten days after City Council approval.

3. **Duration of Agreement.** This Agreement shall be in full force and effect for a period commencing upon execution and ending December 31, 2019, unless sooner terminated under the provisions of the Agreement. Time is of the essence of this Agreement in each and all of its provisions in which performance is required.

4. **Ownership and Use of Documents.** Any records, files, documents, drawings, specifications, data or information, regardless of form or format, and all other materials produced by the Consultant in connection with the services provided to the City, shall be the property of the City whether the project for which they were created is executed or not

5. **Independent Contractor.** The Consultant and the City agree that the Consultant is an independent contractor with respect to the services provided pursuant to this Agreement. The Consultant will solely be responsible for its acts and for the acts of its agents, employees, subconsultants, or representatives during the performance of this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto.

6. **Indemnification.** Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily

## Exhibit 2

injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

Furthermore, should subcontracting be agreed to by the parties, the Consultant shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Consultant-provided insurance as set forth herein, except the Consultant shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Consultant shall ensure that the City is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement at least as broad as the Insurance Services Office Additional Insured endorsement CG 20 38 04 13.

### 7. Insurance.

**A.** The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

**B.** Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of such services, or bodily injury to persons or damages to property, caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability hereunder shall be only to the extent of the Consultant's negligence.

### **Minimum Scope of Insurance**

Consultant shall obtain insurance of the types described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.
2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City.
3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.

### Minimum Amounts of Insurance

Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

### **Other Insurance Provisions**

The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Professional Liability and Commercial General Liability insurance:

## Exhibit 2

1. The Consultant's insurance shall not be cancelled by either party except after thirty (30) days prior written notice has been given to the City

### Verification of Coverage

Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

### 8. Record Keeping and Reporting.

A. The Consultant shall maintain accounts and records, including personnel, property, financial, and programmatic records, which sufficiently and properly reflect all direct and indirect costs of any nature expended and services performed pursuant to this Agreement. The Consultant shall also maintain such other records as may be deemed necessary by the City to ensure proper accounting of all funds contributed by the City to the performance of this Agreement.

B. The foregoing records shall be maintained for a period of seven years after termination of this Agreement unless permission to destroy them is granted by the Office of the Archivist in accordance with RCW Chapter 40.14 and by the City.

9. Audits and Inspections. The records and documents with respect to all matters covered by this Agreement shall be subject at all times to inspection, review, or audit by the City during the performance of this Agreement.

### 10. Termination.

A. This City reserves the right to terminate or suspend this Agreement at any time, with or without cause, upon seven days prior written notice. In the event of termination or suspension, all finished or unfinished documents, data, studies, worksheets, models, reports or other materials prepared by the Consultant pursuant to this Agreement shall promptly be submitted to the City

B. In the event this Agreement is terminated or suspended, the Consultant shall be entitled to payment for all services performed and reimbursable expenses incurred to the date of termination.

C. This Agreement may be cancelled immediately if the Consultant's insurance coverage is canceled for any reason, or if the Consultant is unable to perform the services called for by this Agreement.

D. The Consultant reserves the right to terminate this Agreement with not less than fourteen days written notice, or in the event that outstanding invoices are not paid within sixty days.

E. This provision shall not prevent the City from seeking any legal remedies it may otherwise have for the violation or nonperformance of any provisions of this Agreement.

11. Discrimination Prohibited. The Consultant shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Consultant under this Agreement, on the basis of race, color, religion, creed, sex, age, national origin, marital status, or presence of any sensory, mental, or physical handicap.

12. Assignment and Subcontract. The Consultant shall not assign or subcontract any portion of the services contemplated by this Agreement without the prior written consent of the City.

13. Conflict of Interest. The City insists on the highest level of professional ethics from its consultants. Consultant warrants that it has performed a due diligence conflicts check, and that there are no professional conflicts with the City. Consultant warrants that none of its officers, agents or employees is now working on a project for any entity engaged in litigation with the City. Consultant will not disclose any information obtained through the course of their work for the City to any third party, without written consent of the "City". It is the Consultant's duty and obligation to constantly update its due diligence with respect to conflicts, and not the City's obligation to inquire as to potential conflicts. This provision shall survive termination of this Agreement.

## Exhibit 2

14. **Confidentiality.** All information regarding the City obtained by the Consultant in performance of this Agreement shall be considered confidential. Breach of confidentiality by the Consultant shall be grounds for immediate termination.

15. **Non-appropriation of funds.** If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will so notify the Consultant and shall not be obligated to make payments for services or amounts incurred after the end of the current fiscal period. This Agreement will terminate upon the completion of all remaining services for which funds are allocated. No penalty or expense shall accrue to the City in the event that the terms of the provision are effectuated.

16. **Entire Agreement.** This Agreement contains the entire agreement between the parties, and no other agreements, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or bind either of the parties. Either party may request changes to the Agreement. Changes which are mutually agreed upon shall be incorporated by written amendments to this Agreement.

17. **Notices.** Notices to the City of Sammamish shall be sent to the following address:

City of Sammamish  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075  
Phone number: (425) 295-0500

Notices to the Consultant shall be sent to the following address:

Company Name Davey Resource Group  
Contact Name Anne Fenkner  
Street Address 6005 Capistrano Ave, Unit A  
City, State Zip Atascadero, CA 93422  
Phone Number 916-214-5908  
Email anne.fenkner@davey.com

18. **Applicable Law; Venue; Attorneys' Fees.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in King County, Washington. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case and such fee, shall be included in the judgment.

The Consultant will be required to obtain a City of Sammamish business license prior to performing any services and maintain the business license in good standing throughout the term of its agreement with the City. A city business license application can be found at: <http://www.bls.dor.wa.gov/cities/sammamish.aspx>."

19. **Severability.** Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the City and the Consultant, who agree that the Agreement shall be reformed to replace such stricken provision or part with a valid and enforceable provision that comes as close as reasonably possible to expressing the intent of the stricken provision.

CITY OF SAMMAMISH, WASHINGTON

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Attest/Authenticated:

\_\_\_\_\_  
City Clerk

CONSULTANT

DAVEY RESOURCE GROUP, A DIVISION OF  
THE DAVEY TREE EXPERT COMPANY

By:  \_\_\_\_\_

Print Name: Jack McCabe

Title: Vice President of DRG Utility Operations

Date: 9/25/17

Approved As To Form:

\_\_\_\_\_  
City Attorney

## Exhibit 2

### Exhibit A

#### Scope of Services

##### Summary Statement

The City of Sammamish is seeking consultant assistance from Davey Resource Group (DRG), a division of The Davey Tree Expert Company to provide professional urban forestry planning and community engagement services to develop the City's Urban Forest Management Plan (UFMP). The Plan is on the City of Sammamish schedule to start this fall. It is expected to be complete and ready for adoption in early 2019.

##### **Phase 0: Project Management (Spans all aspects of UFMP)**

The objective of this task is to ensure effective and efficient communication between the Consultant and the City project team to proactively anticipate and resolve problems, and assure the project deliverables meet the project's goals and objectives. The Consultant will be responsible for proactively managing the project and providing all services and work needed to complete the project.

##### **0.1 Staff Kick-off Meeting**

A kickoff meeting will take place in the City of Sammamish. DRG will set the agenda with input and approval from the City Project Manager. The meeting will introduce team members and address communication expectations and protocols; refine the goals, objectives, and scope of the project beyond the RFQ; review the implementation plan; and confirm milestone dates and deliverables.

##### **0.2 Project Status Updates**

The Consultant will provide regular progress reports to the City Project Manager. Project team meetings, which can include other team members, will be scheduled as necessary.

##### **0.3 Project Administration**

DRG will provide project administration and monthly invoicing.

##### Phase 0: Assumptions

- Consultant will develop the Project Kick-Off meeting agenda, provide hard copies of all materials and provide a meeting summary including a record of all decisions with the City Project Manager.
- The Consultant Project Manager will discuss project updates with the City Project Manager on process-update basis via telephone conference call.

##### Phase 0: Meetings

- Staff project kickoff meeting

##### Phase 0: Deliverables

- Monthly invoices showing the previous month's billing by hours and tasks, percentage of project completion to date by task, a project status report by task, and comments on the project's schedule status
- Kickoff Meeting Agenda and materials for all attendees
- Notes summarizing the Kickoff Meeting including list of action items

#### **Phase 1 - Background Review, Goal Establishment and Preliminary Public Engagement (Q4 2017 – Q1 2018)**

##### **1.1 Review Existing Plans and Related Documents**

The objective of this task is to review existing documents that are related to or help inform development of the UFMP. The list will be identified at the kickoff meeting. DRG will document and compare the City of Sammamish's urban forestry practices with current industry best management practices, determine what standards need to be updated, and incorporate recommendations into the plan. Examples of background documents include:

- Comparison Matrix of Urban Forest Management Plans adopted by other jurisdictions similar to Sammamish (completed by staff, reviewed by DRG)

## Exhibit 2

- City of Sammamish Comprehensive Plan, 2015 and any subsequent revisions
- City's 6- and 20-Year Capital Improvement Plans – Transportation, Storm Water, Parks
- City of Sammamish Parks PRO Plan, 2012
- Trails, Bikeways and Paths Plan, 2003
- Neighborhood Traffic Management Program
- Puget Sound Regional Council population growth assumptions
- Relevant King County Metro and Climate Adaptive long range plans
- City of Sammamish Public Works' Standards
- Current Industry Best Management Practices (BMPs) including ISA, ANSI A300 and Z133.

### **1.2 Project Kick off and Public Engagement and Goal Establishment**

DRG will present an orientation of the UFMP process to City Council, Planning Commission, and Parks and Recreation Commission in the early portion of the project and solicit feedback to clearly establish project goals and objectives.

DRG will work in collaboration with city staff to prepare and present educational material about the urban forest and will provide a general overview of urban forest management, planning, oversight and community visioning. The educational workshop time and location will be determined by the City Project Manager.

These public educational workshops will focus on topics including but not limited to the following:

- Urban Forest Management Planning and Mapping 101
- Laminated root rot
- Review of the City's current regulations
- Community vision for maintaining a healthy urban forest

#### Phase 1: Assumptions

- City staff will provide a digital copy or links to existing plans and related documents to the Consultant team
- The educational public workshop will be conducted at a location and time determined and arranged by City staff
- All presentation material will be prepared with time for approval from the City Project Manager

#### Phase 1 Meetings:

- (1) Public educational workshop
- (1) Joint Planning/Parks Commission project kick-off meeting
- (1) City Council project kick-off meeting to solicit feedback to clearly establish project goals and objectives

#### Phase 1: Deliverables

- City Council, Planning Commission and Parks and Recreation Commission PowerPoint Presentation Materials
- Virtual Town Hall questions – Community's Vision of an Urban Forest Plan
- Public educational workshop presentation materials
- Memorandum summarizing public education workshops and feedback from Council, Commission, and Virtual Town Hall

### **Phase 2 Technical Needs Assessment and Analysis (Q1/Q2 2018)**

#### **2.1 Data Collection and Analysis**

DRG will work cooperatively with the UW to recommend and interpret urban tree canopy (UTC) and i-Tree assessment data. UW will provide the land cover analysis to DRG. Additionally, DRG will generate the following Geographical Information System (GIS) analyses:

## Exhibit 2

**Land Cover Metrics Analysis** DRG will analyze up to 8 layers of land cover. This information will be used to understand the fundamentals of the urban forest as it pertains to the distribution of tree canopy, future planting locations, how much tree canopy can be supported, etc.

**Ecosystem Services** Using the tree canopy percentage from the land cover analysis, ecosystem benefits for air quality, carbon, and stormwater will be assessed using i-Tree Canopy and i-Tree Hydro.

**Priority Planting Analysis** DRG will identify planting locations that give the community the most return on investment in regards to stormwater runoff, mitigating urban heat island, and overall environmental stability.

**Report Maps and Imagery** Using the GIS data from the land cover analysis, DRG will create maps that will be inserted into the report. The maps can also be delivered as separate PDFs or JPEGs at the end of the project.

**Socio-Economic and Demographic Analysis** DRG will provide Sammamish with an analysis that relates current UTC to socio-demographic and economic data for the city. Data from the 2010 census will be aggregated for census tracts and/or blocks groups to determine trends and correlations. Data will be assessed on the city level, planning areas, and census tracts.

**i-Tree Hydro Stormwater Pollution Assessment** Using i-Tree software, DRG will identify the amount of pollutants in stormwater runoff that are generated. Data spanning from 2005-2012 will be analyzed to get the average pollutant runoff within the city limits. Estimated average annual pollutant runoff for total suspended solids, oxygen compounds, phosphorus, nitrogen, and other pollutants will be reported.

**Tree Canopy Health Assessment** DRG will utilize infrared and near-infrared technology to evaluate the overall condition of the community trees. This will be used to focus attention on areas in most need of maintenance and tree care, as well as defining older trees that are at risk of dying.

**Forest Fragmentation** A key factor in declining urban health is urban build-up and sprawl, which can lead to the removal and decrease of canopy across a community. Often this effect causes canopies to be fragmented and leads to the degradation of ecosystem health, which in turn leads to a decline in habitat quality and canopy connectivity. This decline results in changes and imbalance to microclimates and increases the risk and susceptibility to invasive species. Using this as a focal point, the community can get a better understanding on the degree of fragmentation of the forest and an understanding of how to address the issue.

### **2.2 Stakeholder Communication (Internal)**

With staff input, DRG will interview various City departments (internal stakeholder) to gather data and feedback on current City operations and maintenance practices, including but not limited to Parks and Recreation, Community Development, Maintenance and Operations, and Public Works. Multiple meetings with individual departments may be required.

### **2.3 Stakeholder Communication (External)**

With staff input, DRG will interview various (External) stakeholders to gather data and feedback on current City policies and regulations including but not limited to homeowner associations, developers, community organizations, non-profits, and contractors. Multiple meetings may be required.

### **2.4 Key Issues and Challenges**

The Consultant will use the results of the stakeholder interviews and background research to identify key urban forestry issues and challenges. Once the key issues are identified, the Consultant will use these findings to conduct a needs assessment for the following modes and programs:

- Status of the urban forest
- Environmental and public health benefits
- City of Sammamish budget cycle as it relates to the urban forest
- Tree maintenance and operations review
- Recommendations of industry standards to be updated and incorporate into the plan. (These include pruning intervals and vegetation management for conflict(s).
- A monitoring and measurement matrix will be developed to determine effectiveness of the UFMP
- Timeline and benchmarks

## Exhibit 2

This needs assessment will include an evaluation of existing conditions, as well as anticipated future conditions.

### **2.5 StoryMap**

A StoryMap is a website that fuses text, maps, data, and images that is used to interactively share information about a project. Using this technology, the City will have the means to showcase the information gathered through the UFMP planning process to the public in a simplified manner that visualizes urban forest-related data. The Consultant will design, host and manage the StoryMap site. The StoryMap, which will have a distinct, project related URL, will detail the UFMP project process using online capabilities combined with data to produce an engaging visual display for the project. The StoryMap resource will include digital maps and UTC data land cover results, stormwater retention, ecosystem services and planting area opportunities and other components provided by UW.

StoryMap will feature a minimum of seven pages based on resource components the City determines to be of greatest value to the community. Components may include links to project reference documents, education videos, GIS assessment results, a link to the online survey, as well as other considerations.

#### Phase 2: Assumptions

- UW will provide DRG with available technical (GIS) data by February 2018
- DRG will ensure the City of Sammamish UFMP is in compliance with State laws and consistent with existing City Plans
- DRG will identify stakeholder interview questions with Project Manager approval
- DRG will interview a minimum of 15 internal and external stakeholder groups or individuals that directly impact the City of Sammamish urban forest.
- Interviews will be conducted in Sammamish, at a location determined and arranged by City staff
- If a critical stakeholder's schedule makes it difficult to conduct the interview, an email or conference call survey can take the place of a face-to-face interview
- StoryMap will be hosted by DRG and linked to the City's website
- StoryMap will be managed by the consultant team in coordination with the City Project Manager

#### Phase 2: Meetings

- A minimum of (15) Internal and external stakeholder group/individual interview meetings
- (1) Joint meeting with the Planning Commission and Parks and Recreation Commission updating them on the project's progress
- (1) City Council meeting to update them on the project's progress

#### Phase 2: Deliverables

- GIS maps, data and analysis
- A list of the standard set of questions asked during interviews
- Memorandum summarizing internal and external stakeholder interview findings
- StoryMap site and activation
- City Council, Planning Commission and Parks and Recreation Commission PowerPoint Presentation Materials
- Memorandum summarizing feedback from Council and Commission meetings

### **Phase 3 Community Engagement (Q3 2018)**

#### **3.1 Community Engagement & Participation**

Building on the public educational workshops in Phase 1 and preliminary stakeholder engagement in Phase 2, DRG will solicit community participation and contribution to the plan through various innovative methods.

- Online survey (Virtual Town Hall)
- Community workshop
- Community pop-up engagements

## Exhibit 2

Community response will be gathered, synthesized, and then utilized to inform the plan. Utilizing StoryMap, DRG will share up-to-date UFMP project progress and data.

The Consultant will produce a memorandum summarizing the community input for the project record, identifying apparent concerns, issues and priorities to help guide the balance of the project.

### Phase 3: Assumptions

- The public workshop and community pop-up engagements will be conducted at a location and time determined and arranged by City staff
- All presentations material will be prepared with time for approval from the City Project Manager
- Virtual Town Hall survey questions
- StoryMap will be available for the public to review and follow as the project moves forward.

### Phase 3: Meetings

- (1) Community workshop
- (3) Community pop-up engagements

### Phase 3: Deliverables

- Memorandum summarizing community input

## **Phase 4: Development of Draft and Final UFMP and Strategic Recommendation and Implementation Plan (Q3/Q4 2018, Q1 2019)**

### **4.1 Plan Development**

The objective of this task is to develop a final UFMP based on the work from the previous tasks that describes the preferred future for Sammamish's urban forest resource.

The Consultant will present to the City Council, Planning Commission, and Parks and Recreation Commission the work completed in previous phases of work. The Consultant will facilitate discussions with the Council and Commissions who will ultimately make a selection of the preferred suite of solutions to best meet the City's and community's UFMP vision, goals and policies.

For the draft plan, the consultant team will design and facilitate a presentation to review the plan's process, its vision, technical assessments, and recommendations. The Consultant will detail the public process as well, summarizing how public engagement has shaped the plan's outcomes and provided direction on the next steps to take once the plan is adopted. This meeting will also solicit public comment on the draft, encouraging participants to learn about their urban forest, its benefits, risks, and opportunities, and share if the draft plan meets expectations.

The UFMP will be written in plain language, clear, concise, use visual aids where appropriate, and be professionally designed. It should also be formatted for web-based accessibility. All final graphics, photos and tables shall be provided in native format for future editing.

### **4.2 Develop Strategic Recommendations and Implementation Plan**

The DRG team will formulate recommendations on steps to achieve the City's urban forest vision, review them with City staff, create a draft plan, and garner feedback from staff, the Planning Commission, the Parks and Recreation Commission, and the City Council. Recommendations will address City ordinances, maintenance practices and standards, risk management measures, habitat, risk preparedness, allocation of resources/organization, interdepartmental cooperation, stages and timing of implementation, and any other relevant factors.

The UFMP Strategic Recommendations and Implementation Plan will be a standalone document referencing the goals and policies included in the UFMP. The UFMP Strategic Recommendations and Implementation Plan will be adopted concurrently with the UFMP, but as a stand-alone document so that it may be amended without requiring changes to the UFMP.

## Exhibit 2

### Phase 4: Assumptions

- DRG will attend and present at City Council, Planning Commission and Parks and Recreation Commission meetings
- The UFMP and the Strategic Recommendations and Implementation Plan will be developed concurrently
- City Council, Planning Commission, Parks and Recreation Commission and staff will have an opportunity to review and comment on the first draft of the UFMP and the Strategic Recommendations and Implementation Plan
- City shall provide a single consolidated list of comments and revisions to be addressed by DRG

### Phase 4: Meetings

- (2) Joint Planning Commission and Parks and Recreation Commission Meeting to review Draft UFMP and Strategic Recommendations and Implementation Plan
- (2) Planning Commission Meetings to discuss draft and final UFMP and Strategic Recommendations and Implementation Plan
- (2) City Council Meetings to discuss draft UFMP and Strategic Recommendations and Implementation Plan
- (2) City Council Meetings to discuss and adopt UFMP and Strategic Recommendations and Implementation Plan

### Phase 4: Deliverables

- Draft UFMP
- Final UFMP
- Draft Strategic Recommendations and Implementation Plan
- Final Strategic Recommendations and Implementation Plan

### **Phase 5: Document Production and Delivery (Q1 2019)**

The Consultant will design the City of Sammamish UFMP and Strategic Recommendations and Implementation Plan with balanced combination of a narrative document, tables, images, and maps. These plans will convey the critical information necessary to achieve the project objectives.

### Phase 5: Assumptions

- Design and deliverable concepts will be discussed during the kick-off meeting

### Phase 5: Meetings

- None

### Phase 5: Deliverables

Upon completion of the project, the Consultant shall submit all final products from each task in electronic format on a USB drive in their native format. Such documents include but are not limited to:

- Final plans in PDF for online viewing and print
- Graphics
- GIS shapefiles and layers (also from UW)
- Photographs, maps and GIS files (also from UW)
- All materials used for public meetings including all Council and Planning/Park Commission meetings

Overall schedule and schedule(s) for public process and other key project components. To be presented and confirmed during the Kick-off meeting.

- Presentation materials for public meetings. All PowerPoint presentations, handouts, summaries, etc., will be prepared with time for approval from the City Project Manager. Upon approval from City management, the deliverables will be available for the City to post online for the public/stakeholders to review, follow and comment on as the project moves forward.
- Draft Urban Forest Management Plan and Strategic Recommendations and Implementation Plan

## Exhibit 2

- Responses to written comments
- A final detailed Urban Forest Management Plan with a separate Strategic Recommendations and Implementation Plan will be submitted after the adoption of each plan by City Council. Both documents will be presented in a format desired by the City.

### Budget Summary

<i>Tasks</i>	<i>Cost</i>
Background Review	\$15,100
Technical Needs Assessment, Analysis and Goal Establishment	\$57,660
GIS Services	\$13,800
Action Plan Recommendations, Priorities and Implementation	\$22,300
Draft and Final Plan Development	\$10,640
<b>Total</b>	<b>\$119,500</b>

**Exhibit 2**

EXHIBIT B



*REQUEST FOR CONSULTANT PAYMENT*

To: City of Sammamish  
801 228th Avenue SE  
Sammamish, WA 98075  
Phone: (425) 295-0500  
FAX: (425) 295-0600

Invoice Number: \_\_\_\_\_ Date of Invoice: \_\_\_\_\_

Consultant: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Contract Period: \_\_\_\_\_ Reporting Period: \_\_\_\_\_

Amount requested this invoice: \$ \_\_\_\_\_

Specific Program: \_\_\_\_\_

\_\_\_\_\_  
Authorized signature

***ATTACH ITEMIZED DESCRIPTION OF SERVICES PROVIDED***

*For Department Use Only*

Total contract amount	
Previous payments	
Current request	
Balance remaining	

Authorization to Consultant: \$
Account Number:
Date:

Approved for Payment by: \_\_\_\_\_ Date: \_\_\_\_\_

<i>Finance Dept.</i>	
Check # _____	Check Date: _____

## Exhibit 2

### EXHIBIT C



### TAX IDENTIFICATION NUMBER

In order for you to receive payment from the City of Sammamish, you must have either a Tax Identification Number or a Social Security Number. The Internal Revenue Service Code requires a Form 1099 for payments to every person or organization other than a corporation for services performed in the course of trade or business. Further, the law requires the City to withhold 20% on reportable amounts paid to unincorporated persons who have not supplied us with their correct Tax Identification Number or Social Security Number.

Please complete the following information request form and return it to the City of Sammamish prior to or along with the submittal of the first billing invoice.

Please check the appropriate category:

Corporation                       Partnership                       Government Consultant  
 Individual/Proprietor                       Other (explain)

TIN No.: \_\_\_\_\_

Social Security No.: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

Business Phone: \_\_\_\_\_

\_\_\_\_\_  
Date

\_\_\_\_\_  
Authorized Signature (Required)

## Exhibit 2



**Meeting Date:** October 3, 2017

**Date Submitted:** 9/25/17

**Originating Department:** Parks and Recreation

**Clearances:**

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Attorney     | <input type="checkbox"/> Community Development         | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT                  | <input type="checkbox"/> Public Works  |
| <input checked="" type="checkbox"/> City Manager | <input checked="" type="checkbox"/> Parks & Recreation |  |

**Subject:** Contract Amendment with HDR Engineering Inc. for the Sammamish Landing ADA Improvement Project.

**Action Required:** Authorize the City Manager to execute a contract amendment with HDR Engineering Inc. for additional Construction Management Services for the Sammamish Landing ADA Improvements Project.

**Exhibits:** 1. Contract Amendment

**Budget:** \$1,000,000 is allocated in the 2017-18 Parks CIP budget for the ADA Improvements. In addition, \$156,000 has been carried forward from the previous biennial budget for the Restroom, and \$200,000 is available this year in the Parks Capital Replacement Program, for the driveway repairs.

**Summary Statement:**

This agenda bill is for additional services with HDR Engineering Inc., for construction management of the Sammamish Landing ADA Improvement Project. This contract amendment will extend the construction management contract by 10 days, consistent with the extension of the construction project.

Under this contract amendment, HDR will continue to provide project management, staff field support, contract administration (organize meetings, review pay applications and inspection records, etc.), change management, quality assurance and assistance with project closeout.

**Project Background:**

At a regular meeting held on May 16, 2017, City Council authorized the City Manager to execute a contract with HDR Engineering Inc. in the amount of \$95,000 for construction management services for the Sammamish Landing ADA Improvement Project and an additional \$5,000 contingency (total authorization of \$100,000) for additional services if needed. On September 22, 2017, the City Manager executed an amendment in the amount of \$5,000, thereby expending all authorized money for the project.

The contractor and construction management team have made a concerted effort to keep the project on schedule. That said, there were factors outside of their control that resulted in an extension of the construction project. The recent concrete strike caused a multi-day delay, that was not able to be

absorbed in the schedule. Other challenges have also contributed to the extension including constrained site access, and additional construction coordination necessary due to the proximity of the East Lake Sammamish Parkway and the Trail. The restroom installation also required additional planning and resources. The net result of these impacts was a construction timeline increase from 65 to 75 days.

With the exception of the pedestrian railing and utility connections, the project will be substantially complete by the end of September. The pedestrian railing has a long manufacturing lead time and is expected to be installed in October. We have also encountered a backlog with PSE’s construction schedule, delaying the utility connection until October.

**Project Overview:**

This project includes ADA access and stairs to the park, right of way modifications with ADA parking, a turning lane, a refuge island for pedestrian crossing, repairs to the residential driveway impacted by previous construction, and the improvements associated with the restroom installation.

**Financial Impact:**

The 2017-18 Parks CIP Budget includes \$1,000,000 for the Sammamish Landing ADA Improvements Project; a carry forward of funds remaining in the amount of \$156,000 from the previous biennial budget for the Restroom Project; \$200,000 is available this year in the Parks Capital Replacement Program applicable to the driveway repairs and \$206,000 in the Parks Contingencies Reserve for construction contingencies, if needed.

The following are the updated estimated costs and recommended sources of funds for the project:

**Project Costs:**

Construction Costs:	\$1,044,677
Washington State Sales tax (Schedules B & C only):	\$ 21,503
Construction Contingency:	\$ 100,000
Survey, Design & Engineering Fees:	\$ 58,000
Construction Administration (HDR Contract):	\$ 108,000*
Special Inspections & Testing:	\$ 25,000
Utility Connection Fees:	\$ 47,000
Pending Payments for Pre-fabricated Restroom:	\$ 16,000
<b>Total Estimated Project Costs:</b>	<b>\$1,420,180</b>

*\*This includes the \$100,000 authorized by City Council on May 16, 2017 as well as the \$8,000 total Council authorization requested in this agenda bill.*

**Project Funding:**

2017-18 Parks CIP budget for ADA Improvements:	\$1,000,000
2015-16 Budget carry forward for Restroom project:	\$ 156,000
2017 Capital Replacement Program for Driveway Repairs:	\$ 200,000
<u>2017 Parks Capital Contingency Reserve:</u>	<u>\$ 100,000</u>
<b>Total Project Funds:</b>	<b>\$1,456,000</b>

There is sufficient funding available in the Parks CIP to support this amendment.

**Recommended Motion:**

Authorize the City Manager to execute a Contract Amendment with HDR Engineering, Inc. for \$8,000 for additional Construction Management Services for the Sammamish Landing ADA Improvements Project.



9/21/2017

City of Sammamish  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075

RE: Sammamish Landing Construction Management & DSDC (Amendment #2)

Dear Ms. Myer,

Enclosed is the scope of work and LOE fee estimate for the amendment to complete Construction Management services for the Sammamish Landing Restroom and Pedestrian Access Improvement Project. This amendment captures the effort necessary for the extended construction duration past the anticipated completion of the project.

HDR is fully committed and vested in the successful completion of this project. Thank you for the opportunity to offer our services to the City. Should you require further clarification, please do not hesitate to contact the Project Manager, Scott Johnson, at (425)-468-1571 or [Scott.Johnson@hdrinc.com](mailto:Scott.Johnson@hdrinc.com).

Regards,  
HDR Engineering, Inc.



Scott Johnson, P.E.  
Project Manager



Paul Ferrier, P.E.  
Vice President

**Background**

The Amendment #2 provides for additional field service construction management and construction inspection due to the project extending past the originally anticipated 65 working days for the project. The new expected working days on the project is 75 total days and final punch list closeout of the pedestrian railing installation at a later date due to manufacturing lead times for that material.

**Scope of Services**

**Task 100: Project Management**

**AMENDMENT**

There is no change to the Project Management scope of services to the City.

**Task 200: Staff Field Services**

**AMENDMENT**

The services provided under this amendment do not change from the original agreement. The assumptions included in the original agreement are modified to include 10 additional working days of which HDR would provide construction management services and support to the City. It is anticipated that the HDR inspector or Construction Manager will be on-site during contractor work in the City right-of-way and completion of an additional pay estimate required due to the contract extending later than previously assumed under the original contract.

**Task 300: Design Services During Construction**

**AMENDMENT**

There is no change to the Design Services During Construction scope of services to the City.

**Schedule**

Tentative Deliverable Dates are subject to change depending on project circumstances, review by external agencies, and weather.

**Design**

- September 29<sup>th</sup> – Completion of Construction Management Services for work within the ROW.
- October 27<sup>th</sup> – Completion of project punch list and closeout

**Estimated Fees and Disbursements**

Description of fee estimate is included as an appendix to this scope of work.

Task No.	Task	Labor	Expenses	Fee
100	Project Management	-	-	-
200	Staff Field Services	\$7,500	-	\$7,500
300	DSDC	-	-	-
<b>Total Fee</b>				<b>\$7,500</b>

**Terms and Conditions**

This proposal is valid for thirty (30) work days from the date of submission. Thereafter, it may be subject to change.



**Meeting Date:** October 3, 2017

**Date Submitted:** September 27, 2017

**Originating Department:** Community Development

**Clearances:**

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Attorney     | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Parks & Recreation |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Eastside Fire and Rescue         | <input type="checkbox"/> Police             |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Finance & IT                     | <input type="checkbox"/> Public Works       |

**Subject:** A Public Hearing on Interim Development Regulations implemented by Ordinance O2017-442 related to SMC 19A.08.190 prohibiting the circumvention of zoning density with the division of land.

**Action Required:** Complete Public Hearing

**Exhibits:** 1. Ordinance O2017-442 – Interim Development Regulations

**Budget:** N/A

**Summary Statement:**

On September 5, 2017, City Council declared an emergency related to prohibiting the circumvention of zoning density with the division of land and adopted Ordinance O2017-442 (Exhibit 1) which established a Public Hearing date of October 3, 2017. As an Emergency Ordinance, pursuant to Revised Code of Washington (RCW) 36.70A.390, a Public Hearing must be held within 60 days of passing an interim development regulation.

Specifically, Sammamish Municipal Code (SMC) 19A.08.190 was amended to include language for this section that applies to further division of all land so that current zoning densities in the City would apply rather than prior King county zoning densities or former City zoning densities.

**Background:**

In 2010, the City Council adopted Ordinance O2010-284 replacing SMC Title 19, Subdivisions with SMC Title 19A, Land Division. The intent of this Ordinance was to improve clarity and completeness and make appropriate revisions to the provisions governing land division in the City.

More recently, the City has received requests regarding the potential alteration and/or division of tracts. It has been determined SMC 19.08.190 may not address specifically enough the requirement for compliance of such tracts with density allocations allowed by current zoning.

The language adopted in Ordinance O2017-442 amending SMC 19A.08.190 is as follows:

**19A.08.190 Circumvention of zoning density prohibited.**

A legal lot, which has been created through a legally recognized process and is of sufficient land area to be subdivided at the density applicable to the lot, may be further subdivided. Provided, however, such further division of a lot or alteration of a future development tract/reserve tract shall not only be permitted if to the extent that the total number of lots contained within the external boundaries of the original short subdivision, subdivision or binding site plan does not exceed the density allowed under current zoning.

The amendment of SMC 19A.08.190 is valid for 6 months. Should no legislative action be taken prior to the expiration of the updated Emergency Ordinance on March 2, 2018, the original provisions of SMC 19A.08.190 will be reinstated. Other legislative options prior to March 2, 2018 include permanent adoption of the amendment of SMC 19A.08.190 as described above or permanent adoption of SMC 19A.08.190 with other provisions.

Currently, staff are analyzing the three aforementioned options. The Planning Commission is scheduled to discuss these options in October and make a recommendation to City Council in November. City Council will be presented with the recommendation of the Planning Commission in December. Public Hearings on this matter will be completed by both the Planning Commission and City Council.

**Financial Impact:** N/A

**Recommended Motion:** N/A

**CITY OF SAMMAMISH  
WASHINGTON**

**ORDINANCE NO. O2017- 442**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, ADOPTING INTERIM DEVELOPMENT  
REGULATIONS AS AUTHORIZED BY THE GROWTH  
MANAGEMENT ACT RELATING TO TITLE 19A AND  
PROHIBITING THE CIRCUMVENTION OF ZONING  
DENSITY; PROVIDING FOR SEVERABILITY; AND  
DECLARING AN EMERGENCY**

WHEREAS, within the express terms of the Growth Management Act, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt interim development regulations; and

WHEREAS, in 2010, to promote the public health, safety, aesthetics, and welfare, the City of Sammamish ("City") adopted section 19A.08.190, Circumvention of zoning density prohibited, of the Sammamish Municipal Code ("SMC") to prevent further subdivision of land that had been previously divided when the new division of land would exceed the density allowed under current City zoning; and

WHEREAS, it was the City Council's intent that section 19A.08.190 SMC would apply to further division of all land so that current zoning densities in the City would apply rather than prior King County zoning densities or former City zoning densities; and

WHEREAS, applications for division of land will be reviewed to determine what density was already used within the original plat and only if there is unused density under current zoning may further division of land be allowed, or may a tract be altered to become a lot and therefore buildable in accord with the definition of tract in section 19A.04.340 SMC.

WHEREAS, the City has determined that an interim development regulation adopted under the provisions of RCW 36.70A.390 is necessary in order to allow adequate time for the City to effectively analyze and determine if the current code language is sufficient to prevent the circumvention of the City's zoning densities; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Findings of Fact.** The recitals set forth above are hereby adopted as the City Council's initial findings of fact in support of the interim development regulation adopted herein. The City Council may, in its discretion, adopt additional findings after the public hearing referenced in Section 4 of this Ordinance.

## Exhibit 1

**Section 2. Adoption of Interim Development Regulations.** The City Council hereby adopts the following interim development regulation amending section 19A.08.190 of the Sammamish Municipal Code:

**19A.08.190 Circumvention of zoning density prohibited.**

A lot, which has been created through a legally recognized process and is of sufficient land area to be subdivided at the density applicable to the lot, may be further subdivided. Provided, however, further division of a lot or alteration of a future development tract/reserve tract shall only be permitted to the extent that the total number of lots contained within the external boundaries of the original short subdivision, subdivision or binding site plan does not exceed the density allowed under current zoning.

**Section 3. Effective Duration of Interim Development Regulations.** The interim development regulations set forth in this Ordinance shall be in effect for a period of six (6) months from the effective date of this Ordinance and shall automatically expire at the conclusion of that six-month period unless sooner repealed.

**Section 4. Public Hearing.** The City Council will hold a public hearing at the City Council's regular meeting beginning at 6:30 p.m. on October 3, 2017, or as soon thereafter as the business of the City Council shall permit, in order to take public testimony and to consider adopting further findings of fact.

**Section 5. Referral to the City Manager.** The City Council requests that the City Manager and his staff work diligently with the City Council to formulate and adopt permanent regulations.

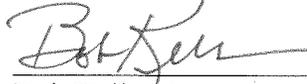
**Section 6. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 7. Effective Date.** This Ordinance, as a public emergency ordinance necessary for the protection of the public health, public safety, public property, and public peace, shall take effect and be in full force on its adoption. Pursuant to Matson v. Clark County Board of Commissioners, 79 Wn. App. 641, 904 P.2d 317 (1995), non-exhaustive underlying facts necessary to support this emergency declaration are included in the "WHEREAS" clauses above, all of which are adopted by reference as findings of fact as if fully set forth herein.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 5<sup>TH</sup> DAY OF SEPTEMBER 2017.**

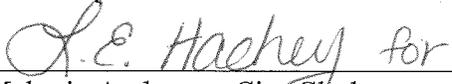
**Exhibit 1**

CITY OF SAMMAMISH

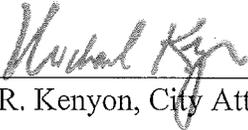


Bob Keller, Mayor

ATTEST/AUTHENTICATED:

  
Melonie Anderson, City Clerk

Approved as to Form:



Michael R. Kenyon, City Attorney

Filed with the City Clerk:	August 31, 2017
First Reading:	September 5, 2017
Passed by the City Council:	September 5, 2017
Date of Publication:	September 8, 2017
Effective Date:	September 5, 2017

**Exhibit 1**



Meeting Date: October 3, 2017

Date Submitted: 9/21/2017

**Originating Department:** Community Development**Clearances:**

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Attorney     | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT                     | <input type="checkbox"/> Public Works  |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation               |  |

**Subject:** Public Hearings for Ordinances amending the City's Comprehensive Plan to adopt the 2017 Capital Facilities Plans and adopting associated school impact fee schedules for the Snoqualmie Valley, Lake Washington, and Issaquah School Districts.

**Action Required:** Complete Public Hearings and first readings of Ordinances

- Exhibits:**
1. Ordinance amending the Comprehensive Plan to adopt the Snoqualmie Valley School District's 2017 Capital Facilities Plan and 2018 impact fees
  2. 2017 Snoqualmie Valley School District Capital Facilities Plan
  3. Ordinance amending the Comprehensive Plan to adopt Lake Washington School District's 2017 Capital Facilities Plan and 2018 impact fees
  4. 2017 Lake Washington School District Capital Facilities Plan
  5. Ordinance amending the Comprehensive Plan to adopt the Issaquah School District's 2017 Capital Facilities Plan and 2018 impact fees.
  6. 2017 Issaquah School District Capital Facilities Plan

**Budget:** N/A

**Summary Statement:**

Each of the three school districts that serve the City of Sammamish have prepared updated six-year capital facility plans (CFPs) that they have shared with the City in compliance with the requirements of the Growth Management Act and Chapter 21A.105 SMC. The updated CFPs include revised impact fees for single family housing and for multi-family housing units. The CFPs are referenced in Appendix B of the City's Comprehensive Plan. The proposed Ordinances would approve the new fees and replace the CFPs referenced in the Comprehensive Plan with the current versions.

**Background:**

The City collects school impact fees for the Issaquah, Lake Washington, and Snoqualmie Valley School Districts on each new dwelling unit that is located within those districts in Sammamish. The fees are held in a special interest-bearing account, and are distributed to the school districts on a monthly basis. The

adoption of the school district CFPs and Ordinances updating the new school impact fees contained therein are an annual process for the City. The amendment is required by RCW 82.02.050 for continued authorization to collect and expend impact fees. The fees help implement the capital facilities element of the Comprehensive Plan and the Growth Management Act by:

- 1) Ensuring that adequate public school facilities and improvements are available to serve new development;
- 2) Establishing standards whereby new development pays a proportionate share of the cost for public school facilities needed to serve such new development;
- 3) Ensuring that school impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact; and
- 4) Providing needed funding for growth-related school improvements to meet the future growth needs of the City of Sammamish.

The new school impact fees are as follows:

	Single Family Per Unit	Change from 2017	Multi-Family Per Unit	Change from 2017
Issaquah SD	\$8,762	+\$841 (+10.6%)	\$3,461	+\$1,075 (+45.1%)
Lake Washington SD	\$11,954	+\$1,132 (+10.5%)	\$733	-\$223 (-23.3%)
Snoqualmie Valley SD	\$10,096.27	+\$44.49 (+0.4%)	\$2,227.34	+\$936.59 (+72.6%)

The City will begin collecting new fees beginning on January 1, 2018.

An environmental review of the associated Comprehensive Plan Amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a non-project SEPA Determination of Non-Significance was issued by the City on September 21, 2017.

**Financial Impact:**

N/A

**Recommended Motion:**

N/A. Second reading and adoption of these Ordinances is scheduled for October 17, 2017.

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2017-\_\_\_\_**

---

**AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON,  
RELATING TO SCHOOL IMPACT FEES; AMENDING THE CITY'S  
COMPREHENSIVE PLAN TO ADOPT THE SNOQUALMIE VALLEY  
SCHOOL DISTRICT NO. 410 CAPITAL FACILITIES PLAN; ADOPTING  
THE ASSOCIATED SCHOOL IMPACT FEE SCHEDULE; AND,  
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapter 82.02 RCW authorizes the City to impose and collect impact fees for public facilities which are addressed by the Capital Facilities Element of the Comprehensive Plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Sammamish Municipal Code (SMC) 24.25.030 and RCW 36.70A.130(2)(a)(iv) allow the Comprehensive Plan to be amended more than once a year, to address an amendment of the Capital Facilities Element of the Comprehensive Plan that occurs in conjunction with the adoption of the City budget; and

WHEREAS, Chapter 21A.105 SMC sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, SMC 21A.105.080 allows for an exemption or reduction to the fee for low or moderate income housing; and

WHEREAS, the Snoqualmie Valley School District has submitted to the City the District's Capital Facilities Plan for 2017 which establishes a revised impact fee schedule for single family housing units in the amount of \$10,096.27 per unit and for multifamily housing units in the amount of \$2,227.34 per unit; and

WHEREAS, an environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), a non-project SEPA Determination of Non-significance was issued by the City on September 21, 2017; and

WHEREAS, the fee schedule was calculated in accordance with SMC 21A.105.030 utilizing the formula set forth in SMC 21A.105.040; and

WHEREAS, the City Council conducted a public hearing on October 3, 2017 regarding the proposed amendment to the City's Comprehensive Plan, and finds that the proposed amendment is consistent with the Comprehensive Plan and is in the best interest of the public health, safety and welfare;

**Exhibit 1**

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of District Capital Facilities Plan.** The City hereby adopts and incorporates herein by this reference the Snoqualmie Valley School District No. 410, Capital Facilities Plan 2017, attached hereto within Exhibit "A," into Volume II of the City's Comprehensive Plan.

**Section 2. Adoption of Fee Schedule.** The City hereby adopts the Snoqualmie Valley School District No. 410 impact fee schedule for single family housing units in the amount of \$10,096.27 per unit and for multifamily housing units in the amount of \$2,227.34 per unit.

**Section 3. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force beginning January 1, 2018.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Bob Keller

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Mike Kenyon, City Attorney

Filed with the City Clerk: September 26, 2017  
Public Hearing: October 3, 2017  
First Reading: October 3, 2017  
Passed by the City Council:  
Publication Date:  
Effective Date:

SNOQUALMIE VALLEY SCHOOL DISTRICT 410

CAPITAL FACILITIES PLAN 2017



Snoqualmie Valley School District No. 410 hereby provides to the King County Council this Capital Facilities Plan documenting the present and future school facility requirements of the District. The Plan contains all elements required by the Growth Management Act and King County Code Title 21A.43, including a six (6) year financing plan component.

Adopted on June 8, 2017

# Exhibit 1

## SNOQUALMIE VALLEY SCHOOL DISTRICT NO. 410

### 2017-2022 SIX-YEAR CAPITAL FACILITIES PLAN

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For information about this plan, call the District Business Services Office  
(425.831.8011)

**Exhibit 1**

**Snoqualmie Valley School District No. 410  
Snoqualmie, Washington  
(425) 831-8000**

**Board of Directors**

	<u>Position Number</u>	<u>Term</u>
Geoff Doy, President	2	1/1/16 - 12/31/19
Tavish MacLean, Vice-President	1	1/1/14 - 12/31/17
Carolyn Simpson	3	1/1/16 - 12/31/19
Marci Busby	4	1/1/14 - 12/31/17
Dan Popp	5	1/1/16 - 12/31/19

**Central Office Administration**

Superintendent	G. Joel Aune
Assistant Superintendent - Teaching & Learning	Jeff Hogan
Assistant Superintendent - Finance & Operations	Ryan Stokes
Executive Director of Student Services	Nancy Meeks
Executive Director of Secondary Education and Instructional Support	Ruth Moen
Executive Director of Elementary Education	Dan Schlotfeldt

**Exhibit 1**

Snoqualmie Valley School District No. 410  
Snoqualmie, Washington

**Administration Building**

8001 Silva Ave S.E., P.O. Box 400  
Snoqualmie, WA 98065  
(425) 831-8000

**G. Joel Aune, Superintendent**

**Mount Si High School**

8651 Meadowbrook Way S.E.  
Snoqualmie, WA 98065  
John Belcher, Principal

**Cascade View Elementary**

34816 SE Ridge Street  
Snoqualmie, WA 98065  
Jim Frazier, Principal

**Mount Si H.S Freshman Campus**

9200 Railroad Ave S.E.  
Snoqualmie, WA 98065  
Vernie Newell, Principal

**Snoqualmie Elementary**

39801 S.E. Park Street  
Snoqualmie, WA 98065  
John Norberg, Principal

**Two Rivers School**

330 Ballarat Ave.  
North Bend, WA 98045  
Rhonda Schmidt, Principal

**North Bend Elementary**

400 East Third Street  
North Bend, WA 98045  
Stephanie Shepherd, Principal

**Fall City Elementary**

33314 S.E. 42nd  
Fall City, WA 98027  
Monica Phillips, Principal

**Chief Kanim Middle School**

32627 S.E. Redmond-Fall City Rd.  
P.O. Box 639  
Fall City, WA 98024  
Michelle Trifunovic, Principal

**Timber Ridge Elementary**

34412 SE Swenson Drive  
Snoqualmie, WA 98065  
Amy Wright, Principal

**Twin Falls Middle School**

46910 SE Middle Fork Road  
North Bend, WA 98045  
Jeff D'Ambrosio, Principal

**Opstad Elementary**

1345 Stilson Avenue S.E.  
North Bend, WA 98045  
Ryan Hill, Principal

# Exhibit 1

## Section 1. Executive Summary

This Six-Year Capital Facilities Plan (the "Plan") has been prepared by the Snoqualmie Valley School District (the "District") as the organization's primary facility planning document, in compliance with the requirements of the State of Washington's Growth Management Act and King County Code 21A.43. This plan was prepared using data available spring 2017 and is consistent with prior capital facilities plans adopted by the District. However, it is not intended to be the sole plan for all of the organization's needs.

In order for impact fees to be collected in the unincorporated areas of King County, the King County Council must adopt this plan as proposed by the District. The Snoqualmie Valley School District also includes the incorporated cities of Snoqualmie and North Bend, as well as a portion of the city of Sammamish. The cities of Snoqualmie, North Bend, and Sammamish have each adopted a school impact fee policy and ordinance similar to the King County model.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinances, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See Appendix A for the current single family residence and multi-family residence calculations.

The District's Plan establishes a "standard of service" in order to ascertain current and future capacity. This standard of service is reflective of current student/teacher ratios that the District hopes to be able to maintain during the period reflected in this Capital Facilities Plan. The Standard of Service has been updated to incorporate anticipated class size reduction at the K-3 level, but **does not** incorporate additional class size reductions for all other grades, as outlined in Initiative 1351, which was approved by voters in November 2014. Future updates to this plan will consider incorporating those class sizes as more details surrounding the implementation of Initiative 1351 are known.

It should also be noted that although the State Superintendent of Public Instruction establishes square foot guidelines for capacity funding criteria, those guidelines do not account for the local program needs in the District. The Growth Management Act and King County Code 21A.43 authorize the District to make adjustments to the standard of service based on the District's specific needs.

In general, the District's current standard provides the following (see Section 2 for additional information):

School Level	Target Average Student/Teacher Ratio
Elementary	20 Students
Middle	27 Students
High	27 Students

## Exhibit 1

School capacity is based on the District standard of service and use of existing inventory. Existing inventory includes both permanent and relocatable classrooms (i.e. portable classroom units). Using reduced class size at the K-3 level, the District's current overall permanent capacity is 5,265 students (with an additional 1,858 student capacity available in portable classrooms). October enrollment for the 2016-17 school year was 6,633 full time equivalents ("FTE"). FTE enrollment is projected to increase by 15% to 7,636 in 2022, based on the mid-range of enrollment projections provided by a third-party demographer. Washington State House Bill 2776, which was enacted in 2010, requires all kindergarten classes in the State to convert to full day kindergarten by 2018. The District converted to full day kindergarten in 2016. This transition doubled the number of classrooms needed for kindergarteners, including those which require additional special educational services. HB 2776 also stipulates K-3 class sizes to be reduced to 17 students per teacher by 2018 (down from the 21:1 average currently funded). This transition will require further increases in the number of classrooms needed to adequately serve our grades 1-3 population.

Though areas of growth are seen in various areas of the District, the most notable growth continues to be in the Snoqualmie Ridge and North Bend areas. United States Census data released a few years ago indicated the City of Snoqualmie as the fastest growing city in the State over the past decade, with 35% of the population under the age of 18. The cities of Snoqualmie and North Bend both anticipate future housing growth beyond 2022, while growth in unincorporated King County and the city of Sammamish should experience minimal housing growth in the District, unless annexations occur.

Such large and sustained growth continues to create needs for additional classroom inventory. Previously, those needs have been addressed via the construction of Cascade View Elementary in 2005, Twin Falls Middle School in 2008, a 12 portable classroom expansion at Mount Si High School in 2009 and the conversion of Snoqualmie Middle School into a Freshman Campus for Mount Si High School in 2013.

In the February 2015, a bond proposition was passed to construct a 6<sup>th</sup> elementary school and expand and modernize the main campus of Mount Si High School.

The expanded and modernized Mount Si High School facilitates the relocation of the freshman campus back onto the main high school campus, which in turn creates needed middle school capacity by converting the current Freshman Campus back to a middle school (Snoqualmie Middle School). The bond proposition did not address the need for expanded field capacity to adequately serve the anticipated larger student body. The District is working on land acquisition and/or alternative field solutions in order to address those known capacity needs. In addition, the District may need to acquire or gain rights to additional property for construction and overflow parking needs.

The 2015 voter-approved proposition also included funds to construct a new Elementary School #6. The construction of Timber Ridge Elementary, completed in 2016 provided initial capacity at all elementary schools to implement full day kindergarten, reduce K-3 class sizes and provide for enrollment growth, as all District elementary schools underwent a re-boundary process in preparation for the opening of Timber Ridge. Elementary capacity needs calculated in this plan incorporate the lower K-3 class sizes that should be fully implemented by 2018. At those capacity levels, and including the addition of Timber Ridge into district inventory, the District's elementary population is currently at capacity. Therefore, future enrollment growth, when combined with these

## Exhibit 1

reduced class sizes, will require additional future elementary school capacity. Relocatable classrooms may provide some short-term relief, however, many of the District's current elementary schools have reached the capacity to add more portable classrooms due to a number of factors, including: land availability, building code restrictions, and capacity of corresponding common areas such as parking, bathrooms, specialist classrooms and building support services. As such, the District anticipates the need for a 7<sup>th</sup> Elementary School in 2022 in order to provide adequate capacity for future enrollment growth.

Middle school level capacity shortfalls are projected during the construction of Mount Si High School, and will likely be addressed first via conversion of computer labs into general education classrooms until the reinstatement of Snoqualmie Middle School as part of the high school expansion project noted above. If the classroom conversions do not provide sufficient capacity relief at the middle school level prior to the time that Snoqualmie Middle School is brought back online as a middle school facility, the district would need to purchase additional relocatable classrooms.

## Exhibit 1

### Section 2. Current District "Standard of Service" (as defined by King County Code 21A.06)

King County Code 21A.06 refers to a "standard of service" that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors (determined by the district), which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as the permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; thus, the permanent capacity of some of the buildings housing these programs has been reduced in order to account for those needs. Standard of Service has been updated to incorporate anticipated class size reduction at the K-3 level, but **does not** incorporate additional class size reductions for all other grades, as outlined in Initiative 1351, which was approved by voters in November 2014. Future updates to this plan will consider incorporating those class sizes as more details surrounding the implementation of Initiative 1351 are known.

#### Standard of Service for Elementary Students

- Average target class size for grades K – 2: 17 students
- Average target class size for grade 3: 17 students
- Average target class size for grades 4-5: 27 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 12 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- Resource rooms
- Computer rooms
- English Language Learners (ELL)
- Education for disadvantaged students (Title I)
- Gifted education (Hi-C)
- District remediation programs
- Learning assisted programs
- Severely behavior disordered
- Transition room
- Mild, moderate and severe disabilities
- Preschool programs

## Exhibit 1

### Standard of Service for Secondary Students

- Average target class size for grades 6-8: 27 students
- Average target class size for grades 9-12: 27 students
- Average target class size for Two Rivers School: 20 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 12 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- English Language Learners (ELL)
- Resource rooms (for special remedial assistance)
- Computer rooms
- Daycare programs

The District's ultimate goal is to provide a standard of service of 17 students per classroom for kindergarten through grade 3, and 25 students per classroom in grades 4 through 5. However, as the District is dependent upon increased State funding for the requisite teaching positions and currently lacks sufficient classroom capacity, it will take a number of years before the District's goal is feasible.

### Room Utilization at Secondary Schools

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during their planning periods. Based on actual utilization due to these considerations, the district uses a standard utilization rate of 83% (5 out of 6 periods) for determining middle school capacity.

The high school is currently researching new schedule options to better meet the CORE 24 graduation requirements (24 high school credits). All options under consideration increase the number of credits students can earn in a year. Seven and eight period days, as well as a 5 period trimester schedule have all been investigated and researched by the high school schedule committee. These schedule options would result in estimated room utilizations of 71% to 75%. As of the date of this document, the high school schedule committee is recommending a 7 period, alternating block schedule for implementation at the high school beginning in the 2018-19 school year.

While the final details of the schedule have yet to be determined, there is a strong likelihood that high school room utilization will be reduced to at least 75%. As a result, high school capacity has been adjusted using a 75% utilization rate. Adjustments to this rate may occur in future revisions to this plan, based on development and actual implementation of the new high school schedule.

## **Exhibit 1**

### **Section 3. Inventory and Evaluation of Current Permanent Facilities**

The District's current overall capacity after consideration for smaller class sizes in grades K-12 is 7,123 students (5,265 in permanent classrooms and 1,858 in relocatable classrooms). October student enrollment for the 2016-17 school year was 6,633 full time equivalents ("FTE"). FTE enrollment, based on the mid-range of recent third-party demographic projections, is expected to increase by 15% to 7,636 FTE students in 2022.

Calculations of elementary, middle, and high school capacities have been made in accordance with the current standards of service. Due to changes in instructional programs, student needs (including special education) and other current uses, some changes in building level capacity have occurred at some schools. An inventory of the District's schools arranged by level, name, and current permanent capacity are summarized in the following table. In addition, a summary of overall capacity and enrollment for the next six years is discussed further in Section 7.

The physical condition of the District's facilities was evaluated by the 2012 State Study and Survey of School Facilities completed in accordance with WAC 180-25-025. As schools are modernized, the State Study and Survey of School Facilities report is updated. That report is incorporated herein by reference.

**Exhibit 1**

**Inventory of Permanent School Facilities and Related Program Capacity  
2017**

<b>ELEMENTARY LEVEL</b>				
<b>Facility</b>	<b>Address</b>	<b>Grade Span</b>	<b>Permanent Capacity *</b>	<b>2016-17 FTE Enrollment **</b>
CASCADE VIEW	34816 SE Ridge Street Snoqualmie, Washington	K thru 5	460	620
FALL CITY	33314 SE 42nd Place Fall City, Washington	K thru 5	320	579
NORTH BEND	400 E 3rd Street North Bend, Washington	K thru 5	304	462
OPSTAD	1345 Stilson Av SE North Bend, Washington	K thru 5	420	555
SNOQUALMIE	39801 SE Park Street Snoqualmie, Washington	K thru 5 & Preschool	280	548
TIMBER RIDGE	34412 SE Swenson Drive Snoqualmie, Washington	K thru 5	584	599
<b>Total Elementary School</b>			<b>2,368</b>	<b>3,363</b>
<b>MIDDLE SCHOOL LEVEL</b>				
<b>Facility</b>	<b>Address</b>	<b>Grade Span</b>	<b>Permanent Capacity *</b>	<b>2016-17 FTE Enrollment **</b>
CHIEF KANIM	32627 SE Redmond-Fall City Road Fall City, Washington	6, 7 & 8	593	773
TWIN FALLS	46910 SE Middle Fork Road North Bend, Washington	6, 7 & 8	615	798
<b>Total Middle School</b>			<b>1,208</b>	<b>1,571</b>
<b>HIGH SCHOOL LEVEL</b>				
<b>Facility</b>	<b>Address</b>	<b>Grade Span</b>	<b>Permanent Capacity *</b>	<b>2016-17 FTE Enrollment **</b>
MOUNT SI	8651 Meadowbrook Way SE Snoqualmie, Washington	9 thru 12	1,218	1,056
MOUNT SI FRESHMAN CAMP	9200 Railroad Ave SE Snoqualmie, Washington	9	471	450
TWO RIVERS	330 Ballarat, North Bend, WA	7 thru 12	0	100
<b>Total High School</b>			<b>1,689</b>	<b>1,606</b>
<b>TOTAL DISTRICT</b>			<b>5,265</b>	<b>6,540</b>

\* Does not include capacity for special programs as identified in Standards of Service section.  
 \*\* Difference between enrollment (pg.13) is due to rounding, Parent Partner Program, and out-of-district placements.

## **Exhibit 1**

### **Section 4. Relocatable Classrooms**

For a definition of relocatables and permanent facilities, see Section 2 of King County Code 21A.06.

The District inventory includes 88 relocatable classrooms that provide standard capacity and special program space as outlined in Section 2. The District inventory of portables provides approximately 26% of capacity District-wide. Based on projected enrollment growth and timing of anticipated permanent facilities, the district anticipates the need to acquire additional relocatables at the elementary and potentially the middle school level during the next six-year period.

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new and modernized school sites are all planned to accommodate the potential of adding relocatables in order to address temporary fluctuations in enrollment. In addition, the use and need for relocatables will be balanced against program needs. Relocatables are not a solution for housing students on a permanent basis, and the District would like to reduce the percentage of students that are housed in relocatable classrooms.

The cost of relocatables also varies widely based on the location and intended use of the classrooms.

The District has an additional 15 relocatable classrooms in its inventory that are used for special program purposes or districtwide support services and are not available for regular classroom needs.

# Exhibit 1

## Section 5. Six Year Enrollment Projections

The District contracts with Educational Data Solutions, LLC (“EDS”) to project student enrollment over the next six years. EDS provides the District a low, middle and high-range projections that are based on historic growth trends, future building plans and availability, birth rates, as well as economic and various other factors that contribute to overall population growth. Based on the mid-range projection provided in November 2015 by EDS, enrollment is expected to increase by 1,004 students (15%) over the next six years.

The enrollment projections shown below have been adjusted beginning in 2016 to account for the conversion of half-day kindergarten students to full-day kindergarten students, as required by Washington State House Bill 2776, which was enacted in 2010. While this change does not increase the number of students (headcount) projected to attend our District over the next six years, it does increase the need for additional classroom capacity as these students will now be attending our buildings for the full day and will require twice the amount of space as their half-day counterparts. This adjustment results in an increase of approximately 260 FTE kindergarteners beginning in 2016.

**Snoqualmie Valley School District No. 410  
Actual Full-Time Equivalent Enrollment through 2016 and Projected Enrollment from 2017 through 2022**

GRADE:	Actual									Enrollment Projections through 2022 *					
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Kindergarten **	223	234	236	233	257	245	267	241	548	534	546	564	572	554	548
1st Grade	480	504	505	490	495	540	530	578	526	543	576	585	604	611	592
2nd Grade	511	489	530	501	491	504	559	536	614	539	562	590	598	621	628
3rd Grade	504	512	491	522	510	509	515	567	559	605	553	571	599	610	633
4th Grade	481	505	527	493	534	517	509	566	597	568	627	568	585	617	629
5th Grade	484	481	506	517	492	528	538	526	570	600	579	632	573	594	626
<b>K-5 Subtotal</b>	<b>2,683</b>	<b>2,725</b>	<b>2,795</b>	<b>2,756</b>	<b>2,779</b>	<b>2,843</b>	<b>2,918</b>	<b>3,014</b>	<b>3,414</b>	<b>3,389</b>	<b>3,443</b>	<b>3,510</b>	<b>3,531</b>	<b>3,607</b>	<b>3,656</b>
6th Grade	414	472	475	491	504	472	514	570	529	580	599	577	629	570	590
7th Grade	437	416	469	480	488	512	481	525	572	527	590	608	586	638	579
8th Grade	441	426	430	473	481	476	505	486	508	579	532	594	612	589	642
<b>6-8 Subtotal</b>	<b>1,292</b>	<b>1,314</b>	<b>1,374</b>	<b>1,444</b>	<b>1,473</b>	<b>1,460</b>	<b>1,500</b>	<b>1,581</b>	<b>1,609</b>	<b>1,686</b>	<b>1,721</b>	<b>1,779</b>	<b>1,827</b>	<b>1,797</b>	<b>1,811</b>
9th Grade	431	476	431	408	467	477	489	525	475	531	587	539	602	618	596
10th Grade	402	403	420	400	406	473	469	473	500	480	512	566	520	578	594
11th Grade	415	391	383	385	364	369	396	357	310	466	431	459	507	465	516
12th Grade	306	359	346	372	410	363	388	372	324	405	468	432	458	505	463
<b>9-12 Subtotal</b>	<b>1,554</b>	<b>1,629</b>	<b>1,580</b>	<b>1,565</b>	<b>1,647</b>	<b>1,682</b>	<b>1,742</b>	<b>1,727</b>	<b>1,609</b>	<b>1,882</b>	<b>1,998</b>	<b>1,996</b>	<b>2,087</b>	<b>2,166</b>	<b>2,169</b>
<b>K-12 TOTAL</b>	<b>5,529</b>	<b>5,668</b>	<b>5,749</b>	<b>5,765</b>	<b>5,899</b>	<b>5,985</b>	<b>6,160</b>	<b>6,322</b>	<b>6,632</b>	<b>6,957</b>	<b>7,162</b>	<b>7,285</b>	<b>7,445</b>	<b>7,570</b>	<b>7,636</b>
	2.0%	2.5%	1.4%	0.3%	2.3%	1.5%	2.9%	2.6%	4.9%	4.9%	2.9%	1.7%	2.2%	1.7%	0.9%

\* Enrollment Projections above reflect mid-range enrollment projections provided by Educational Data Solutions, LLC (EDS) in November 2015

\*\* Kindergarteners are counted as 1/2 FTE until 2016, when kindergarten classes transitioned to full day programming.

\*\*\* The district experienced large increases in Running Start enrollment for grades 11-12 recently. It is still too early to determine if this is a trend or an anomaly based on current circumstances (construction, high school schedule, etc.) Future enrollment will continue to be monitored and projections may be adjusted in subsequent updates to the Capital Facilities Plan.

## Exhibit 1

### Section 6. Six-Year Planning and Construction Plan

The District plans to use the following strategies in order to address future needs districtwide:

- Construction of new schools: full reconstruction and expansion of MSHS, and planning and construction of a new elementary school;
- Reinstatement of Snoqualmie Middle School upon partial completion of high school expansion and relocation of current Freshman Campus onto existing main campus location;
- Use of additional relocatables to provide housing of students not provided for under other strategies;
- Field improvements needed to serve the expanded capacity at MSHS; and
- Acquisition of land needed for expansion of transportation facility needs related to growth.

In the fall of 2014, the Board concluded that it would pursue an expanded Mount Si High School and proceeded to adopt a 2015 bond proposition to construct a newly expanded Mount Si High School with modernization of certain existing components. The bond proposition was passed by the voters in February, 2015.

The expanded and modernized Mount Si High School will facilitate the relocation of the freshman campus onto the main high school campus, which in turn creates needed middle school capacity by converting the current Freshman Campus back to a middle school (Snoqualmie Middle School). The bond proposition also did not address the need for expanded field capacity to adequately serve the anticipated larger student body. The District is currently working on land acquisition and/or alternative field solutions in order to address those known capacity needs.

The 2015 voter-approved proposition also included funds to construct a new Elementary School #6 (Timber Ridge Elementary). The construction and opening of Timber Ridge in 2016 provides initial capacity at all elementary schools to implement full day kindergarten, reduce K-3 class sizes and provide for enrollment growth, as all District elementary schools underwent a re-boundary process in preparation for the opening of Timber Ridge. Elementary capacity calculated in this plan incorporates the lower K-3 class sizes that should be fully implemented by 2018. At those capacity levels, the District's elementary population is currently at capacity, with additional portable classrooms being added in the fall of 2017 to address population growth and make progress towards further class size reductions. Future enrollment growth, when combined with these reduced class sizes, will require additional future elementary school capacity. Relocatable classrooms may provide some short-term relief, however many of the District's current elementary schools have reached the capacity to add more portable classrooms due to a number of factors, including: land availability, building code restrictions, and capacity of corresponding common areas such as parking, bathrooms, specialist classrooms and building support services. As such, the District anticipates the need for a 7<sup>th</sup> Elementary School in 2022 in order to provide adequate capacity for future enrollment growth.

## Exhibit 1

Additionally, the 2015 bond proposition included consideration for the construction of a separate preschool facility that will serve the growing special education needs of our District. This facility would increase the capacity at the elementary school which currently houses the preschool program, and will allow for expansion of our preschool capacity in response to overall population growth.

Middle school level capacity shortfalls are projected during the construction of Mount Si High School, and will likely be addressed first via conversion of computer labs into general education classrooms until the reinstatement of Snoqualmie Middle School as part of the high school expansion project noted above. If the classroom conversions do not provide sufficient capacity relief at the middle school level prior to the time that Snoqualmie Middle School is brought back online as a middle school facility, the district would need to purchase additional relocatable classrooms.

The District also needs to identify additional land to adequately serve enrollment growth. The District's current transportation facility is inadequate for meeting the District's needs. The District has no space at the current facility to park additional busses which are needed to meet the growing student population. In planning for the most recent bond measure, the Board considered adding a new transportation facility to the project list. In an attempt to control the overall cost of the bond proposition, this facility was the first capital improvement left off of the prioritized list of needed improvements recommended by administration. However, at a minimum, additional land must be identified in the near future to meet short term needs, even prior to securing funding for a full-scale transportation facility that will support the future enrollment growth of the district.

## Exhibit 1

### Section 7. Six-Year Classroom Capacities: Availability/Deficit Projections

After considering K-3 class size reductions to quantify current capacity, future enrollment projections, and added capacity from construction plans discussed in previous sections above, the following table summarizes permanent and relocatable projected capacity to serve our students during the periods of this Plan.

As demonstrated in the table, the District has continuing permanent capacity needs at ALL levels. Many of those needs will be addressed with the opening of Elementary #6 (Timber Ridge Elementary School) and expansion of Mount Si High School. However, given the conversion to full day kindergarten and reduced elementary class sizes required by 2018, combined with current enrollment growth from new development, even after opening Timber Ridge, the District will face a need to plan for additional capacity at the K-5 level. Some of those additional capacity needs will need to be addressed in the short-term with relocatable classrooms. The construction of Elementary #7 will address the longer-term capacity needs.

As summarized in the table, the District currently has 27% of its classroom capacity in relocatable classrooms. With the addition of relocatable classrooms and the construction of two new facilities over the period of this Plan, the District would have 20% of its classroom capacity in relocatable classrooms in 2022, assuming older relocatable classrooms are not removed from service.

The District will continue to work towards reducing the percentage of students housed in relocatable classrooms, as well as monitoring the future elementary school needs in the district.

Exhibit 1

PROJECTED CAPACITY TO HOUSE STUDENTS

Elementary School K-5

PLAN YEARS: *	2017	2018	2019	2020	2021	2022
<b>Permanent Capacity</b>	2,368	2,368	2,468	2,468	2,468	2,468
New Construction: <i>Preschool, ES#7</i>	-	100	-	-	-	584
<b>Permanent Capacity subtotal:</b>	2,368	2,468	2,468	2,468	2,468	3,052
Projected Enrollment:	3,389	3,443	3,510	3,531	3,607	3,656
<b>Surplus/(Deficit) of Permanent Capacity:</b>	(1,021)	(975)	(1,042)	(1,063)	(1,139)	(604)
Portable Capacity Available:	920	1,040	1,040	1,120	1,120	1,120
Portable Capacity Changes (+/-):	120	-	80	-	-	-
<b>Surplus/(Deficit) with Portables:</b>	19	65	78	57	(19)	516

Middle School 6-8

PLAN YEARS: *	2017	2018	2019	2020	2021	2022
<b>Permanent Capacity</b>	1,208	1,208	1,208	1,679	1,679	1,679
Conversion of Freshman Campus to MS	-	-	471	-	-	-
<b>Permanent Capacity subtotal:</b>	1,208	1,208	1,679	1,679	1,679	1,679
Projected Enrollment:	1,686	1,721	1,779	1,827	1,797	1,811
<b>Surplus/(Deficit) of Permanent Capacity:</b>	(478)	(513)	(100)	(148)	(118)	(132)
Portable Capacity Available:	359	359	359	426	426	426
Portable Capacity Changes (+/-):	-	-	67	-	-	-
<b>Surplus/(Deficit) with Portables:</b>	(119)	(154)	326	278	308	294

High School 9-12

PLAN YEARS: *	2017	2018	2019	2020	2021	2022
<b>Permanent Capacity **</b>	1,689	1,526	1,526	1,879	2,078	2,078
New Construction: MSHS expansion	-	-	353	199	-	-
<b>Total Capacity:</b>	1,689	1,526	1,879	2,078	2,078	2,078
Projected Enrollment:	1,882	1,998	1,996	2,087	2,166	2,169
<b>Surplus/(Deficit) Permanent Capacity:</b>	(193)	(472)	(117)	(9)	(88)	(91)
Portable Capacity Available: **	459	415	415	125	125	125
Portable Capacity Changes (+/-):	-	-	(290)	-	-	-
<b>Surplus/(Deficit) with Portables:</b>	266	(57)	8	116	37	34

K-12 TOTAL

PLAN YEARS: *	2017	2018	2019	2020	2021	2022
<b>Total Permanent Capacity:</b>	5,265	5,202	6,026	6,225	6,225	6,809
Total Projected Enrollment:	6,957	7,162	7,285	7,445	7,570	7,636
<b>Surplus/(Deficit) Permanent Capacity:</b>	(1,692)	(1,960)	(1,259)	(1,220)	(1,345)	(827)
Total Portable Capacity	1,858	1,814	1,671	1,671	1,671	1,671
<b>Total Permanent and Portable Capacity</b>	7,123	7,016	7,697	7,896	7,896	8,480
<b>Surplus/(Deficit) with Portables:</b>	166	(146)	412	451	326	844

\* Plan Years are calendar years; projected enrollment listed above represents fall enrollment of that year.

\*\* Beginning in school year 2018-19, high school capacity has been adjusted to reflect anticipated daily schedule changes. Refer to pg.9 for more information.

## Exhibit 1

### Section 8. Impact Fees and the Finance Plan

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The following impact fee calculations examine the costs of housing the students generated by each new single family dwelling unit and each new multi-family dwelling unit. These are determined using student generation factors, which indicate the number of students that each dwelling produces based on recent historical data. The student generation factor is applied to the anticipated school construction costs (construction cost only, not total project cost), which is intended to calculate the construction cost of providing capacity to serve each new dwelling unit during the six year period of this Plan. The formula does not require new development to contribute the costs of providing capacity to address needs created by existing housing units.

The construction cost, as described above, is reduced by any State matching dollars anticipated to be awarded to the District, and the present value of future tax payments related to the debt service on school construction bonds. This adjusted construction cost quantifies the cost of additional capacity per new residence during the six year period of this Plan.

However, in accordance with the regulations of King County and the cities of Sammamish, Snoqualmie and North Bend, the local community must share 50% of each cost per new residence. As such, the final impact fee proposed by the District to its respective municipalities for collection reflects this additional required reduction to the cost per new residence.

The finance plan below demonstrates how the Snoqualmie Valley School District plans to finance improvements for the years 2017 through 2022. The financing components are primarily composed of secured funding (via the recently approved bond proposition). The District currently owns land in Snoqualmie or North Bend for the new elementary school #7. The District must also plan for additional land and facilities to meet identified transportation facility needs. Future updates to this Plan will include updated information regarding these capacity-related projects and their associated construction costs.

For the purposes of this Plan's construction costs, the District is using actual and construction bid amounts for the Mount Si High School project and actual costs of recent relocatable acquisitions and the construction of Timber Ridge. These costs include an adjustment for expected cost escalation through the anticipated bid year of each anticipated project.

The District has also updated State match availability estimates from OSPI. A district can be eligible for potential State matching funds for 1) new construction, and 2) modernization/new-in-lieu construction. The calculation for matching funds are grouped and calculated as K-8 and 9-12 capacity.

For purposes of the Impact Fee calculation, only new construction matching funds are applicable. Timber Ridge Elementary qualified for new construction state matching funds. Mount Si High School expansion and rebuild project is anticipated to qualify for modernization matching funds for most of the existing square footage of the building.

## Exhibit 1

Based on the most recent OSPI estimates using the 2022 enrollment projections, the District would not qualify for State matching funds for the new construction of Elementary #7. The OSPI calculation is based on K-8 capacity. When the current Freshman Campus is converted back to a middle school, that building is added to the overall K-8 capacity and currently would prevent the District from qualifying for K-8 state matching funds for new construction.

## 2017 FINANCING PLAN

Facility:	Estimated Cost	Unsecured Source of Funds:			Secured Source of Funds:		
		Bonds/Local	State Match*	Impact Fees	Bonds	State Match	Impact Fees
<i>MSHS New/Modernization, Land Acquisition and Field Improvements</i>	<i>\$219,800,000</i> <sup>1</sup>	\$0	\$26,421,727	\$500,000	\$192,378,273	\$0	\$500,000
<i>Preschool</i>	<i>\$4,300,000</i> <sup>1</sup>	\$0	\$0	\$200,000	\$4,000,000	\$0	\$100,000
<i>Elementary School #7</i>	<i>\$40,700,000</i> <sup>1</sup>	\$39,700,000	\$0	\$1,000,000		\$0	\$0
<i>Portable Classrooms - ES-MS</i>	<i>\$1,280,000</i> <sup>1</sup>	\$0	\$0	\$380,000	\$0	\$0	\$900,000
<i>Land Acquisition/Development - Transportation Facility Expansion</i>	<i>\$4,500,000</i> <sup>1</sup>	TBD	\$0	TBD	\$0	\$0	\$0

\* Note that State Match funds will be held and used to offset costs of unforeseen conditions, unanticipated cost escalation, and/or project change orders, etc. At the completion of construction of all projects in the 2015 Bond Proposition, any unused State Match funds will be used to pay down principal outstanding on remaining debt. Such funds may also be used to make other capital improvements to the facilities of the District, but only after holding a public hearing thereon pursuant to RCW 28A.530.020.

<sup>1</sup> Listed here are estimated total project costs as adjusted for cost escalation through anticipated bid year.

Please note that only construction cost (not total anticipated project cost) is used in the calculation of school impact fees. Those are estimated as follows:

**Added Elementary School Capacity:** Estimated total project cost = \$40,700,000      Estimated cost of construction = \$30,500,000.  
**Added High School Capacity:** Estimated total project cost = \$219,800,000      Estimated cost of construction = \$178,900,000

**Exhibit 1**

**Appendix A: Single Family Residence Impact Fee Calculation**

**Site Acquisition Cost Per Residence**

Formula: ((Acres x Cost per Acre) / Facility Size) x Student Factor

	Site Size	Cost / Acre	Facility Size	Student Factor	
Elementary	15	\$0	n/a	0.3890	\$0.00
Middle	25	\$0	n/a	0.1620	\$0.00
High	40	\$0	n/a	0.1340	\$0.00
A----->					\$0.00

**Permanent Facility Construction Cost Per Residence**

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Permanent/Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$30,500,000	584	0.3890	0.8907	\$18,095.39
Middle	\$0	0	0.1620	0.9397	\$0.00
High	\$178,900,000	2,078	0.1340	0.9703	\$11,192.06
B----->					\$29,287.45

**Temporary Facilities Cost Per Residence**

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Temporary/Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$160,000	20	0.3890	0.1093	\$340.14
Middle	\$160,000	27	0.1620	0.0603	\$57.89
High	\$0	0	0.1340	0.0297	\$0.00
C----->					\$398.03

**State Match Credit Per Residence (if applicable)**

Formula: Current Construction Cost Allocation x SPI Footage x District Match x Student Factor

	CCCA	SPI Footage	District Match	Student Factor	
Elementary	\$213.23	90	n/a	0.3890	n/a
Middle	\$213.23	117	n/a	0.1620	n/a
High	\$213.23	130	n/a	0.1340	n/a
D----->					\$0.00

**Tax Credit Per Residence**

Average Residential Assessed Value	\$507,601
Current Debt Service Tax Rate	\$2.3000
Annual Tax Payment	\$1,167.48
Bond Buyer Index Annual Interest Rate	3.95%
Discount Period (Years Amortized)	10
TC----->	
	\$9,492.94

**Fee Per Residence Recap:**

Site Acquisition Cost	\$0.00	
Permanent Facility Cost	\$29,287.45	
Temporary Facility Cost	\$398.03	
Subtotal		\$29,685.48
State Match Credit	\$0.00	
Tax Payment Credit	(\$9,492.94)	
Subtotal		\$20,192.54
50% Local Share		(\$10,096.27)
<b>Impact Fee, net of Local Share</b>		<b>\$10,096.27</b>

**Exhibit 1**

**Appendix A: Multi-Family Residence Impact Fee Calculation**

**Site Acquisition Cost Per Residence**

Formula: ((Acres x Cost per Acre) / Facility Size) x Student Factor

	Site Size	Cost / Acre	Facility Size	Student Factor	
Elementary	15	\$0	n/a	0.0890	\$0.00
Middle	25	\$0	n/a	0.0410	\$0.00
High	40	\$0	n/a	0.0470	\$0.00
A----->					\$0.00

**Permanent Facility Construction Cost Per Residence**

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Permanent/Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$30,500,000	584	0.0890	0.8907	\$4,139.94
Middle	\$0	0	0.0410	0.9397	\$0.00
High	\$178,900,000	2,078	0.0470	0.9703	\$3,925.72
B----->					\$8,065.66

**Temporary Facilities Cost Per Residence**

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Temporary/Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$160,000	20	0.0890	0.1093	\$77.82
Middle	\$160,000	27	0.0410	0.0603	\$14.65
High	\$0	0	0.0470	0.0297	\$0.00
C----->					\$92.47

**State Match Credit Per Residence (if applicable)**

Formula: Current Construction Cost Allocation x SPI Footage x District Match x Student Factor

	CCCA	SPI Footage	District Match %	Student Factor	
Elementary	\$213.23	90	n/a	0.0890	n/a
Middle	\$213.23	117	n/a	0.0410	n/a
High	\$213.23	130	n/a	0.0470	n/a
D----->					\$0.00

**Tax Credit Per Residence**

Average Residential Assessed Value	\$198,028
Current Debt Service Tax Rate	\$2.3000
Annual Tax Payment	\$455.47
Bond Buyer Index Annual Interest Rate	3.95%
Discount Period (Years Amortized)	10
TC----->	
	\$3,703.45

**Fee Per Residence Recap:**

Site Acquisition Cost	\$0.00
Permanent Facility Cost	\$8,065.66
Temporary Facility Cost	\$92.47
Subtotal	\$8,158.13
State Match Credit	\$0.00
Tax Payment Credit	(\$3,703.45)
Subtotal	\$4,454.68
50% Local Share	(\$2,227.34)
<b>Impact Fee, net of Local Share</b>	<b>\$2,227.34</b>

**Appendix B: Composite Student Generation Factors**

**Single Family Dwelling Unit:**

	Issaquah	Lake Wash.	Average:
<b>Elementary</b>	0.354	0.424	<b>0.389</b>
<b>Middle</b>	0.153	0.171	<b>0.162</b>
<b>High</b>	0.148	0.119	<b>0.134</b>
<b>Total:</b>	<b>0.655</b>	<b>0.714</b>	<b>0.685</b>

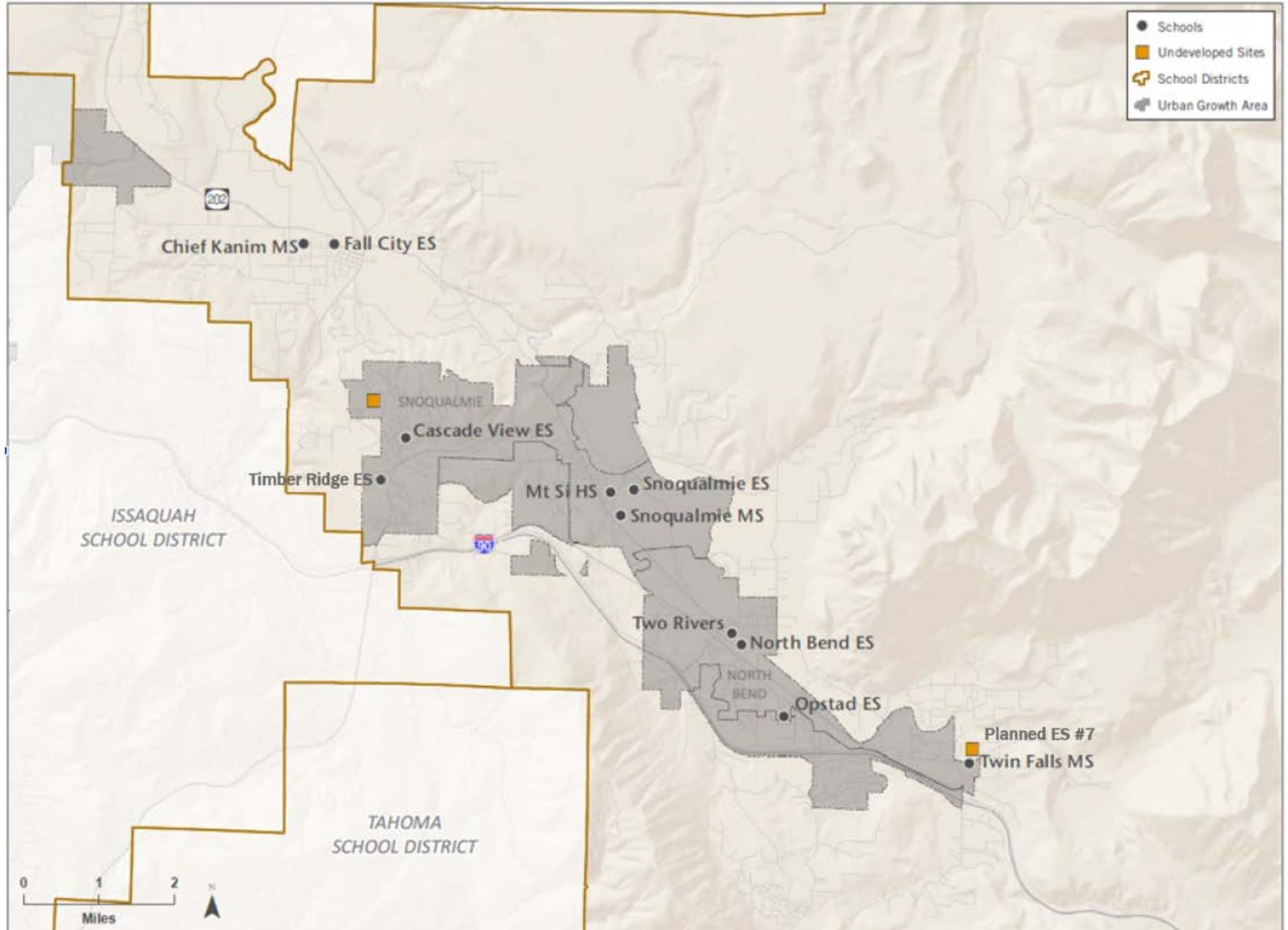
**Multi Family Dwelling Unit:**

	Issaquah	Lake Wash.	Average:
<b>Elementary</b>	0.119	0.058	<b>0.089</b>
<b>Middle</b>	0.063	0.019	<b>0.041</b>
<b>High</b>	0.075	0.019	<b>0.047</b>
<b>Total:</b>	<b>0.257</b>	<b>0.096</b>	<b>0.177</b>

Notes: The above student generation rates represent unweighted averages, based on adjacent school districts.

Ordinance No. 10162, Section R., Page 5: lines 30 thru 35 & Page 6: line 1:  
 "Student factors shall be based on district records of average actual student generation rates for new developments constructed over a period of not more than five (5) years prior to the date of the fee calculation: provided that, if such information is not available in the district, data from adjacent districts, districts with similar demographics, or county wide averages may be used."

### Schools and Undeveloped Sites in Snoqualmie Valley School District



## Exhibit 1

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2017-\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON,  
RELATING TO SCHOOL IMPACT FEES; AMENDING THE CITY'S  
COMPREHENSIVE PLAN TO ADOPT THE LAKE WASHINGTON  
SCHOOL DISTRICT NO. 414 CAPITAL FACILITIES PLAN; ADOPTING  
THE ASSOCIATED SCHOOL IMPACT FEE SCHEDULE; AND,  
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapter 82.02 RCW authorizes the City to impose and collect impact fees for public facilities which are addressed by the Capital Facilities Element of the Comprehensive Plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Sammamish Municipal Code (SMC) 24.25.030 and RCW 36.70A.130(2)(a)(iv) allow the Comprehensive Plan to be amended more than once a year, to address an amendment of the Capital Facilities Element of the Comprehensive Plan that occurs in conjunction with the adoption of the City budget; and

WHEREAS, Chapter 21A.105 SMC sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, SMC 21A.105.080 allows for an exemption or reduction to the fee for low or moderate income housing; and

WHEREAS, the Lake Washington School District has submitted to the City the District's Capital Facilities Plan for 2017-2022 which establishes a revised impact fee schedule for single family housing units in the amount of \$11,954 per unit and for multifamily housing units in the amount of \$733 per unit; and

WHEREAS, an environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), a non-project SEPA Determination of Non-significance was issued by the City on September 21, 2017; and

WHEREAS, the fee schedule was calculated in accordance with SMC 21A.105.030 utilizing the formula set forth in SMC 21A.105.040; and

WHEREAS, the City Council conducted a public hearing on October 3, 2017 regarding the proposed amendment to the City's Comprehensive Plan, and finds that the proposed amendment is consistent with the Comprehensive Plan and is in the best interest of the public health, safety and welfare;

## Exhibit 2

**Exhibit 2**

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of District Capital Facilities Plan.** The City hereby adopts and replaces herein by this reference the Lake Washington School District No. 414, Six-Year Capital Facility Plan 2017-2022, attached hereto within Exhibit “A,” into Volume II of the City’s Comprehensive Plan.

**Section 2. Adoption of Fee Schedule.** The City hereby adopts the Lake Washington School District No. 414 impact fee schedule for single family housing units in the amount of \$11,954 per unit and for multifamily housing units in the amount of \$733 per unit.

**Section 3. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force beginning January 1, 2018.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Bob Keller

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Mike Kenyon, City Attorney

Filed with the City Clerk: September 26, 2017  
Public Hearing: October 3, 2017  
First Reading: October 3, 2017  
Passed by the City Council:  
Publication Date:

## **Exhibit 2**

Effective Date:

# *Six-Year Capital Facilities Plan* *2017 - 2022*



*Rose Hill Middle School – Opened Fall 2013*

**Board Adopted: June 5, 2017**

**Lake Washington School District #414**

Serving Redmond, Kirkland, Sammamish, and King County, Washington

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## **Lake Washington School District #414**

Serving Redmond, Kirkland, Sammamish, and King County, Washington

### **SCHOOL BOARD MEMBERS**

Christopher Carlson, President

Siri Bliesner, Vice President

Nancy Bernard

Mark Stuart

Eric Laliberte

### **SUPERINTENDENT**

Dr. Traci Pierce

### **Lake Washington School District's Six-Year Capital Facilities Plan 2017-2022**

**For information about this plan, call the District Support Services Center  
(425.936.1108)**

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**I. Executive Summary**

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This Six-Year Capital Facilities Plan (the “plan”) has been prepared by the Lake Washington School District (the “district”). It is the organization’s primary facility planning document in compliance with the requirements of the State of Washington's Growth Management Act and King County Code 21A.43. It is also used as a basis for requesting the collection of school impact fees. This plan was prepared using data available in the spring of 2017.

King County was the first jurisdiction in the State of Washington to adopt a Growth Management Act school impact fee ordinance in 1991 (with fee collection first becoming effective in 1992). The King County Council adopted the ordinance, including the school impact fee formula, following a stakeholder process that included representatives from school districts and the development community. The adopted formula requires that the calculated fee be reduced by fifty percent. This discount factor was negotiated as a part of the stakeholder process. Most cities in King County (and in other areas) adopted the King County school impact fee formula, including the discount factor, in whole as a part of their school impact fee ordinances.

In order for impact fees to be collected in the unincorporated areas of King County, the King County Council must adopt this plan. The cities of Redmond, Kirkland and Sammamish have each adopted a school impact fee policy and ordinance similar to the King County model.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinances, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See *Appendix B* for the current single-family calculation and *Appendix C* for the current multi-family calculation.

The district’s capital facilities plan establishes a "standard of service" in order to ascertain current and future capacity. This plan reflects the current student/teacher standard of service ratio and service model for other special programs. Future state funding decisions could have an additional impact on class sizes and facility needs.

**I. Executive Summary (continued)**

While the State Superintendent of Public Instruction establishes square foot guidelines for funding, those guidelines do not account for the local program needs in the district. The Growth Management Act and King County Code 21A.43 authorize the district to determine a standard of service based on the district's specific needs.

The district's current standard provides the following (see *Section III* for specific information):

Grade Level	Target Teacher-Student Ratio
K-1	20 Students
2-3	23 Students
4-5	27 Students
6-8	30 Students
9-12	32 Students

School capacity is based on the district standard of service and the existing inventory of available classrooms, including both permanent and relocatable (portable) classrooms. As shown in *Appendix A1 and A2*, the district's overall total capacity is 33,832. The total net available capacity is 29,390 including net permanent capacity of 25,427 and 3,963 in relocatables. Student headcount enrollment as of October 1, 2016 was 29,008.

The district experienced actual growth of 1,178 students in 2016. A six-year enrollment projection, as required for this plan, is shown in *Table 1*. During the six-year window from 2017 to 2022, enrollment is projected to increase by 4,307 students to a total of 33,315. Growth is projected at all grade levels.

The Lake Washington School District is the fastest growing school district in King County and one of the fastest growing school districts in the state. The district went from being the sixth largest school district in the state to fourth largest in 2015. In 2016, the District became the third largest school district in the state. Enrollment growth has resulted in overcrowding in many district schools.

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**I. Executive Summary (continued)**

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In December 2014, a Long-Term Facilities Planning Task Force, comprised of representatives from each of the district's schools and community members, was convened to develop recommendations on long-term facilities planning. From December 2014 to October 2015, this Task Force and a smaller Working Subcommittee met 20 times to learn about and have detailed discussions on topics ranging from construction costs to classroom space usage to facilities funding. In November 2015, the Board of Directors accepted the recommendations of the Task Force.

The recommendations provide a 15-year framework to address growing enrollment, provide needed space to reduce class size and reduce the reliance on portables. The recommendations prioritize building new schools and enlarging aging schools to address capacity needs. Subsequent to the work of the Task Force, the district proposed a bond measure for April 2016. Voters approved that bond measure which includes funding for the following projects:

- A new elementary school in North Redmond (Site 28) with a capacity of 550 students
- A new elementary school in Redmond Ridge East (Site 31) with a capacity of 550
- A new middle school in Redmond Ridge (Site 72) with a capacity for 900 students
- Rebuilding and expanding Juanita High School from a capacity of 1,296 to 1,800 students (an increase of 504 students)
- Rebuilding and expanding Kirk Elementary School for a capacity of 550 based on K-3 class size reduction (an increase of 190 students)
- Rebuilding and expanding Mead Elementary School for a capacity of 550 based on K-3 class size reduction (an increase of 158 students)
- Repurposing Old Redmond School House to be a preschool building to free up space at elementary schools
- Rebuilding Explorer Community Elementary School

New elementary school capacity is based on providing full future implementation of the State's class size reduction plan and providing for future program capacity. These schools capacity under current class size and no additional use of space for program is 690.

**I. Executive Summary** *(continued)*

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In addition, within the six-year window of this plan, the framework of the long term plan includes a future bond measure proposed for 2018. The projects anticipated in the 2018 bond include:

- A new elementary school in the Kirkland area
- Rebuild and enlarge Alcott Elementary School
- Rebuild and enlarge Kamiakin Middle School
- An addition and expansion of Lake Washington High School
- A Choice high school in the Eastlake or Redmond areas
- Property for new schools

A financing plan is included in *Section VIII*.

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**II. Six-Year Enrollment Projection and Long Term Planning**

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**Six-Year Enrollment Projection**

The district developed long-term enrollment projections to assess facility capacity needs in preparation for a 2016 bond measure. Based on these projections the district expects enrollment to increase by over 4,307 students from the 2017 school year through 2022.

The district experienced actual growth of 1,178 students in 2016. A six-year enrollment projection, as required for this plan, is shown in *Table 1*. During the six-year window from 2017 to 2022, enrollment is projected to increase by 4,307 students resulting in a 14.8% over the current student population. Growth is expected to significantly impact all grade levels.

Student enrollment projections have been developed using two methods: (1) *cohort survival* – which applies historical enrollment trends to the classes of existing students progressing through the system; and (2) *development tracking* – which projects students anticipated from new development. The cohort survival method was used to determine base enrollments. Development tracking uses information on known and anticipated housing development. This method allows the district to more accurately project student enrollment resulting of new development by school attendance area.

**Cohort Survival**

King County live birth data is used to predict future kindergarten enrollment. Actual King County live births through 2015 are used to project kindergarten enrollment through the 2020-2021 school year. After 2021, the number of live births is based on King County projections. Historical data is used to estimate the future number of kindergarten students that will generate from county births. For other grade levels, cohort survival trends compare students in a particular grade in one year to the same group of students in prior years. From this analysis a cohort

**II. Six-Year Enrollment Projection and Long Term Planning**  
*(continued)*

survival trend is determined. This trend shows if the cohort of students is increasing or decreasing in size. This historical trend can then be applied to predict future enrollment.

**Development Tracking**

In order to ensure the accuracy and validity of enrollment projections, a major emphasis has been placed on the collection and tracking of data of 100 known new housing developments within the district. This information is obtained from the cities and county and provides the foundation for a database of known future developments, as well as city and county housing growth targets. This assures the district's plan is consistent with the comprehensive plans of the local permitting jurisdictions. Contact is made with each developer annually to determine the number of homes to be built and the anticipated development schedule.

**Student Generation Rates**

Developments that are near completion, or have been completed, within the last five years are used to forecast the number of students generated by new development. District wide statistics show that each new single-family home currently generates a 0.424 elementary student, 0.171 middle school student, and 0.119 senior high student, for a total of 0.714 school-age child per single family home (see *Appendix B*). New multi-family housing units currently generate an average of 0.058 elementary student, 0.019 middle school student, and 0.019 senior high student for a total of 0.096 school age child per multi-family home (see *Appendix C*). Since 2016 the total of the student generation numbers has increased for single-family developments and it is less for multi-family developments. These student generation factors (see *Appendix D*) are used to forecast the number of students expected from the new developments that are planned over the next six years.

**II. Six-Year Enrollment Projection and Long Term Planning**  
*(continued)***Enrollment Projection Scenarios**

The district works with Western Demographics, an expert demographer, to review enrollment and projection methodology. They have completed an independent enrollment projection and high, medium and low scenarios for future enrollment growth. The district projections along with the demographer high, medium, and low projections are shown in *Table 1*.

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**III. Current District “Standard of Service”**

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King County Code 21A.06 refers to a “standard of service” that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors determined by the district, which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; reducing the total permanent capacity of the buildings housing these programs. Newer buildings have been constructed to accommodate some of these programs. Older buildings require additional reduction of capacity to accommodate these programs. At both the elementary and secondary levels, the district considers the ability of students to attend neighborhood schools to be a component of the standard of service.

The district’s standard of service, for capital planning purposes, and the projects identified in this plan, include space needed to serve students in All Day Kindergarten. Beginning in the 2016-2017 school year, the State funded All Day Kindergarten for all students.

**Standard of Service for Elementary Students**

School capacity at elementary schools is calculated on an average class size in grades K-5 of 23; based on the following student/teacher staffing ratios:

- Grades K - 1 @ 20:1
- Grades 2 - 3 @ 23:1
- Grades 4-5 @ 27:1

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**III. Current District "Standard of Service" (continued)**

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The elementary standard of service includes spaces to accommodate:

- Special Education for students with disabilities which may be served in a self-contained classroom
- Music instruction provided in a separate classroom
- Art/Science room in modernized schools
  
- Resource rooms to serve students in:
  - Safety Net / Remedial programs
  - Special Education programs
  - English Language Learners (ELL)
- Special Education, Head Start and Ready Start Preschool
- Gifted education (pull-out Quest programs)

**Standard of Service for Secondary Students**

School capacity at secondary school is based on the follow class size provisions:

- Class size for grades 6-8 should not exceed 30 students
- Class size for grades 9-12 should not exceed 32 students

In the secondary standard of service model:

- Special Education for students with disabilities may be provided in a self-contained classroom

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- Resource rooms
- English Language Learners (ELL)

**Room Utilization at Secondary Schools**

It is not possible to achieve 100% utilization of regular teaching stations at secondary schools due to scheduling conflicts for student programs, the

**III. Current District "Standard of Service" (continued)**

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need for specialized rooms for certain programs, and the need for teachers to have a work space during their planning periods.

The district has determined a standard utilization rate of 70% for non-modernized secondary schools. For secondary schools that have been modernized, rebuilt or rebuilt and enlarged, the standard utilization rate is 83%.

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**IV. Inventory and Evaluation of Current Facilities**

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As of April 2017, the district has total classrooms of 1,428, including 1,260 permanent classrooms and 168 relocatable classrooms (see *Appendix A-1*). These classrooms represent a theoretical capacity to serve 33,832 if all classrooms were only used as general classroom spaces. However, the district's standard of service provides for the use of classrooms for special programs, such as Special Education, English Language Learners and Safety Net programs. These programs serve students at much lower student to teacher ratios than general education classrooms, or serve the same students for a portion of the day when they are pulled out of the regular classroom.

As a result, the net capacity of these school buildings is adjusted. A total of 210 classroom spaces are used for special programs as shown in Appendix A-2. The remaining classrooms establish the net available capacity for general education purposes and represent the district's ability to house projected student enrollment based on the Standard of Service defined in Section III, Current District Standard of Service.

After providing space for special programs the district has a net available classroom capacity to serve 29,390 students. This includes 24,971 in permanent regular education capacity, 456 for self-contained program capacity and 3,963 in portable (relocatable) capacity.

Enrollment in 2016 was 29,008 and is expected to increase to 33,315 in 2022 (see *Table 1*).

The physical condition of the district's facilities is documented in the 2016 State Study and Survey of School Facilities completed in accordance with WAC 180-25-025. As schools are modernized or replaced, the State Study and Survey of School Facilities report is updated. That report is incorporated herein by reference. In addition, every district facility (permanent and relocatable) is annually evaluated as to condition in accordance with the State Asset Preservation Program.

**V. Six-Year Planning and Construction Plan**

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Enrollment projections show that enrollment will increase at all grade spans. Based on the enrollment projections contained in *Table 5*, student enrollment is anticipated to reach 33,315 by 2022. The district current inventory of existing permanent capacity is 25,427.

To address existing and future capacity needs, the district contemplates using the following strategies:

- Construction of new schools
- Additions/expansion of an existing high school
- Rebuild and enlarge existing schools
- Use of relocatables as needed
- Boundary adjustments

Construction of new capacity in one area of the district could indirectly create available capacity at existing schools in other areas of the district through area specific boundary adjustments. Future updates to this plan will include specific information regarding adopted strategies.

Strategies to address capacity needs employed over the prior six-year planning timeline (2011-2016) included:

- Phase II School Modernization (2006-2013) was funded by the voters in February 2006. The approved bond measure funded the modernization/replacement of 11 schools throughout the district. School modernization/replacement projects included the addition of new student permanent capacity, as needed. The Phase II School Modernization projects, within the last six years, included:
  - Lake Washington High School and Finn Hill Middle School opened in the fall of 2011
  - Muir, Sandburg, and, Keller Elementary Schools opened in the fall of 2012
  - Bell, Rush, and Community Elementary Schools; Rose Hill Middle School; and International Community School opened in the fall 2013

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**V. Six-Year Planning and Construction Plan (*continued*)**

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- Additional classrooms were built at Redmond and Eastlake High Schools, and a new Science, Technology, Engineering and Math (STEM) high school (Nikola Tesla STEM High School) was built on the east side of the District. The additions opened in the fall of 2012. The STEM school was opened in 2012.
- Three boundary adjustments were completed: (1) Due to overcrowding at Rosa Parks Elementary in Redmond Ridge, a temporary boundary adjustment was made to reassign some students from Redmond Ridge East to Wilder Elementary; (2) Because of overcrowding at Einstein and Rockwell Elementary Schools a temporary boundary adjustment was conducted to move unoccupied new developments from those schools to Mann Elementary; and, (3) District-wide boundary adjustments were identified in 2014 for implementation in the fall of 2016
- Four additional relocatables were added to Mann Elementary and to Wilder Elementary in the summer of 2014 to accommodate additional students.
- Twenty-two relocatable classrooms were added at various locations in the summer of 2015 (as identified in *Section VI*) to help relieve capacity issues. Eight additional portables will be added in 2016 to accommodate enrollment growth.
- A seven-classroom addition was opened at Redmond Elementary School in 2016.

Based on the student enrollment and facility capacity outlined in *Table 5*, the district has funding from the April 2016 bond measure to construct the following projects within the period of this plan including:

- Two new elementary schools: one in Redmond Ridge East (King County); and one in North Redmond (Redmond)
- Rebuilding and expanding Kirk Elementary School (Kirkland)
- Rebuilding and expanding Mead Elementary School (Sammamish)
- A new middle school in Redmond Ridge (King County)
- Rebuilding and expanding Juanita High School (Kirkland)
- Upgrading Old Redmond School House for Preschool
- Replacing Explorer Community Elementary with a new modular school

**V. Six-Year Planning and Construction Plan *(continued)***

In addition, within the six-year window of this plan, a 2018 bond measure is planned. Though not funded at this time, the proposed bond measure is anticipated to include the following projects:

- One new elementary school (Kirkland)
- One new Choice high school (Eastlake/Redmond area)
- Rebuilding and expanding Alcott Elementary School (King County)
- Rebuilding and expanding Kamiakin Middle School (Kirkland)
- An addition and expansion of Lake Washington High School (Kirkland)
- Land purchases for new schools

Many district sites are either at or close to maximum relocatable placement. However, the District may need to purchase and use relocatables to address capacity needs at sites able to accommodate additional relocatables.

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**VI. Relocatable and Transitional Classrooms**

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The district facility inventory includes 168 relocatables (i.e. portable classroom units). Relocatables provide standard capacity and special program space as outlined in *Section III* (see *Appendix A*).

Relocatable classrooms have been used to address capacity needs in the following schools:

- In 2011, the district placed relocatable classrooms at school sites in Kirkland, Redmond and unincorporated King County:
  - *Kirkland area*: Lakeview Elementary School – two classrooms, and Rose Hill Elementary School two classrooms
  - *Redmond area*: Rockwell Elementary School – one classroom and Redmond Middle School - four classrooms
  - *Unincorporated King County area*: Rosa Parks Elementary School – two classrooms
- In 2012, the district placed four relocatable classrooms at Redmond High School. In addition, because of capacity issues, Northstar Middle School moved from Lake Washington High School into relocatables units at Emerson High School and Renaissance Middle School moved from Eastlake High School into relocatables classrooms on the same campus.
- In 2013, four relocatable classrooms were added to Redmond High School to support special education program space needs and two additional relocatable classrooms were placed at Redmond Middle School.
- In 2014 the district placed an additional ten relocatable classrooms needed as a result of enrollment growth. Four relocatables were placed at Mann Elementary School in Redmond and two at Redmond Elementary School. Four relocatables were placed at Wilder Elementary School.
- In 2015 the district added twenty-two portables to address enrollment growth. These were placed at various schools throughout the district
  - Six at Lake Washington High School (Kirkland)
  - Four at Redmond Elementary School (Redmond)
  - Three at Alcott Elementary School (King County)
  - Three at Rush Elementary School (Redmond)

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**VI. Relocatable and Transitional Classrooms (*continued*)**

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- Two at Evergreen Middle School (King County)
- One at Audubon Elementary School (Redmond)
- One at Franklin Elementary School (Kirkland)
- One at Frost Elementary School (Kirkland)
- One at Redmond Middle School (Redmond)
- The district added another eight relocatables to schools in the summer of 2016.
  - Four at Lake Washington High School (Kirkland)
  - Two at Evergreen Middle School (King County)
  - One at Alcott Elementary School (King County)
  - One at Keller Elementary School (Kirkland)

The district's long term plan anticipates providing new and expanded permanent facilities to serve student enrollment while reducing the reliance on portables.

For a definition of relocatables and permanent facilities, see *Section 2 of King County Code 21A.06*. As schools are modernized/replaced, permanent capacity will be added to replace portables currently on school sites to the extent that enrollment projections indicate a demand for long-term permanent capacity (see *Table 5*).

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new school and modernized school sites are planned for the potential of adding up to four portables to accommodate the changes in demographics. The use and need for relocatable classrooms will be balanced against program needs.

**VII. Six-Year Classroom Capacities: Availability / Deficit Projection**

As demonstrated in *Appendix A*, the district currently has permanent capacity (classroom and special education) to serve 11,716 students at the elementary level, 6,238 students at the middle school level, and 7,473 students at the high school level. Current enrollment at each grade level is identified in *Appendix A*. Completed projects, as shown in Table 5, would result in an increased permanent capacity for 3,825 students in 2022. Relocatable facilities will be used to address capacity needs that cannot be immediately served by permanent capacity.

Differing growth patterns throughout the district may cause some communities to experience overcrowding. This is especially true in portions of the district where significant housing development has taken place. A strong residential building market, housing starts, growth and the number of developments under construction continues to increase. The continued development of north and northwest Redmond, the recent increase in development on the Sammamish Plateau and also in the downtown and Totem Lake areas of Kirkland, plus in-fill and short plats in multiple municipalities, will put additional pressure on schools in those areas.

**VIII. Impact Fees and the Finance Plan**

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The school impact fee formula calculates a proportionate share of the costs of system improvements that are reasonably related to new development. The formula multiplies the per student costs of site acquisition and construction costs for new capacity projects by a student generation rate to identify the share per dwelling unit share of the facilities that are needed to serve new growth. (The student generation rate is the average number of students generated by dwelling unit type - new single family and multi-family dwelling units.) The formula then provides a credit against the calculated costs per dwelling unit for any School Construction Assistance Program funding that the District expects to receive for a new capacity project from the State of Washington and for the estimated taxes that a new homeowner will pay toward the debt service on school construction bonds. The calculated fee (see *Appendix B* and *Appendix C*) is then discounted, as required by ordinance, by fifty percent.

For the purposes of this plan and the impact fee calculations, the actual construction cost data from recently completed projects (Sandburg Elementary School, opened in 2012; Rose Hill Middle School, opened in 2013; and Lake Washington High School, opened in 2011) have been used (see *Appendix E*).

The finance plan shown on *Table 6* demonstrates how the Lake Washington School District plans to finance improvements for the years 2017 through 2022. The financing components include secured and unsecured funding. The plan is based on future bond approval, securing state construction funding assistance and collection of impact fees under the State's Growth Management Act.

<b>IX. Appendices</b>
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Appendices A1-2: Calculations of Capacities for Elementary Schools,  
Middle Schools, and Senior High Schools

Appendix B: Calculations of Impact Fees for Single Family  
Residences

Appendix C: Calculations of Impact Fees for Multi-Family  
Residences

Appendix D: Student Generation Factor Calculations

Appendices E1-3: Calculation Back-Up

# Exhibit 2

## Calculations of Capacities for Elementary, Middle, and High Schools

TOTAL ALL CLASSROOMS							
Elementary Schools	Number of Classrooms			Capacity			Total
	Permanent	Portable	Total	Permanent	Portable	Total	
<b>Schools</b>				23	23		
ALCOTT	26	12	38	598	276		874
AUDUBON	22	3	25	506	69		575
BELL	27	0	27	621	0		621
BLACKWELL	24	3	27	552	69		621
CARSON	23	4	27	529	92		621
COMMUNITY	3	0	3	69	0		69
DICKINSON	23	4	27	529	92		621
DISCOVERY	3	0	3	69	0		69
EINSTEIN	24	1	25	552	23		575
EXPLORER	3	1	4	69	23		92
FRANKLIN	23	3	26	529	69		598
FROST	24	1	25	552	23		575
JUANITA	23	0	23	529	0		529
KELLER	21	1	22	483	23		506
KIRK	22	3	25	506	69		575
LAKEVIEW	22	4	26	506	92		598
MANN	22	4	26	506	92		598
MCAULIFFE	23	7	30	529	161		690
MEAD	25	6	31	575	138		713
MUIR	23	0	23	529	0		529
REDMOND	31	8	39	713	184		897
ROCKWELL	25	5	30	575	115		690
ROSA PARKS	27	10	37	621	230		851
ROSE HILL	24	2	26	552	46		598
RUSH	28	3	31	644	69		713
SANDBURG	25	0	25	575	0		575
SMITH	26	8	34	598	184		782
THOREAU	22	0	22	506	0		506
TWAIN	26	4	30	598	92		690
WILDER	23	8	31	529	184		713
<b>Totals</b>	<b>663</b>	<b>105</b>	<b>768</b>	<b>15,249</b>	<b>2,415</b>		<b>17,664</b>
MIDDLE SCHOOLS							
Middle Schools	Number of Classrooms			Capacity			Total
	Permanent	Portable	Total	Capacity Percent	Permanent (30 x Capacity %)	Portable (30 x Capacity %)	
<b>Schools</b>							
ENVIRONMENTAL****	5	0	5	83%	125	0	125
EVERGREEN	35	13	48	83%	872	324	1,196
FINN HILL****	28	0	28	83%	697	0	697
INGLEWOOD	55	0	55	70%	1,155	0	1,155
INTERNATIONAL****	21	0	21	83%	523	0	523
KAMIAKIN	30	7	37	70%	630	147	777
KIRKLAND****	25	0	25	83%	623	0	623
NORTHSTAR	0	4	4	70%	0	84	84
REDMOND****	37	7	44	83%	921	174	1,095
RENAISSANCE	0	4	4	70%	0	84	84
ROSE HILL****	41	0	41	83%	1,021	0	1,021
STELLA SCHOLA	3	0	3	83%	75	0	75
<b>Totals</b>	<b>280</b>	<b>35</b>	<b>315</b>	<b>9</b>	<b>6,642</b>	<b>813</b>	<b>7,455</b>
SENIOR HIGH SCHOOLS							
Senior High Schools	Number of Classrooms			Capacity			Total
	Permanent	Portable	Total	Capacity Percent	Permanent (32 x Capacity %)	Portable (32 x Capacity %)	
<b>Schools</b>							
EMERSON HIGH	10	2	12	70%	224	45	269
EASTLAKE	93	0	93	70%	2,083	0	2,083
FUTURES	3	0	3	70%	67	0	67
JUANITA	55	8	63	83%	1,461	212	1,673
LAKE WASHINGTON**	59	10	69	83%	1,567	266	1,833
REDMOND****	73	8	81	83%	1,939	212	2,151
TESLA STEM****	24	0	24	83%	637	0	637
<b>Totals</b>	<b>317</b>	<b>28</b>	<b>345</b>		<b>7,978</b>	<b>735</b>	<b>8,713</b>
<b>TOTAL DISTRICT</b>	<b>1260</b>	<b>168</b>	<b>1428</b>		<b>29,869</b>	<b>3,963</b>	<b>33,832</b>
<b>Key:</b>	Total Enrollment on this chart does not include Emerson K-12, contractual, and WANIC students						
	Self-contained rooms have a capacity of 12						
	Non-modernized secondary schools have standard capacity of 70%						
	****Modernized secondary schools have standard capacity of 83%						

# Exhibit 2

Lake Washington School District

## Calculations of Capacities for Elementary, Middle, and High Schools

Capital Facilities Plan 2017-2022

Elementary Schools	SPECIAL PROGRAM CLASSROOMS USED									NET AVAILABLE CAPACITY				ENROLLMENT Oct 2016			
	Permanent Classrooms	Number of Classrooms								Number of Classrooms		Net Permanent Classrooms	Self Contained Classroom		Portable Capacity	Total	
		Self Cont.	Resource Rooms	ELL Rooms	Pre- School	Comput Labs	Music Rooms	Arts/Sci Rooms	Pull-out Quest	Net Permanent	Portable						
ALCOTT	26	0	2	1	0	0	2	0	0	21	12	483	0	276	759	812	
AUDUBON	22	0	2	1	0	0	1	1	0	17	3	391	0	69	460	596	
BELL	27	0	2	1	4	0	1	1	0	18	0	414	0	0	414	377	
BLACKWELL	24	0	1	1	0	0	1	0	1	20	3	460	0	69	529	536	
CARSON	23	0	1	1	3	0	1	1	0	16	4	368	0	92	460	437	
COMMUNITY	3	0	0	0	0	0	0	0	0	3	0	69	0	0	69	71	
DICKINSON	23	2	3	1	0	0	1	0	0	16	4	368	24	92	484	502	
DISCOVERY	3	0	0	0	0	0	0	0	0	3	0	69	0	0	69	73	
EINSTEIN	24	0	2	1	0	0	1	0	0	20	1	460	0	23	483	428	
EXPLORER	3	0	0	0	0	0	0	0	0	3	1	69	0	23	92	73	
FRANKLIN	23	2	2	1	0	0	1	1	0	16	3	368	24	69	461	486	
FROST	24	2	2	1	0	0	1	1	0	17	1	391	24	23	438	445	
JUANITA	23	0	1	1	4	0	1	1	0	15	0	345	0	0	345	374	
KELLER	21	2	2	1	0	0	1	1	0	14	1	322	24	23	369	390	
KIRK	22	0	3	1	0	0	1	0	0	17	3	391	0	69	460	550	
LAKEVIEW	22	0	1	1	0	0	1	1	0	18	4	414	0	92	506	553	
MANN	22	2	2	1	0	0	1	1	0	15	4	345	24	92	461	482	
MCAULIFFE	23	2	1	1	0	0	1	0	0	18	7	414	24	161	599	533	
MEAD	25	0	2	1	0	0	2	0	0	20	6	460	0	138	598	630	
MUIR	23	0	3	1	1	0	1	1	0	16	0	368	0	0	368	419	
REDMOND	31	2	4	1	0	0	1	0	0	23	8	529	24	184	737	729	
ROCKWELL	25	0	2	1	0	0	1	0	0	21	5	483	0	115	598	632	
ROSA PARKS	27	0	2	1	0	0	2	1	0	21	10	483	0	230	713	645	
ROSE HILL	24	2	1	1	0	0	1	1	1	17	2	391	24	46	461	452	
RUSH	28	0	2	1	1	0	1	1	0	22	3	506	0	69	575	579	
SANDBURG	25	0	3	1	1	0	1	1	0	18	0	414	0	0	414	453	
SMITH	26	0	4	1	0	0	2	0	0	19	8	437	0	184	621	636	
THOREAU	22	0	2	0	0	0	1	0	1	18	0	414	0	0	414	425	
TWAIN	26	2	2	1	0	0	1	1	0	19	4	437	24	92	553	581	
WILDER	23	0	2	1	0	0	1	0	0	19	8	437	0	184	621	604	
<b>Totals</b>	<b>663</b>	<b>18</b>	<b>56</b>	<b>26</b>	<b>14</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>3</b>	<b>500</b>	<b>105</b>	<b>11,500</b>	<b>216</b>	<b>2,415</b>	<b>14,131</b>	<b>14,503</b>	
Middle Schools	Number of Classrooms									Number of Classrooms		NET AVAILABLE CAPACITY				ENROLLMENT Oct 2016	
Schools	Self Cont.	Resource Rooms	ELL Rooms							Net Permanent Classrooms	Portable Classrooms	Net Permanent Classrooms	Self Contained Classroom	Portable Capacity	Total		
ENVIRONMENTAL****	5	0	0	0							5	0	125	0	0	125	142
EVERGREEN	35	2	2	1							30	13	747	24	324	1,095	1,116
FINN HILL****	28	0	1	1							26	0	647	0	0	647	629
INGLEWOOD	55	1	2	0							52	0	1,092	12	0	1,104	1,231
INTERNATIONAL****	21	0	0	0							21	0	523	0	0	523	440
KAMIAKIN	30	1	1	1							27	7	567	12	147	726	573
KIRKLAND****	25	2	0	0							23	0	573	24	0	597	588
NORTHSTAR	0	0	0	0							0	4	0	0	84	84	89
REDMOND****	37	1	0	1							35	7	872	12	174	1,058	994
RENAISSANCE	0	0	0	0							0	4	0	0	84	84	90
ROSE HILL****	41	1	2	1							37	0	921	12	0	933	856
STELLA SCHOLA	3	0	0	0							3	0	75	0	0	75	90
<b>Totals</b>	<b>280</b>	<b>8</b>	<b>8</b>	<b>5</b>							<b>259</b>	<b>35</b>	<b>6,142</b>	<b>96</b>	<b>813</b>	<b>7,051</b>	<b>6,838</b>
Senior High Schools	Number of Classrooms									Number of Classrooms		NET AVAILABLE CAPACITY				ENROLLMENT Oct 2016	
Schools	Self Cont.	Resource Rooms	ELL Rooms							Net Permanent Classrooms	Portable Classrooms	Net Permanent Classrooms	Self Contained Classroom	Portable Capacity	Total		
EMERSON HIGH	10	0	2	0							8	2	179	0	45	224	50
EASTLAKE	93	3	5	0							85	0	1,904	36	0	1,940	1,689
FUTURES	3	0	0	0							3	0	67	0	0	67	46
JUANITA	55	3	3	1							48	8	1,275	36	212	1,523	1,458
LAKE WASHINGTON****	59	3	1	1							54	10	1,434	36	266	1,736	1,541
REDMOND****	73	3	0	1							69	8	1,833	36	212	2,081	1,778
TESLA STEM****	24	0	0	0							24	0	637	0	0	637	580
<b>Totals</b>	<b>317</b>	<b>12</b>	<b>11</b>	<b>3</b>							<b>291</b>	<b>28</b>	<b>7,329</b>	<b>144</b>	<b>735</b>	<b>8,208</b>	<b>7,142</b>
<b>TOTAL DISTRICT</b>	<b>1,260</b>	<b>38</b>	<b>75</b>	<b>34</b>	<b>14</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>3</b>	<b>1,050</b>	<b>168</b>	<b>24,971</b>	<b>456</b>	<b>3,963</b>	<b>29,390</b>	<b>28,483</b>	
<b>Key:</b>																	
Total Enrollment on this chart does not include Emerson K-12, contractual, and WANIC students																	
Self-contained rooms have a capacity of 12																	
Non-modernized secondary schools have standard capacity of 70%																	
****Modernized secondary schools have standard capacity of 83%																	

**Exhibit 2**

Lake Washington School District

Capital Facilities Plan 2017-2022

**Estimated School Impact Fee Calculation  
Based on King County Code 21.A.43**

**Single Family Residence ("SFR")**

**School Site Acquisition Cost:**

	<u>Facility Acreage</u>	<u>Cost/ Acre</u>	<u>Facility Size</u>	<u>Site Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	10	\$0	550	\$0	0.4240	\$0
Middle	20	\$0	900	\$0	0.1710	\$0
Senior	40	\$0	1800	\$0	0.1190	\$0
<b>TOTAL</b>						<b>\$0</b>

**School Construction Cost:**

	<u>Percent Permanent</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	90%	\$26,409,350	550	\$43,215	0.4240	\$18,323
Middle	90%	\$52,355,759	900	\$52,356	0.1710	\$8,953
Senior	90%	\$98,271,000	1800	\$49,136	0.1190	\$5,847
<b>TOTAL</b>						<b>\$33,123</b>

**Temporary Facility Cost:**

	<u>Percent Temporary</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	10%	\$225,000	23	\$978.26	0.4240	\$415
Middle	10%	\$225,000	30	\$750	0.1710	\$128
Senior	10%	\$225,000	32	\$703	0.1190	\$84
<b>TOTAL</b>						<b>\$627</b>

**State Assistance Credit Calculation:**

	<u>Const Cost Allocation</u>	<u>Sq. Ft./ Student</u>	<u>Funding Assistance</u>	<u>Credit/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	213.23	90.0	28.07%	\$5,387	0.4240	\$2,284
Middle	213.23	108.0	28.07%	\$6,464	0.1710	\$1,105
Senior	213.23	130.0	28.07%	\$7,781	0.1190	\$926
<b>TOTAL</b>						<b>\$4,315</b>

**Exhibit 2**

Lake Washington School District

Capital Facilities Plan 2017-2022

**Estimated School Impact Fee Calculation  
Based on King County Code 21.A.43**

**Single Family Residence ("SFR")**

**Tax Payment Credit Calculation:**

Average SFR Assessed Value	\$679,590
Current Capital Levy Rate (2017)/\$1000	\$1.00
Annual Tax Payment	\$679.59
Years Amortized	10
Current Bond Interest Rate	3.95%
Present Value of Revenue Stream	\$5,526

**Impact Fee Summary for Single Family Residence:**

Site Acquisition Cost	\$0
Permanent Facility Cost	\$33,123
Temporary Facility Cost	\$627
State Assistance Credit	(\$4,315)
Tax Payment Credit	(\$5,526)
Sub-Total	\$23,909
50% Local Share	\$11,954

<b>SFR Impact Fee</b>	<b>\$11,954</b>
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**Exhibit 2**

Lake Washington School District

Capital Facilities Plan 2017-2022

**Estimated School Impact Fee Calculation  
Based on King County Code 21.A.43**

**Multiple Family Residence ("MFR")**

**School Site Acquisition Cost:**

	<u>Facility Acreage</u>	<u>Cost/ Acre</u>	<u>Facility Size</u>	<u>Site Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	10	\$0	550	\$0	0.0580	\$0
Middle	20	\$0	900	\$0	0.0190	\$0
Senior	40	\$0	1800	\$0	0.0190	\$0
<b>TOTAL</b>						<b>\$0</b>

**School Construction Cost:**

	<u>Percent Permanent</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	90%	\$26,409,350	550	\$43,215	0.0580	\$2,506
Middle	90%	\$52,355,759	900	\$52,356	0.0190	\$995
Senior	90%	\$98,271,000	1800	\$49,136	0.0190	\$934
<b>TOTAL</b>						<b>\$4,435</b>

**Temporary Facility Cost:**

	<u>Percent Temporary</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	10%	\$225,000	23	\$978	0.0580	\$57
Middle	10%	\$225,000	30	\$750	0.0190	\$14
Senior	10%	\$225,000	32	\$703	0.0190	\$13
<b>TOTAL</b>						<b>\$84</b>

**State Assistance Credit Calculation:**

	<u>Const Cost Allocation</u>	<u>Sq. Ft./ Student</u>	<u>Funding Assistance</u>	<u>Credit/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	213.23	90.0	28.07%	\$5,387	0.0580	\$312
Middle	213.23	108.0	28.07%	\$6,464	0.0190	\$123
Senior	213.23	130.0	28.07%	\$7,781	0.0190	\$148
<b>TOTAL</b>						<b>\$583</b>

**Exhibit 2**

Lake Washington School District

Capital Facilities Plan 2017-2022

**Estimated School Impact Fee Calculation  
Based on King County Code 21.A.43**

**Multiple Family Residence ("MFR")**

**Tax Payment Credit Calculation:**

Average MFR Assessed Value	\$303,766
Current Capital Levy Rate (2017)/\$1000	\$1.00
Annual Tax Payment	\$303.77
Years Amortized	10
Current Bond Interest Rate	3.95%

Present Value of Revenue Stream	\$2,470
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**Impact Fee Summary for Single Family Residence:**

Site Acquisition Cost	\$0
Permanent Facility Cost	\$4,435
Temporary Facility Cost	\$84
State Assistance Credit	(\$583.09)
Tax Payment Credit	(\$2,469.96)

Sub-Total	\$1,466
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50% Local Share	\$733
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<b>MFR Impact Fee</b>	<b>\$733</b>
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**2017 MITIGATION DEVELOPMENT SUMMARY  
STUDENT GENERATION FACTORS**

**Five Year History**

SINGLE FAMILY DEVELOPMENTS	CITY/ COUNTY	# PLANNED	# COMPL.	# OCCUP.	2017 STUDENTS				2017 RATIO			
					ELEM	MIDDLE	SENIOR	TOTAL	ELEM	MIDDLE	SENIOR	TOTAL
Ashford Chase	S	38	38	38	20	5	5	30	0.526	0.132	0.132	0.789
Brauerwood Estates	S	33	33	33	21	10	4	35	0.636	0.303	0.121	1.061
Brookside at The Woodlands	R	22	22	22	13	4	1	18	0.591	0.182	0.045	0.818
Chatham Ridge	K	15	15	15	8	1	2	11	0.533	0.067	0.133	0.733
Glenshire at English Hill Div I	R	28	28	28	9	0	2	11	0.321	0.000	0.071	0.393
Glenshire at English Hill Div II	R	16	16	16	3	7	2	12	0.188	0.438	0.125	0.750
Glenshire at English Hill Div III	R	9	9	9	3	1	3	7	0.333	0.111	0.333	0.778
Gramercy Park	S	28	28	28	20	8	5	33	0.714	0.286	0.179	1.179
Greenbriar Estates	S	58	58	58	45	21	15	81	0.776	0.362	0.259	1.397
Greystone Manor I	R	91	91	91	54	19	0	73	0.593	0.209	0.000	0.802
Greystone Manor II	R	90	43	43	12	3	0	15	0.279	0.070	0.000	0.349
Harmon Ridge	K	12	12	12	4	1	0	5	0.333	0.083	0.000	0.417
Hazelwood	R	76	76	76	15	9	12	36	0.197	0.118	0.158	0.474
Heather's Ridge	K	41	41	41	2	2	0	4	0.049	0.049	0.000	0.098
Hedgewood	R	11	11	11	2	2	3	7	0.182	0.182	0.273	0.636
Highland Ridge	K	18	18	18	2	2	3	7	0.111	0.111	0.167	0.389
Inglewood Place	S	21	21	21	13	2	5	20	0.619	0.095	0.238	0.952
Lakeshore Estates	R	17	17	17	5	1	1	7	0.294	0.059	0.059	0.412
Lakeview Lane	K	29	29	29	1	1	1	3	0.034	0.034	0.034	0.103
Mondavio/Verona I/Vistas I	R	80	76	71	27	14	13	54	0.380	0.197	0.183	0.761
Panorama Estates	K	18	18	18	4	0	0	4	0.222	0.000	0.000	0.222
Park Ridge	R	51	51	51	19	4	6	29	0.373	0.078	0.118	0.569
Pine Meadows	S	26	26	26	17	2	2	21	0.654	0.077	0.077	0.808
Prescott at English Hill	R	70	70	70	24	8	9	41	0.343	0.114	0.129	0.586
Preserve at Kirkland	K	35	30	30	0	2	0	2	0.000	0.067	0.000	0.067
Redmond Ridge East	KC	665	665	665	382	162	88	632	0.574	0.244	0.132	0.950
Reese's Run	S	22	22	22	13	6	1	20	0.591	0.273	0.045	0.909
Sequoia Glen	R	28	28	26	10	0	1	11	0.385	0.000	0.038	0.423
Sequoia Ridge	R	14	14	14	5	2	3	10	0.357	0.143	0.214	0.714
Stirling Manor	S	16	16	16	10	8	6	24	0.625	0.500	0.375	1.500
Summer Grove I & II	K	38	38	38	4	0	2	6	0.105	0.000	0.053	0.158
Sycamore Park	R	12	12	12	1	1	0	2	0.083	0.083	0.000	0.167
The Crossings	R	18	18	18	13	8	5	26	0.722	0.444	0.278	1.444
The Retreat	R	14	14	14	1	0	1	2	0.071	0.000	0.071	0.143
The Rise	R	23	23	23	2	0	3	5	0.087	0.000	0.130	0.217
Vintner's Ridge	K	51	51	51	10	5	5	20	0.196	0.098	0.098	0.392

Exhibit 2

### 2017 MITIGATION DEVELOPMENT SUMMARY STUDENT GENERATION FACTORS

#### Five Year History

SINGLE FAMILY DEVELOPMENTS	CITY/ COUNTY	# PLANNED	# COMPL.	# OCCUP.	2017 STUDENTS				2017 RATIO			
					ELEM	MIDDLE	SENIOR	TOTAL	ELEM	MIDDLE	SENIOR	TOTAL
Wexford at English Hill	R	16	16	16	5	2	4	11	0.313	0.125	0.250	0.688
Willowmere Park	R	53	48	48	15	3	4	22	0.313	0.063	0.083	0.458
Willows Bluff	K	26	26	25	1	1	0	2	0.040	0.040	0.000	0.080
Wisti Lane	K	18	18	18	2	4	0	6	0.111	0.222	0.000	0.333
Woodlands Ridge	R	25	25	25	2	1	3	6	0.080	0.040	0.120	0.240
Woodlands West	R	74	74	74	20	7	15	42	0.270	0.095	0.203	0.568
<b>TOTALS</b>		2,046	1,985	1,977	839	339	235	1,413	0.424	0.171	0.119	0.714

MULTI-FAMILY DEVELOPMENTS	CITY/ COUNTY	# OF UNITS	% OCCUP/ # COMPL.	# OCCUP.	2017 STUDENTS				2017 STUDENTS			
					ELEM	MIDDLE	SENIOR	TOTAL	ELEM	MIDDLE	SENIOR	TOTAL
Allez Apartments	R	148	94%	139	2	0	1	3	0.014	0.000	0.007	0.022
Arete Apartments	K	62	87%	54	0	1	0	1	0.000	0.019	0.000	0.019
Capri Apartments	K	73	96%	70	0	0	0	0	0.000	0.000	0.000	0.000
Core 83 Apartments	R	120	100%	120	3	2	3	8	0.025	0.017	0.025	0.067
Elan Apartments	R	134	87%	117	0	1	0	1	0.000	0.009	0.000	0.009
Francis Village Apartments	K	61	100%	61	3	2	3	8	0.049	0.033	0.049	0.131
Graystone Condos	R	16	16	16	2	0	0	2	0.125	0.000	0.000	0.125
Kempin Meadows Condos	KC	58	58	58	13	5	2	20	0.224	0.086	0.034	0.345
Kestrel Ridge Townhomes	S	35	19	10	9	1	1	11	0.900	0.100	0.100	1.100
Kirkland Commons Condos	K	15	15	15	7	1	2	10	0.467	0.067	0.133	0.667
Kirkland Crossing Apartments	K	185	98%	181	5	0	3	8	0.028	0.000	0.017	0.044
Mile House Apartments	R	177	92%	163	1	2	2	5	0.006	0.012	0.012	0.031
Old Town Lofts Apartments	R	146	95%	139	0	0	0	0	0.000	0.000	0.000	0.000
Plateau 228 Townhomes	S	71	71	71	19	5	4	28	0.268	0.070	0.056	0.394
Pure Apartments	R	105	75%	79	1	0	0	1	0.013	0.000	0.000	0.013
Redmond Ridge East Duplex	KC	135	26	26	2	0	2	4	0.077	0.000	0.077	0.154
Redmond Square Apartments	R	156	94%	147	16	4	4	24	0.109	0.027	0.027	0.163
Slater 116 Condos	K	108	108	108	0	0	0	0	0.000	0.000	0.000	0.000
The Luke Apartments	R	208	93%	193	2	3	3	8	0.010	0.016	0.016	0.041
The Ondine Apartments	K	102	100%	102	2	0	0	2	0.020	0.000	0.000	0.020
The Rise Duplex	R	38	38	38	7	2	1	10	0.184	0.053	0.026	0.263
Velocity Apartments	K	58	100%	58	13	6	3	22	0.224	0.103	0.052	0.379
Villas @ Mondavia Townhomes	R	84	84	84	14	7	5	26	0.167	0.083	0.060	0.310
Waterfront Condos	K	18	18	18	0	0	0	0	0.000	0.000	0.000	0.000
Waterscape Apartments	K	196	97%	191	10	0	3	13	0.052	0.000	0.016	0.068
<b>TOTALS</b>		2,509		2,258	131	42	42	215	0.058	0.019	0.019	0.096

Exhibit 2

**Exhibit 2**

	<i>Sandburg Elementary School</i>	<i>Future Elementary School</i>
<i>Cost</i>	<i>598 student capacity *</i>	<i>550 student capacity</i>
Construction Cost (bid 2011, actual const. costs)	\$21,720,911	
Projected Construction Cost in 2018 @ 550 student capacity @ 5% per year	\$28,714,025	
<i>Size Comparison</i>	598 students	550 students (all-day kindergarten, and reduced class size grades k-3)
<i>Capacity Adjustment</i>	2011 Construction Cost	\$36,323 per student space (based on 2011 construction costs, \$21,720,911 / 598 students)
	2018 Projected Cost (adjusted for capacity difference)	\$48,017 per student space (based on 2018 projected costs, \$28,714,025 / 598 students)
		\$48,017 per student space x 550 students = \$26,409,350 (based on 2018 projected costs)
<i>Cost Adjustment</i>	Construction Cost (bid 2011, actual const. costs)	\$21,720,911
	Projected Construction Cost in 2018 @ 550 student capacity	<b>\$26,409,350</b>

\* Student capacity includes  
69 students for Discovery  
Community School

**Exhibit 2**

	<i>Rose Hill Middle School</i>	<i>Future Middle School</i>
	<i>900 student capacity</i>	<i>900 student capacity</i>
<i>Cost</i>		
Construction Cost (bid 2012)	\$40,793,000	
Projected Construction Cost in 2018 @ 5% per year	\$52,355,759	
<i>Size Comparison</i>		
	900 students	900 students
<i>Capacity Adjustment</i>		
2012 Construction Cost	\$45,325 per student space (based on 2012 construction costs, \$40,793,000 / 900 students)	
2018 Projected Cost (no capacity difference)	\$58,713 per student space (based on 2018 projected costs, \$52,355,759 / 900 students)	\$58,713 per student space (based on 2018 projected costs, \$52,355,759 / 900 students)
<i>Cost Adjustment</i>		
Construction Cost (bid 2012)	\$40,793,000	
Projected Construction Cost in 2018 @ 900 student capacity		<b>\$52,355,759</b>

**Exhibit 2**

	<i>Lake Washington High School</i>	<i>Future High School</i>
	<i>1,567 student capacity</i>	<i>1,800 student capacity</i>
<i>Cost</i>		
Construction Cost 2009	\$61,000,000	
Projected Construction Cost in 2018 @ 5% per year	\$85,550,060	
<i>Size Comparison</i>		
	1,567 students	1,800 students
<i>Capacity Adjustment</i>		
2009 Construction Cost	\$38,928 per student space (based on 2009 construction costs, \$61,000,000 / 1,567 students)	
2018 Projected Cost (adjusted for capacity difference)	\$54,595 per student space (based on 2018 projected costs, \$85,550,060 / 1,567 students)	\$54,595 per student space x 1,800 students = \$98,271,000 (based on 2018 projected costs)
<i>Cost Adjustment</i>		
Construction Cost 2009	\$61,000,000	
Projected Construction Cost in 2018 @ 1,800 student capacity		<b>\$98,271,000</b>

<b>X. TABLES</b>
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Table 1: Six-Year Enrollment Projections

Table 2: Enrollment History

Table 3: Inventory and Capacities of Existing Schools

Table 4: Inventory of Undeveloped Land

Table 4a: Map

Table 5: Projected Capacity to House Students

Table 6: Six-Year Finance Plan

## Exhibit 2

### Six-Year Enrollment Projections

	<u>2016*</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
County Live Births**	24,630	25,032	24,910	25,348	25,487	25,518	25,549
change		402	(122)	438	139	31	31
<b>Kindergarten ***</b>	2,328	2,386	2,408	2,473	2,495	2,495	2,496
<b>Grade 1 ****</b>	2,537	2,465	2,532	2,548	2,607	2,618	2,615
<b>Grade 2</b>	2,413	2,684	2,623	2,685	2,688	2,741	2,751
<b>Grade 3</b>	2,494	2,448	2,724	2,663	2,712	2,709	2,761
<b>Grade 4</b>	2,427	2,518	2,482	2,755	2,685	2,729	2,725
<b>Grade 5</b>	2,349	2,465	2,561	2,525	2,786	2,715	2,757
<b>Grade 6</b>	2,272	2,355	2,473	2,544	2,497	2,777	2,701
<b>Grade 7</b>	2,257	2,240	2,326	2,436	2,499	2,448	2,720
<b>Grade 8</b>	2,121	2,223	2,216	2,296	2,394	2,450	2,403
<b>Grade 9</b>	2,003	2,095	2,196	2,179	2,248	2,337	2,386
<b>Grade 10</b>	2,022	2,009	2,105	2,203	2,182	2,243	2,329
<b>Grade 11</b>	1,895	2,094	2,090	2,182	2,276	2,249	2,305
<b>Grade 12</b>	1,890	2,024	2,224	2,222	2,308	2,396	2,366
<b>Total Enrollment</b>	29,008	30,006	30,960	31,711	32,377	32,907	33,315
<b>Yearly Increase</b>		998	954	751	666	530	408
<b>Yearly Increase</b>		3.44%	3.18%	2.43%	2.10%	1.64%	1.24%
<b>Cumulative Increase</b>		998	1,952	2,703	3,369	3,899	4,307

\* Number of Individual Students (10/1/16 Headcount).

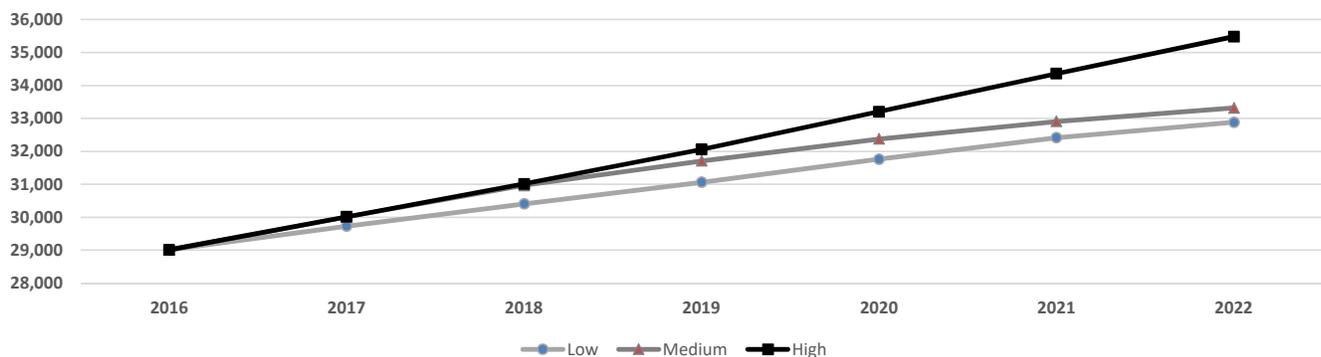
\*\* County Live Births estimated based on OFM projections. 2020 and prior year birth rates are actual births 5 years prior to enrollment year.

\*\*\* Kindergarten enrollment is calculated at 8.24% of County Live Births plus anticipated developments.

\*\*\*\* First Grade enrollment is based on District's past history of first grade enrollment to prior year kindergarten enrollment.

Source: LWSD

### Six-Year Enrollment Projections



Source: Western Demographics

**Exhibit 2**

**Enrollment History \***

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
County Live Births **	21,863	22,431	22,874	22,680	24,244	24,899	25,222	25,057	24,514	24,630
Kindergarten / Live Birth	7.76%	7.95%	8.15%	8.25%	7.87%	7.86%	8.08%	8.02%	8.97%	9.45%
								<b>Period Average</b>		<b>8.24%</b>
<b>Kindergarten</b>	1,696	1,783	1,865	1,872	1,908	1,957	2,037	2,009	2,198	2,328
<b>Grade 1</b>	1,959	1,903	2,047	2,146	2,121	2,150	2,218	2,292	2,292	2,537
<b>Grade 2</b>	1,901	2,020	1,936	2,108	2,203	2,174	2,228	2,284	2,405	2,413
<b>Grade 3</b>	1,853	1,934	2,036	1,968	2,116	2,207	2,236	2,270	2,363	2,494
<b>Grade 4</b>	1,857	1,901	1,937	2,056	1,986	2,125	2,231	2,258	2,315	2,427
<b>Grade 5</b>	1,753	1,854	1,897	1,936	2,051	2,003	2,137	2,257	2,258	2,349
<b>Grade 6</b>	1,825	1,738	1,838	1,898	1,920	2,002	1,979	2,123	2,213	2,272
<b>Grade 7</b>	1,692	1,805	1,726	1,829	1,857	1,929	2,047	2,023	2,114	2,257
<b>Grade 8</b>	1,811	1,673	1,819	1,734	1,831	1,860	1,924	2,053	2,002	2,121
<b>Grade 9</b>	1,755	1,782	1,660	1,756	1,687	1,802	1,868	1,933	1,999	2,003
<b>Grade 10</b>	1,763	1,739	1,780	1,672	1,740	1,714	1,795	1,853	1,961	2,022
<b>Grade 11</b>	1,811	1,728	1,742	1,798	1,671	1,730	1,649	1,727	1,780	1,895
<b>Grade 12</b>	1,890	1,909	1,802	1,816	1,824	1,742	1,699	1,634	1,930	1,890
<b>Total Enrollment</b>	23,566	23,769	24,085	24,589	24,915	25,395	26,048	26,716	27,830	29,008
<b>Yearly Change</b>		203	316	504	326	480	653	668	1,114	1,178
* October 1st Headcount	<b>Average increase in the number of students per year</b>									<b>605</b>
** Number indicates actual births	<b>Total increase for period</b>									<b>5,442</b>
5 years prior to enrollment year.	<b>Percentage increase for period</b>									<b>23%</b>
	<b>Average yearly increase</b>									<b>2.57%</b>

2016-17 Inventory and Capacities of Existing Schools

		<u>Total</u>	<u>Net Avail</u>	
*		<u>Capacity**</u>	<u>Capacity**</u>	
<b><u>Juanita Area</u></b>				
25	Frost Elementary	11801 NE 140th	575	438
03	Juanita Elementary	9635 NE 132nd	529	345
04	Keller Elementary	13820 108th NE	506	369
26	Muir Elementary	14012 132nd NE	529	368
06	Discovery Community	12801 84th NE	69	69
06	Sandburg Elementary	12801 84th NE	575	414
02	Thoreau Elementary	8224 NE 138th	506	414
60	Environmental & Adventure	8040 NE 132nd	125	125
63	Finn Hill Middle School	8040 NE 132nd	697	647
67	Kamiakin Middle School	14111 132nd NE	777	726
82	Futures School	10601 NE 132nd	67	67
82	Juanita High School	10601 NE 132nd	1,673	1,523
<b><u>Kirkland Area</u></b>				
07	Bell Elementary	11212 NE 112th	621	414
96	Community School	11133 NE 65th	69	69
16	Franklin Elementary	12434 NE 60th	598	461
09	Kirk Elementary	1312 6th Street	575	460
10	Lakeview Elementary	10400 NE 68th	598	506
15	Rose Hill Elementary	8044 128th NE	598	461
18	Rush Elementary	6101 152nd NE	713	575
14	Twain Elementary	9525 130th NE	690	553
96	International Community School	11133 NE 65th	523	523
65	Kirkland Middle School	430 18th Avenue	623	597
80	Northstar Middle School	12033 NE 80th	84	84
69	Rose Hill Middle School	13505 NE 75th	1,021	933
61	Stella Schola Middle School	13505 NE 75th	75	75
80	Emerson High	10903 NE 53rd St	269	224
84	Lake Washington High	12033 NE 80th	1,833	1,736
<b><u>Redmond Area</u></b>				
53	Alcott Elementary	4213 228th NE	874	759
19	Audubon Elementary	3045 180th NE	575	460
46	Dickinson Elementary	7040 208th NE	621	484
24	Einstein Elementary	18025 NE 116th	575	483
46	Explorer Community School	7040 208th NE	92	92
22	Mann Elementary	17001 NE 104th	598	461
23	Redmond Elementary	16800 NE 80th	897	737
21	Rockwell Elementary	11125 162nd NE	690	598
41	Rosa Parks Elementary	22845 NE Cedar Park Cresen	851	713
32	Wilder Elementary	22130 NE 133rd	713	621
74	Evergreen Middle School	6900 208th NE	1,196	1,095
71	Redmond Middle School	10055 166th NE	1,095	1,058
85	Redmond High School	17272 NE 104th	2,151	2,081
73	Tesla STEM High School	400 228th Ave NE	637	637
<b><u>Sammamish Area</u></b>				
54	Blackwell Elementary	3225 205th PL NE	621	529
52	Carson Elementary	1035 244th Ave NE	621	460
57	McAuliffe Elementary	23823 NE 22nd	690	599
58	Mead Elementary	1725 216th NE	713	598
56	Smith Elementary	23305 NE 14th	782	621
77	Inglewood Middle School	24120 NE 8th	1,155	1,104
86	Renaissance	400 228th NE	84	84
86	Eastlake High School	400 228TH NE	2,083	1,940

\* Note: See Table 4a for District Map. Locations indicated by numbers stated in this column.

\*\* Note: "Total Capacity" = Total permanent/portable capacity as constructed  
 (Total Capacity does not account for space used by special programs)  
 "Net Available Capacity" = Total Capacity minus uses for special programs  
 (Net Available Capacity accounts for space used by special programs)

## Inventory of Undeveloped Land

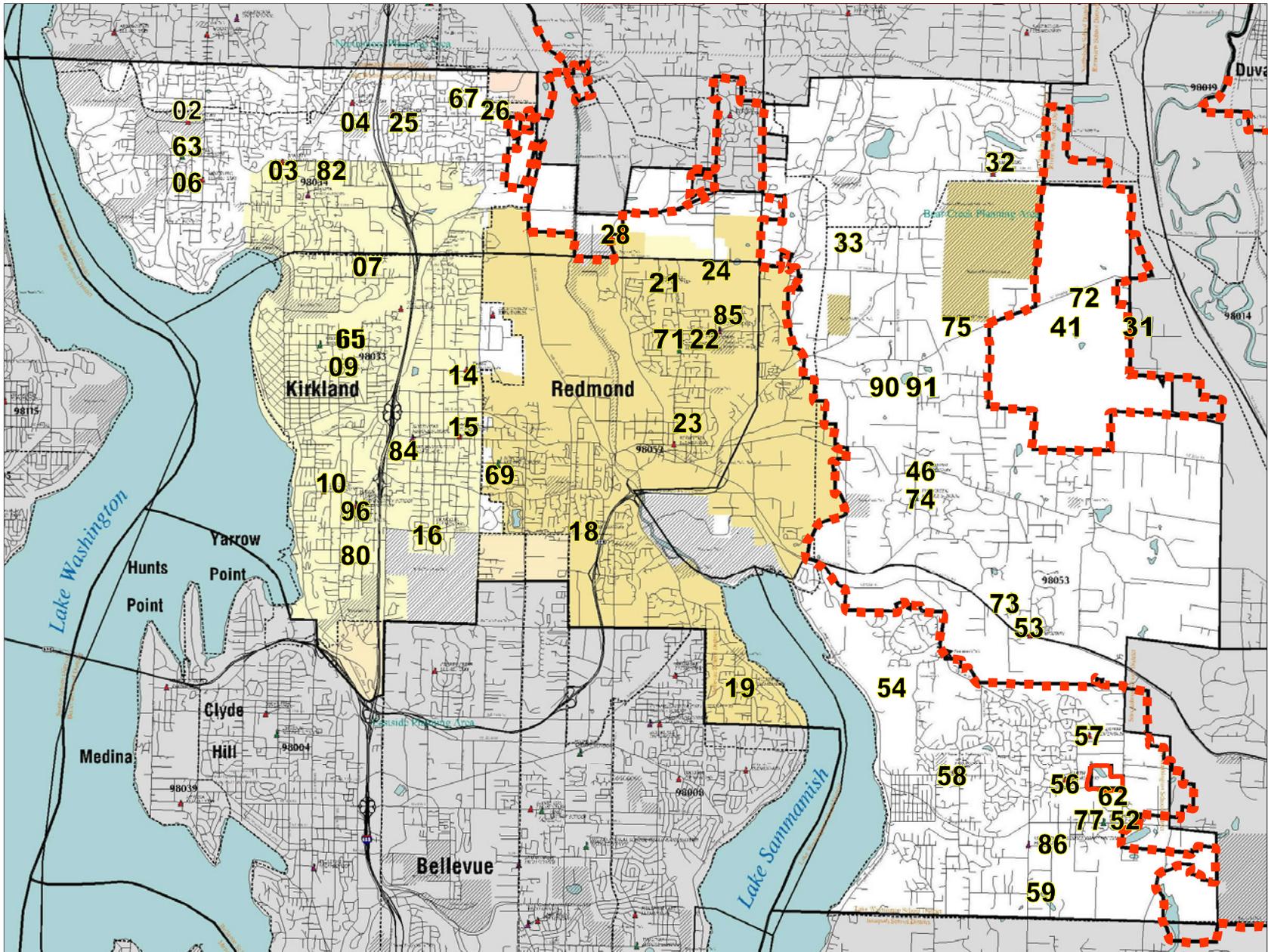
<i>Site # *</i>	<i>Area</i>	<i>Address</i>	<i>Jurisdiction</i>	<i>Status</i>
<b><u>Juanita Area</u></b>				
None				
<b><u>Kirkland Area</u></b>				
None				
<b><u>Redmond Area</u></b>				
33	No School Use Allowed	194 <sup>th</sup> NE above NE 116 <sup>th</sup>	King County	*****
75	Undetermined	22000 Novelty Hill Road	King County	In reserve ***
90	No School Use Allowed	NE 95 <sup>th</sup> & 195 <sup>th</sup> NE	King County	*****
91	Undetermined	NE 95 <sup>th</sup> Street & 173 <sup>rd</sup> Place NE	King County	In reserve ***
<b><u>Sammamish Area</u></b>				
59	Potential School Site	Main & 228 <sup>th</sup> NE	Sammamish	In reserve ***

**Footnotes**

- “\*” = See Table 4a for a District map. Locations indicated by numbers stated in this column.
- “\*\*\*” = “In reserve” refers to sites owned by the District. While the District does not anticipate construction school facilities on these sites within these six years, they are being held for the District’s long term needs.
- “\*\*\*\*\*” = Property unable to be used for a school site due to the King County School Siting Task Force recommendations as adopted by the King County Council.

The King County Rural Area Task Force concluded:

1. "Lake Washington 2" (Site 75): 37.85-acre site located on the north side of Novelty Hill Road & adjacent to south boundary of Redmond Ridge. The District must work with King County to find an alternative site within the UGA. If an alternative site cannot be feasibly located, the District can use the site for a "small [5 acre] environmental school while placing the remainder of the use into permanent conservation."
2. "Lake Washington 4": Existing undeveloped acreage at Dickinson/Evergreen site - this acreage be used for school development and can connect to sewer.
3. "Lake Washington 1 (Site 33)": 19.97 acres located 1/4 mile east of Avondale Road - *no school use allowed*; potential conservation value.
4. "Lake Washington 3" (Site 90): 26.86 acres located 1/4 mile south of Novelty Hill Road and 1/2 mile east of Redmond City Limits - *no school use allowed*.



June 5, 2017 - Board Adopted

Table 4a

**Exhibit 2**

**Projected Capacity to House Students<sup>^</sup>**

	2016	2017	2018	2019	2020	2021	2022
<b>Permanent Capacity</b>	25,427						
<b>New Construction*:</b>							
Redmond Ridge East Elementary #31			550				
North Redmond Elementary #28			550				
Redmond Ridge Middle School #72				900			
** New Lake Washington/Juanita Area Elementary					550		
** Lake Washington High School Addition					233		
*** New Eastside Choice High School							
<b>Rebuild and Expansion</b>							
Kirk Elementary School #09				190			
Mead Elementary School #58				158			
Juanita High School #82					504		
** Alcott Elementary School #53						190	
*** Kamiakin Middle School #67							
Permanent Capacity Subtotal	25,427	25,427	26,527	27,775	29,062	29,252	29,252
Total Enrollment	29,008	30,006	30,960	31,711	32,377	32,907	33,315
<b>Permanent Surplus/(Deficit) <u>without</u> Projects</b>	<b>(3,581)</b>	<b>(4,579)</b>	<b>(5,533)</b>	<b>(6,284)</b>	<b>(6,950)</b>	<b>(7,480)</b>	<b>(7,888)</b>
<b>Permanent Surplus / (Deficit) <u>with</u> Projects</b>	<b>(3,581)</b>	<b>(4,579)</b>	<b>(4,433)</b>	<b>(3,936)</b>	<b>(3,315)</b>	<b>(3,655)</b>	<b>(4,063)</b>

\* New schools and additional permanent capacity through modernization / rebuild (replacement)

\*\* Projects that are not funded (without these projects, the deficit with projects would be -4,898)

\*\*\* These projects are anticipated to be under construction, but not completed within the six year window of this plan

<sup>^</sup> Does not include relocatable capacity

**Six-Year Finance Plan**

Fiscal Year *		<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>Total</u>	Est Secured State	Local ^
<b>2016 Bond Projects (voter approved)</b>										
Site 31	New - Redmond Ridge East Elementary	33,753,437	1,098,728					34,852,165		34,852,165
Site 28	New - North Redmond Elementary	33,753,437	1,098,728					34,852,165		34,852,165
Site 09	Rebuild/Enlarge - Kirk Elementary	7,769,255	35,107,855	1,138,171				44,015,281	3,000,000	41,015,281
Site 58	Rebuild/Enlarge - Mead Elementary	7,769,255	35,107,855	1,138,171				44,015,281	3,000,000	41,015,281
Site 72	New - Redmond Area Middle School	38,260,615	31,308,372	1,334,582				70,903,570		70,903,570
Site 82	Rebuild/Enlarge - Juanita High School	13,893,054	36,514,727	71,443,755	15,478,753	1,047,434		138,377,722	15,000,000	123,377,722
<b>2018 Bond Projects (proposed) **</b>										
Site 53	Mod - Alcott Elementary	18,512	981,136	7,992,556	36,116,912	1,170,884		46,280,000		46,280,000
Site XX	New - Kirkland Area Elementary	981,136	7,992,556	36,116,912	1,170,884			46,261,488		46,261,488
Site 67	Mod - Kamiakin Middle School		535,795	6,569,671	40,646,233	34,678,301		82,430,000		82,430,000
Site 84	Addition - Lake Washington High School	7,690,732	32,991,084	1,073,912				41,755,728		41,755,728
Site XX	New - Eastside Choice High School		536,920	7,876,270	33,786,990	1,099,820		43,300,000		43,300,000
<b>Portable Classrooms (as needed)</b>										
	Portables		600,000	600,000	600,000	600,000		2,400,000		2,400,000
<b>Totals</b>		<b>\$143,889,433</b>	<b>\$183,873,755</b>	<b>\$135,284,000</b>	<b>\$127,799,772</b>	<b>\$38,596,439</b>	<b>\$0</b>	<b>\$629,443,399</b>	<b>\$21,000,000</b>	<b>\$608,443,399</b>

\* Fiscal year is from September of the year stated through August of the following year (e.g. "2017" means "September 2017 through August 2018")

\*\* Monies for the major projects above have not been secured but these projects are shown because of the need

^ Includes secured and unsecured local bond funding, impact fees, and mitigation fees. Impact fees may be applied to growth related capacity projects.

## Exhibit 2

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2017-\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON,  
RELATING TO SCHOOL IMPACT FEES; AMENDING THE CITY'S  
COMPREHENSIVE PLAN TO ADOPT THE ISSAQUAH SCHOOL  
DISTRICT NO. 411 CAPITAL FACILITIES PLAN; ADOPTING THE  
ASSOCIATED SCHOOL IMPACT FEE SCHEDULE; AND,  
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapter 82.02 RCW authorizes the City to impose and collect impact fees for public facilities which are addressed by the Capital Facilities Element of the Comprehensive Plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Sammamish Municipal Code (SMC) 24.25.030 and RCW 36.70A.130(2)(a)(iv) allow the Comprehensive Plan to be amended more than once a year, to address an amendment of the Capital Facilities Element of the Comprehensive Plan that occurs in conjunction with the adoption of the City budget; and

WHEREAS, Chapter 21A.105 RCW sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, SMC 21A.105.080 allows for an exemption or reduction to the fee for low or moderate income housing; and

WHEREAS, the Issaquah School District has submitted to the City the District's Capital Facilities Plan for 2017 which establishes a revised impact fee schedule for single family housing units in the amount of \$8,762 per unit and for multifamily housing units in the amount of \$3,461 per unit; and

WHEREAS, an environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), a non-project SEPA Determination of Non-significance was issued by the City on September 21, 2017; and

WHEREAS, the fee schedule was calculated in accordance with SMC 21A.105.030 utilizing the formula set forth in SMC 21A.105.040; and

WHEREAS, the City Council conducted a public hearing on October 3, 2017 regarding the proposed amendment to the City's Comprehensive Plan, and finds that the proposed amendment is consistent with the Comprehensive Plan and is in the best interest of the public health, safety and welfare;

**Exhibit 3**

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of District Capital Facilities Plan.** The City hereby adopts and replaces herein by this reference the Issaquah School District No. 411 2017 Capital Facilities Plan, attached hereto within Exhibit “A,” into Volume II of the City’s Comprehensive Plan.

**Section 2. Adoption of Fee Schedule.** The City hereby adopts the Issaquah School District No. 411 impact fee schedule for single family housing units in the amount of \$8,762 per unit and for multifamily housing units in the amount of \$3,461 per unit.

**Section 3. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force beginning January 1, 2018.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Bob Keller

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Mike Kenyon, City Attorney

Filed with the City Clerk: September 26, 2017  
Public Hearing: October 3, 2017  
First Reading: October 3, 2017  
Passed by the City Council:  
Publication Date:  
Effective Date:

# 2017 CAPITAL FACILITIES PLAN

## Issaquah School District No. 411 Issaquah, Washington

Adopted May 24, 2017  
Resolution No. 1090

*The Issaquah School District No. 411 hereby provides this Capital Facilities Plan documenting present and future school facility requirements of the District. The plan contains all elements required by the Growth Management Act and King County Council Ordinance 21-A.*

**Exhibit 3**

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## EXECUTIVE SUMMARY

This Six-Year Capital Facilities Plan (the "Plan") has been prepared by the Issaquah School District (the "District") as the District's primary facility planning document, in compliance with the requirements of Washington's Growth Management Act and King County Council Code Title 21A. This Plan was prepared using data available in May, 2017.

This Plan is an update of prior long-term Capital Facilities Plans adopted by the Issaquah School District. However, this Plan is not intended to be the sole Plan for all of the District's needs. The District may prepare interim and periodic Long Range Capital Facilities Plans consistent with board policies, taking into account a longer or a shorter time period, other factors and trends in the use of facilities, and other needs of the District as may be required. Any such plan or plans will be consistent with this Six-Year Capital Facilities Plan.

In June 1992, the District first submitted a request to King County to impose and to collect school impact fees on new developments in unincorporated King County. On November 16, 1992, the King County Council first adopted the District's Plan and a fee implementing ordinance. This Plan is the annual update of the Six-Year Plan.

King County and the cities of Issaquah, Renton, Bellevue, Newcastle and Sammamish collect impact fees on behalf of the District. All of these jurisdictions provide exemptions from impact fees for senior housing and certain low-income housing.

Pursuant to the requirements of the Growth Management Act, this Plan will be updated on an annual basis, and any charges in the fee schedule(s) adjusted accordingly.

## STANDARD OF SERVICE

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimal facility size, class size, educational program offerings, as well as classroom utilization and scheduling requirements and use of re-locatable classroom facilities (portables).

Different class sizes are used depending on the grade level or programs offered such as special education or the gifted program. With the passage of Initiative 728 in November 2000, the Issaquah School Board established new class size standards for elementary grades K-5. The Board and District Administration will continue to keep class sizes near the levels provided by I-728; this will be done via local levy funds. There is also legislation that requires the State to fund Full-Day Kindergarten by 2018. The District provided Full-Day Kindergarten for the 2016-2017 school year. A class size average of 20 for grades K-5 is now being used to calculate building capacities. A class size of 26 is used for grades 6-8 and 28 for grades 9-12. Special Education class size is based on 12 students per class. For the purpose of this analysis, rooms designated for special use, consistent with the provisions of King County Council Code Title 21A, are not considered classrooms.

Invariably, some classrooms will have student loads greater in number than this average level of service and some will be smaller. Program demands, state and federal requirements, collective bargaining agreements, and available funding may also affect this level of service in the years to come. Due to these variables, a utilization factor of 95% is used to adjust design capacities to what a building may actually accommodate.

Portables used as classrooms are used to accommodate enrollment increases for interim purposes until permanent classrooms are available. When permanent facilities become available, the portable(s) is either moved to another school as an interim classroom or removed.

Current state statues reduces K-3 classroom ratios to 17/1 will have a significant impact on the standard of service. A review of all elementary schools shows that 78 additional classrooms would be needed to meet the proposed 17/1 ratio. All sites are crowded, existing permanent facilities cannot house existing students and all schools use portable classrooms to house existing students. Existing portable classrooms already burden building core facilities.

The King County decision to no longer allow schools to be build outside the Urban Growth Boundary Line (UGBL) means District owned property planned for a new elementary school and middle school cannot be used. The District recently sold this planned site to a third party. The District will need to locate alternative sites inside the UGBL. The State does not provide funding for property purchases.

Approved Bond funding provides for a new high school, new middle school, two new elementary schools, a rebuild/expansion of an existing middle school and additions to six existing elementary schools.

## TRIGGER OF CONSTRUCTION

The Issaquah School District Capital Facilities Plan proposes construction of a new high school, a new middle school, two new elementary schools, the re-build/expansion of an existing middle school and additions to six existing elementary schools to meet the needs of elementary, middle school and high school capacity needs. The need for new schools and school additions is triggered by comparing our enrollment forecasts with our permanent capacity figures. These forecasts are by grade level and, to the extent possible, by geography. The analysis provides a list of new construction needed by school year.

The decision on when to construct a new facility involves factors other than verified need. Funding is the most serious consideration. Factors including the potential tax rate for our citizens, the availability of state funds and impact fees, the ability to acquire land, and the ability to pass bond issues determine when any new facility can be constructed. The planned facilities will be funded by a bond passed on April 26, 2016, school impact fees and reserve funds held by the District. New school facilities are a response to new housing which the county or cities have approved for construction.

The District's Six-Year Finance Plan is shown in Appendix E found on page 23.

## DEVELOPMENT TRACKING

In order to increase the accuracy and validity of enrollment projections, a major emphasis has been placed on the collection and tracking data of known new housing developments. This data provides two useful pieces of planning information. First, it is used to determine the actual number of students that are generated from a single family or multi-family residence. It also provides important information on the impact new housing developments will have on existing facilities and/or the need for additional facilities.

Developments that have been completed or are still selling houses are used to forecast the number of students who will attend our schools from future developments. District wide statistics show that new single-family homes currently generate 0.354 elementary student, 0.153 middle school student, 0.148 high school student, for a total of 0.655 school aged student per single-family residence (see Table 2). New multi-family housing units currently generate 0.119 elementary student, 0.063 middle school student, 0.075 high school student, for a total of 0.257 school aged student per residence (see Table 3).

## NEED FOR IMPACT FEES

Impact fees and state matching funds have not been a reliable source of revenue. Because of this, the Issaquah School District asked its voters on February 7, 2006 to fund the construction of an elementary school, one middle school, expand Maywood Middle School, expand Liberty High School, and rebuild Issaquah High School. District voters also approved on April 17, 2012 a ballot measure that provided funding to expand two elementary schools, rebuild/expand two additional elementary schools, add classrooms to one high school and rebuild/expand one middle school. Due to the high cost of land and the limited availability of a parcel large enough to accommodate a middle school program, the School Board reallocated the moneys designated to build the middle school to expand the capacity of Issaquah and Skyline high schools. On April 26, 2016 voters approved bond funding for the construction of a new high school, a new middle school and two new elementary schools, the rebuild/expansion of an existing middle school and additions to six existing elementary schools.

As demonstrated in Appendix A, (page 19) the District currently has a permanent capacity (at 100%) to serve 8048 students at the elementary level. Appendix B, (page 20) shows a permanent capacity (at 100%) for 4194 students at the middle school level Appendix C (page 21) shows a permanent capacity (at 100%) of 5524 students at the high school level. Current enrollment is identified on page 10. The District elementary projected Oct 2017 FTE is 9543. Adjusting permanent capacity by 95% leaves the District's elementary enrollment over permanent capacity at the elementary level by 1897 students (Appendix A). At the middle school level, the projected Oct 2017 headcount is 4927. This is 943 students over permanent capacity (Appendix B). At the high school level the district is over permanent capacity by 421 students (Appendix C).

Based upon the District's student generation rates, the District expects that .655 students will be generated from each new single family home in the District and that .257 students will be generated from each new multi-family dwelling unit.

Applying the enrollment projections contained on page 10 to the District's existing permanent capacity (Appendices A, B, and C) and if no capacity improvements are made by the year 2022-23, and permanent capacity is adjusted to 95%, the District elementary population will be over its permanent capacity by 2002 students, at the middle school level by 1390 students, and will be over its permanent capacity by 1324 at the high school level. The District's enrollment projections are developed using two methods: first, the cohort survival – historical enrollment method is used to forecast enrollment growth based upon the progression of existing students in the District; then, the enrollment projections are modified to include students anticipated from new developments in the District.

### Exhibit 3

To address existing and future capacity needs, the District's six-year construction plan includes the following capacity projects:

Facility Expansions	Projected Completion Date	Location	Additional Capacity
New High School	2021	Issaquah	1600
New Middle School	2021	Issaquah	850
Rebuild/Expand Pine Lake Middle	2018	Sammamish	242
New Elementary #16	2020	Issaquah	680
New Elementary #17	2021	Sammamish	680
Expand Cougar Ridge Elem	2018	Bellevue	120
Expand Discovery Elem	2019	Sammamish	120
Expand Endeavour Elem	2019	King County	120
Expand Maple Hills Elem	2020	King County	120
Expand Sunset Elem	2018	Bellevue	120
Briarwood Elem Portables	2017	King County	120
Clark Elementary Portables	2017	Issaquah	200
Challenger Elementary Portables	2017	Sammamish	40
Pacific Cascade Middle School Portables	2017	King County	56
Skyline High School Portables	2017	Sammamish	112

Based upon the District's capacity data and enrollment projections, as well as the student generation data, the District has determined that a majority of its capacity improvements are necessary to serve students generated by new development.

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The fee calculations examine the costs of housing the students generated by each new single family dwelling unit or each new multi-family dwelling unit and then reduces that amount by the anticipated state match and future tax payments. The resulting impact fee is then discounted further. Thus, by applying the student generation factor to the school project costs, the fee formula only calculates the costs of providing capacity to serve each new dwelling unit. The formula does not require new development to contribute the costs of providing capacity to address existing needs.

The King County Council and the City Councils of the Cities of Bellevue, Issaquah, Newcastle, Renton and Sammamish have created a framework for collecting school impact fees and the District can demonstrate that new developments will have an impact on the District. The impact fees will be used in a manner consistent with RCW 82.02.050 - .100 and the adopted local ordinances. Engrossed Senate Bill 5923, enacted in the 2015 Legislative Session, requires that developers be provided an option to defer payment of impact fees to final inspection, certificate of occupancy, or closing, with no fees deferred longer than 18 months from building permit issuance. The District adopts the positions that: (1) no school impact fee should be collected later than the earlier of final inspection or 18 months from the time of building permit issuance; and (2) no developer applicant should be permitted to defer payment of school impact fees for more than 20 dwelling units in a single year. The District's recent and ongoing student growth, coupled with the need for the timely funding and construction of new facilities to serve this growth, requires strict adherence to this position.

## Exhibit 3

### ENROLLMENT METHODOLOGY

Two basic techniques are used, with the results compared, to establish the most likely range of anticipated student enrollment:

1. The student 3-2-1 cohort survival method. Examine Issaquah School District enrollments for the last 5 years and determine the average cohort survival for the consecutive five-year period. Because cohort survival does not consider students generated from new development it is a conservative projection of actual enrollment. For the same reason, these projections are also slow to react to actual growth.
2. Based on information from King County, realtors, developers, etc., seek to establish the number of new dwelling units that will be sold each year. The new dwelling units are converted to new students based on the following:
  - a) The number of actual new students as a percentage of actual new dwellings for the past several years.
  - b) Determine the actual distribution of new students by grade level for the past several years, i.e., 5% to kindergarten, 10% to first grade, 2% to 11th grade, etc.
  - c) Based on an examination of the history shown by (a) and (b) above, establish the most likely factor to apply to the projected new dwellings.

After determining the expected new students, the current actual student enrollments are moved forward from year to year with the arrived at additions.

One of the challenges associated with all projection techniques is that they tend to always show growth because the number of houses and the general population always increases. Enrollments, however, can and do decrease even as the population increases. The reason is as the population matures, the number of kindergartners will go down as the number of 10th graders is still increasing. To adjust for this factor, the number of school age children per dwelling is examined. When this number exceeds expectations, it is probably because the District is still assuming kindergarten growth, while the main growth is actually moving into middle school. When this happens, a reduction factor is added to kindergarten to force it to decrease even though the general population continues to grow. A precise statistical formula has not been developed to make this adjustment.

After all of the projections have been made and examined, the most likely range is selected. An examination of past projections compared with actual enrollment indicates the cohorts tend to be more accurate over a ten-year time span while dwelling units tend to be more accurate over a shorter period. The probable reason is that over a ten-year period, the projections tend to average out even though there are major shifts both up and down within the period.

Enrollment projections for the years 2017-2018 through 2031-2032 are shown in Table #1. Student generation factors are shown in Table #2 and #3.

**Exhibit 3**

**TABLE ONE:  
ACTUAL STUDENT COUNTS 2008-09 through 2016-17  
ENROLLMENT PROJECTIONS 2017-18 through 2031-32**

**ISSAQUAH SCHOOL DISTRICT**

**Actual Student Counts 2008-09 Through 2016-17  
Enrollment Projections 2017-18 Through 2031-32**

FTE Enrollment																		
Year	K	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	11TH	12TH	Total	K-5	6-8	9-12	Total
2008-09	574	1337	1246	1345	1236	1284	1279	1258	1267	1215	1225	1235	978	15,480	7023	3804	4653	15,480
2009-10	593	1319	1351	1299	1371	1258	1286	1299	1255	1326	1171	1132	1147	15,807	7191	3840	4776	15,807
2010-11	613	1390	1355	1385	1319	1400	1268	1326	1298	1326	1333	1110	1015	16,138	7462	3892	4784	16,138
2011-12	609	1396	1423	1374	1417	1346	1407	1311	1346	1361	1319	1233	1021	16,563	7565	4064	4934	16,563
2012-13	651	1361	1467	1496	1440	1448	1362	1447	1339	1412	1353	1225	1146	17,147	7863	4148	5136	17,147
2013-14	654	1489	1414	1526	1498	1477	1462	1391	1463	1344	1404	1233	1110	17,465	8058	4316	5091	17,465
2014-15	694	1494	1552	1478	1545	1555	1512	1491	1432	1495	1352	1292	1115	18,006	8317	4435	5254	18,006
2015-16	661	1547	1558	1615	1548	1582	1600	1552	1520	1472	1489	1167	1136	18,445	8511	4671	5264	18,445
2016-17*	1408	1483	1623	1609	1650	1604	1626	1626	1585	1565	1475	1290	1063	19,606	9376	4837	5393	19,606
2017-18	1424	1570	1542	1679	1641	1687	1628	1653	1649	1616	1556	1327	1169	20,140	9543	4929	5669	20,140
2018-19	1332	1594	1631	1599	1709	1684	1718	1656	1679	1678	1612	1402	1203	20,498	9550	5053	5895	20,498
2019-20	1363	1499	1657	1688	1635	1753	1718	1746	1685	1713	1674	1451	1276	20,858	9594	5149	6115	20,858
2020-21	1347	1525	1562	1712	1726	1677	1787	1746	1772	1719	1708	1503	1323	21,109	9550	5306	6253	21,109
2021-22	1352	1510	1589	1616	1745	1769	1708	1813	1772	1805	1714	1539	1381	21,314	9581	5293	6440	21,314
2022-23	1474	1517	1572	1644	1650	1787	1800	1736	1839	1805	1800	1553	1415	21,592	9645	5374	6573	21,592
2023-24	1482	1640	1580	1628	1678	1693	1819	1828	1762	1871	1800	1637	1428	21,846	9701	5409	6736	21,846
2024-25	1485	1647	1703	1635	1663	1721	1725	1846	1854	1796	1866	1635	1512	22,088	9854	5425	6809	22,088
2025-26	1477	1649	1709	1758	1670	1705	1753	1752	1872	1887	1790	1701	1510	22,235	9969	5378	6889	22,235
2026-27	1491	1641	1712	1764	1792	1713	1737	1780	1779	1905	1882	1626	1577	22,399	10113	5296	6990	22,399
2027-28	1498	1655	1704	1767	1799	1834	1744	1765	1807	1811	1900	1719	1501	22,505	10258	5316	6931	22,505
2028-29	1505	1662	1718	1759	1802	1841	1866	1772	1791	1840	1806	1736	1594	22,693	10288	5429	6976	22,693
2029-30	1518	1669	1725	1773	1794	1844	1873	1894	1798	1824	1834	1642	1611	22,801	10324	5565	6911	22,801
2030-31	1504	1683	1732	1780	1808	1836	1876	1901	1920	1831	1819	1670	1517	22,878	10343	5697	6837	22,878
2031-32	1504	1669	1745	1787	1815	1850	1868	1904	1927	1953	1826	1655	1546	23,049	10371	5699	6979	23,049

\* 2016-17 Enrollment reflects the addition of State Funded Full Day Kindergarten

**Exhibit 3**

**TABLE TWO: STUDENT FACTORS - SINGLE FAMILY**

Table Two  
2016-2017 Single Family

	STUDENTS					AVERAGE PER UNIT				
	# Planned	# Sold	K-5	6-8	9-12	Total	K-5	6-8	9-12	Total
<b>Single Family Development</b>										
Belvedere	94	83	24	10	8	42	0.289	0.120	0.096	0.506
Cavalia	49	49	28	10	7	45	0.571	0.204	0.143	0.918
Claremont @ Renton	91	91	21	9	5	35	0.231	0.099	0.055	0.385
Glencoe, Preswick & Kinlock @ Trossachs	211	192	89	42	48	179	0.464	0.219	0.250	0.932
Heritage Estates	86	86	36	15	11	62	0.419	0.174	0.128	0.721
Highcroft @ Sammamish	121	76	28	6	8	42	0.368	0.079	0.105	0.553
Issaquah Highlands	232	200	41	27	28	96	0.205	0.135	0.140	0.480
Issaquah Highlands - Ichijo Sun Ridge	35	35	18	6	10	34	0.514	0.171	0.286	0.971
Lawson Park	31	27	21	3	1	25	0.778	0.111	0.037	0.926
Liberty Gardens	36	36	7	2	3	12	0.194	0.056	0.083	0.333
Pickering Estates	20	14	4	2	4	10	0.286	0.143	0.286	0.714
Shorelane Vistas	38	38	10	9	6	25	0.263	0.237	0.158	0.658
Symphony Ridge	30	30	12	5	3	20	0.400	0.167	0.100	0.667
<b>TOTALS</b>	1074	957	339	146	142	627	0.354	0.153	0.148	0.655
<b>SINGLE FAMILY</b>										
Elementary School	0.354									
Middle School 6 - 8	0.153									
High School 9 - 12	0.148									
<b>TOTAL</b>	0.655									

These developments are currently under construction or have been completed within the past five years.

**Exhibit 3**

**TABLE THREE: STUDENT FACTORS - MULTI-FAMILY**

Table Three  
2016-2017 MULTI-FAMILY

STUDENT GENERATION MULTI-FAMILY	STUDENTS					AVERAGE PER UNIT				
	#Planned	# Sold	K-5	6-8	9-12	Total	K-5	6-8	9-12	Total
<b>Multi-Family Development</b>										
Avalon Bay	900	7	3	0	1	4	0.429	0.000	0.143	0.571
Issaquah Highlands - View Ridge	38	38	10	8	7	25	0.263	0.211	0.184	0.658
Issaquah Highlands - the Brownstones	175	175	19	11	15	45	0.109	0.063	0.086	0.257
Lake Boren Townhomes	56	56	2	1	1	4	0.036	0.018	0.018	0.071
Lakehouse	41	17	4	0	1	5	0.235	0.000	0.059	0.294
Overlook at Brookshire	42	42	2	1	0	3	0.048	0.024	0.000	0.071
<b>Totals</b>	<b>1252</b>	<b>335</b>	<b>40</b>	<b>21</b>	<b>25</b>	<b>86</b>	<b>0.119</b>	<b>0.063</b>	<b>0.075</b>	<b>0.257</b>
<b>MULTI-FAMILY</b>										
							0.119			
							0.063			
							0.075			
							<b>0.257</b>			

These developments are currently under construction or have been completed within the past five years.

### Exhibit 3

## INVENTORY AND EVALUATION OF CURRENT FACILITIES

Currently, using the 95% utilization factor, the District has the capacity to house 16,678 students in permanent facilities and 3878 students in portables. The projected student enrollment for the 2017-2018 school year is expected to be 20,140 including K-5 FTE which leaves a permanent capacity deficit of 3262. Adding portable classrooms into the capacity calculations gives us a capacity of 20,756 with a surplus capacity of 616 for the K-12 student population.

Calculations of elementary, middle school and high school capacities are shown in Appendices A, B and C. Totals are shown in Appendix D.

Below is a list of current facilities. These facility locations and sites are shown on the District Site Location Map on Page 14.

### **EXISTING FACILITIES**

### **LOCATION**

#### **GRADE SPAN K-5:**

Apollo Elementary	15025 S.E. 117 <sup>th</sup> Street, Renton
Briarwood Elementary	17020 S.E. 134 <sup>th</sup> Street, Renton
Cascade Ridge Elementary	2020 Trossachs Blvd. SE, Sammamish
Challenger Elementary	25200 S.E. Klahanie Blvd., Issaquah
Clark Elementary	400 First Ave. S.E., Issaquah
Cougar Ridge Elementary	4630 167 <sup>th</sup> Ave. S.E., Bellevue
Creekside Elementary	20777 SE 16 <sup>th</sup> Street, Sammamish
Discovery Elementary	2300 228 <sup>th</sup> Ave. S.E., Sammamish
Endeavour Elementary	26205 SE Issaquah-Fall City Rd., Issaquah
Grand Ridge Elementary	1739 NE Park Drive, Issaquah
Issaquah Valley Elementary	555 N.W. Holly Street, Issaquah
Maple Hills Elementary	15644 204 <sup>th</sup> Ave. S.E., Issaquah
Newcastle Elementary	8440 136 <sup>th</sup> Ave SE, Newcastle
Sunny Hills Elementary	3200 Issaquah-Pine Lake Rd. S.E., Sammamish
Sunset Elementary	4229 W. Lk. Sammamish Pkwy. S.E., Issaquah

#### **GRADE SPAN 6-8:**

Beaver Lake Middle School	25025 S.E. 32 <sup>nd</sup> Street, Issaquah
Issaquah Middle School	600 2 <sup>nd</sup> Ave. Ave. S.E., Issaquah
Maywood Middle School	14490 168 <sup>th</sup> Ave. S.E., Renton
Pacific Cascade Middle School	24635 SE Issaquah-Fall City Rd, Issaquah
Pine Lake Middle School	3200 228 <sup>th</sup> Ave. S.E., Sammamish

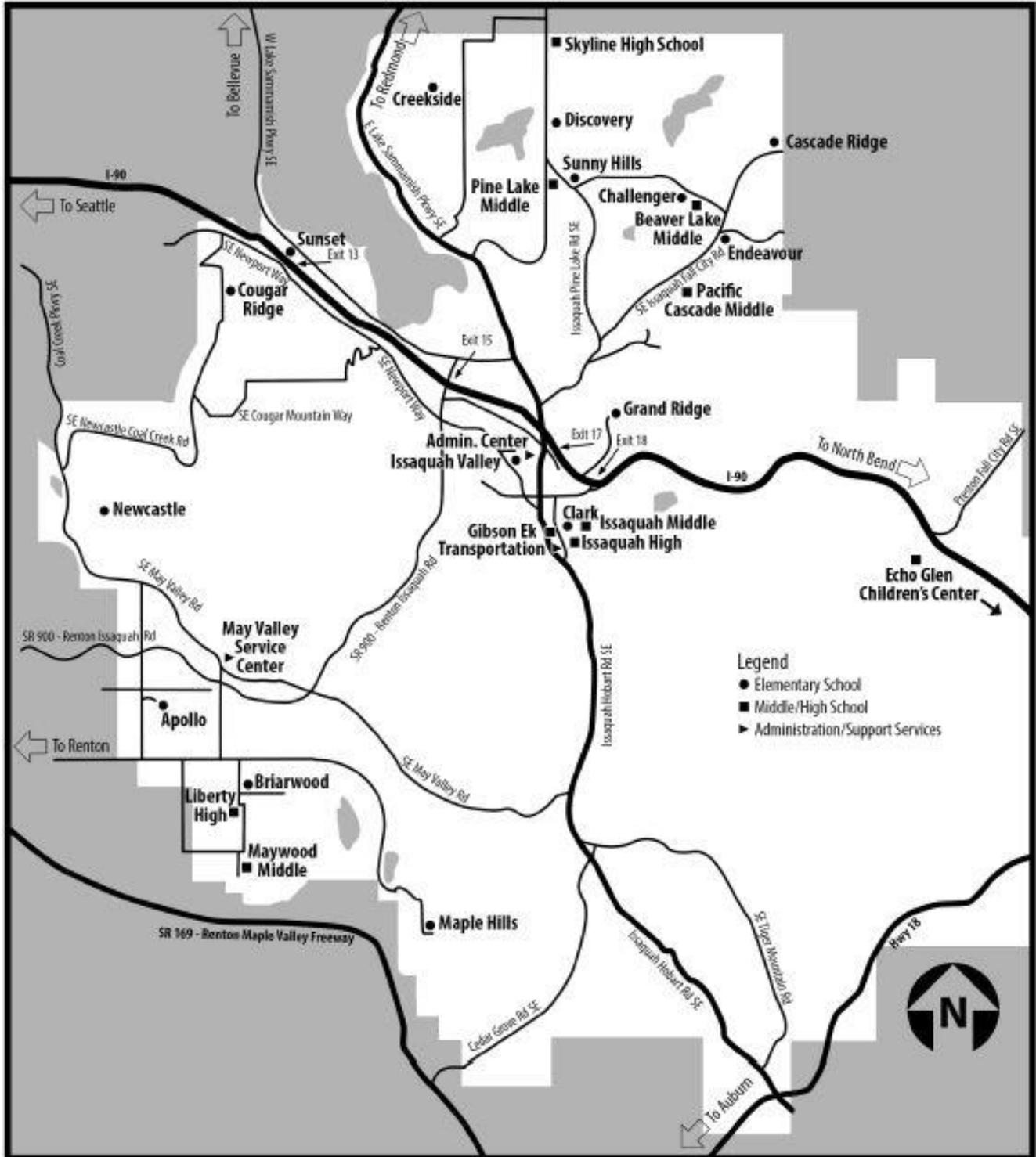
#### **GRADE SPAN 9-12:**

Issaquah High School	700 Second Ave. S.E., Issaquah
Liberty High School	16655 S.E. 136 <sup>th</sup> Street, Renton
Skyline High School	1122 228 <sup>th</sup> Ave. S.E., Sammamish
Gibson EK High School	400 First Ave. S.E., Issaquah

#### **SUPPORT SERVICES:**

Administration Building	565 N.W. Holly Street, Issaquah
May Valley Service Center	16404 S.E. May Valley Road, Renton
Transportation Center	805 Second Avenue S.E., Issaquah
Transportation Satellite	3402 228 <sup>th</sup> Ave. S.E., Sammamish

SITE LOCATION MAP



**THE ISSAQUAH SCHOOL DISTRICT'S  
SIX-YEAR CONSTRUCTION PLAN**

The District's Six-Year Finance Plan is shown in Appendix E. Shown in Table #4 (page 16) is the District's projected capacity to house students, which reflects the additional facilities as noted. Voters passed a \$533 million bond in April 2016 to fund the purchase of land for and construction of a new high school, a new middle school, two new elementary schools, the rebuild/expansion of an existing middle school and additions to six existing elementary schools. The District does not anticipate receiving State matching funds that would reduce future bond sale amounts or be applied to new K-12 construction projects included in this Plan.

The District also anticipates that it will receive \$500,000 in impact fees and mitigation payments that will be applied to capital projects.

The District projects 20,140 FTE students for the 2017-2018 school year and 21,592 FTE students in the 2022-2023 school year. Growth will be accommodated by the planned facilities. Per the formula in the adopted school impact fee ordinance, half of the unfunded growth-related need is assigned to impact fees and half is the local share.

**Exhibit 3**

**TABLE FOUR: PROJECTED CAPACITY TO HOUSE STUDENTS**

**Projected Capacity to House Students**

Years	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Permanent Capacity	17526	17826	18308	18548	19348	22478
High School					1600	
Middle School		242			850	
Elementary School	300	240	240	800	680	
<b>Gross Totals</b>	<b>17826</b>	<b>18308</b>	<b>18548</b>	<b>19348</b>	<b>22478</b>	<b>22478</b>
<b>*Subtotal (Sum at 95% Utilization Rate)</b>	<b>16935</b>	<b>17393</b>	<b>17621</b>	<b>18381</b>	<b>21354</b>	<b>21354</b>
Portables @ 95%	4028	4077	4077	4077	4077	4077
<b>Total Capacity</b>	<b>20963</b>	<b>21470</b>	<b>21698</b>	<b>22458</b>	<b>25431</b>	<b>25431</b>
Projected FTE Enrollment**	20140	20498	20858	21109	21314	21592
<b>Permanent Capacity @ 95% (surplus/deficit)</b>	<b>-3205</b>	<b>-3105</b>	<b>-3237</b>	<b>-2728</b>	<b>40</b>	<b>-238</b>
<b>Permanent Cap w/Portables (surplus/deficit)</b>	<b>823</b>	<b>972</b>	<b>840</b>	<b>1349</b>	<b>4117</b>	<b>3839</b>

\* Permanent Capacity and New Construction calculations are based on the 95% utilization factors (see Appendix D)

The number of planned portables may be reduced if permanent capacity is increased by a future bond issue.

**Exhibit 3**

**SCHOOL IMPACT FEE CALCULATIONS**

**SCHOOL IMPACT FEE CALCULATIONS**

DISTRICT Issaquah SD #411  
 YEAR 2017

**School Site Acquisition Cost:**

(AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor

	Facility Acreage	Cost/ Acre	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	10.00	\$1,000,000	680	0.354	0.119	\$5,209	\$1,756
Middle/JR High	15.00	\$1,000,000	850	0.153	0.063	\$2,692	\$1,106
High	30.00	\$1,000,000	1,600	0.148	0.075	\$2,782	\$1,399
<b>TOTAL</b>						<b>\$10,684</b>	<b>\$4,261</b>

**School Construction Cost:**

(Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)

	%Perm/ Total Sq.Ft.	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	89.17%	\$27,000,000	680	0.354	0.119	\$12,542	\$4,228
Middle/JR High	89.17%	\$50,000,000	850	0.153	0.063	\$8,002	\$3,288
High	89.17%	\$90,000,000	1,600	0.148	0.075	\$7,442	\$3,743
<b>TOTAL</b>						<b>\$27,987</b>	<b>\$11,259</b>

**Temporary Facility Cost:**

(Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)

	%Temp/ Total Sq.Ft.	Facility Cost	Facility Size	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	10.83%	\$215,000	80	0.354	0.119	\$103	\$35
Middle/JR High	10.83%	\$215,000	56	0.153	0.063	\$63	\$26
High	10.83%	\$215,000	224	0.148	0.075	\$15	\$8
<b>TOTAL</b>						<b>\$182</b>	<b>\$69</b>

**State Matching Credit:**

Area Cost Allowance X SPI Square Footage X District Match % X Student Factor

	Current Area Cost Allowance	SPI Footage	District Match %	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	\$213.23	90	0.00%	0.354	0.119	\$0	\$0
Middle/JR High	\$213.23	115	0.00%	0.153	0.063	\$0	\$0
High School	\$213.23	130	0.00%	0.148	0.075	\$0	\$0
<b>TOTAL</b>						<b>\$0</b>	<b>\$0</b>

**Tax Payment Credit:**

	SFR	MFR
Average Assessed Value	<b>\$696,537</b>	<b>\$292,328</b>
Capital Bond Interest Rate	<b>3.95%</b>	3.95%
Net Present Value of Average Dwelling	\$5,663,627	\$2,376,958
Years Amortized	10	10
Property Tax Levy Rate	<b>\$1.69</b>	<b>\$1.69</b>
Present Value of Revenue Stream	\$9,572	\$4,017

**Fee Summary:**

	Single Family	Multi- Family
Site Acquisition Costs	\$10,683.66	\$4,261.41
Permanent Facility Cost	\$27,986.52	\$11,258.78
Temporary Facility Cost	\$108.28	\$32.68
State Match Credit	\$0.00	\$0.00
Tax Payment Credit	(\$9,571.53)	(\$4,017.06)
<b>FEE (AS CALCULATED)</b>	<b>\$29,206.93</b>	<b>\$11,535.81</b>
<b>DISCOUNTED AMOUNT</b>	<b>\$20,444.85</b>	<b>\$8,075.07</b>
<b>FINAL FEE</b>	<b>\$8,762</b>	<b>\$3,461</b>

Each city or county sets and adopts the amount of the school impact fee.  
 For the applicable fee schedule, please consult with the permitting jurisdiction for the development project.

### Exhibit 3

## BASIS FOR DATA USED IN SCHOOL IMPACT FEE CALCULATIONS

### SCHOOL SITE ACQUISITION COST:

- Elementary Two new sites are planned for purchase.
- Middle School One new site is planned for purchase.
- High School One new site is planned for purchase.

### SCHOOL CONSTRUCTION COST:

- Elementary \$27,000,000 is the proportional cost of the project providing additional elementary capacity.
- Middle School \$50,000,000 is the proportional costs of the projects providing additional middle school capacity
- High School \$90,000,000 is the proportional cost of the project providing additional high school capacity

### **PERCENTAGE OF PERMANENT AND TEMPORARY SQUARE FOOTAGE TO TOTAL SQUARE FOOTAGE:**

Total Square Footage	2,599,410
Permanent Square Footage (OSPI)	2,424,774
Temporary Square Footage	174,636

### **STATE MATCH CREDIT:**

Current Area Cost Allowance	\$213.23
Percentage of State Match	39.54%

APPENDIX A: 2016-17 ELEMENTARY SCHOOL CAPACITIES

2016-17 ELEMENTARY SCHOOL CAPACITIES

Exhibit 3

ELEMENTARY SCHOOLS	# OF STANDARD CLASSROOMS*	ROOM CAPACITY (20)**	# OF HANDICAP ROOMS	H/C ROOM CAPACITY (12)	PERMANENT CAPACITY @100%	PERMANENT CAPACITY @ 95%	# OF EXISTING PORTABLES	PORTABLE CAPACITY (20)**	CURRENT SCHOOL CAPACITY @ 100%	CURRENT SCHOOL CAPACITY @ 95%	FUTURE PORTABLES	ADDT'L PORTABLE CAPACITY (20)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	Projected Oct. 2017 Headcount	PERMANENT CAP OVERAGE OR SHORTAGE @95%***	EXISTING PORTABLES OVERAGE OR SHORTAGE @ 95%****
APOLLO	26	520	4	48	568	540	7	140	708	673	0	0	708	7	682	-142	-9
BRIARWOOD	28	560	2	24	584	555	12	240	824	783	0	0	824	12	697	-142	86
CASCADE RIDGE	23	460	3	36	496	471	8	160	656	623	0	0	656	8	519	-48	104
CHALLENGER	20	400	5	60	460	437	14	280	740	703	0	0	740	14	598	-161	105
CLARK	31	620	3	36	656	623	10	200	856	813	0	0	856	10	808	-185	5
COUGAR RIDGE	21	420	3	36	456	433	8	160	616	585	0	0	616	8	580	-147	5
CREEKSIDE	27	540	3	36	576	546	8	160	736	699	2	40	776	10	737	-190	-38
DISCOVERY	22	440	3	36	476	452	8	160	636	604	0	0	636	8	571	-119	33
ENDEAVOUR	22	440	3	36	476	452	10	200	676	642	0	0	676	10	661	-209	-19
GRAND RIDGE	27	540	3	36	576	547	12	240	816	775	0	0	816	12	735	-188	40
ISSAQUAH VALLEY	29	580	0	0	580	551	10	200	780	741	0	0	780	10	630	-79	111
MAPLE HILLS	19	380	3	36	416	395	2	40	456	433	4	80	536	6	404	-9	29
NEWCASTLE	24	480	3	36	516	490	8	160	676	642	0	0	676	8	657	-167	-15
SUNNY HILLS	32	640	1	12	652	619	2	40	692	657	14	280	972	14	679	-60	-22
SUNSET	25	500	5	60	560	532	4	80	640	608	4	80	720	8	585	-53	23
<b>TOTAL</b>	<b>376</b>	<b>7520</b>	<b>44</b>	<b>528</b>	<b>8048</b>	<b>7643</b>	<b>123</b>	<b>2460</b>	<b>10508</b>	<b>9983</b>	<b>24</b>	<b>480</b>	<b>10988</b>	<b>145</b>	<b>9543</b>	<b>-1897</b>	<b>440</b>

\*Minus excluded spaces for special program needs

\*\*Average of staffing ratios 1:20 K-2, 1:23 3-5

\*\*\*Permanent Capacity x 95% (utilization factor) Minus Headcount Enrollment

\*\*\*\*Maximum Capacity x 95% (utilization factor) Minus Headcount Enrollment

Permanent capacity reflects the building's level of service design capacity.

The maximum capacity includes the permanent capacity plus the maximum number of classrooms served in portables.

APPENDIX B: 2016-17 MIDDLE SCHOOL CAPACITIES

2016-2017 MIDDLE SCHOOL CAPACITIES

Exhibit 3

MIDDLE SCHOOLS	# OF STANDARD CLASSROOMS*	ROOM CAPACITY (26)	# OF HANDICAP ROOMS	H/C ROOM CAPACITY (12)	PERMANENT CAPACITY @ 100%	PERMANENT CAPACITY @ 95%	# OF EXISTING PORTABLES	PORTABLE CAPACITY (26)	CURRENT SCHOOL CAPACITY @ 100%	CURRENT SCHOOL CAPACITY @ 95%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (24)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	Projected Oct. 2017 Headcount	PERMANENT CAP Over or short @95%**	WITH EXISTING PORTABLES OVER OR SHORT @ 95%***
BEAVER LAKE	29	754	2	24	778	739	10	260	1038	986	0	0	1038	10	848	-109	138
ISSAQUAH MIDDLE	34	884	2	24	908	863	0	0	908	863	8	208	1116	8	1006	-143	-143
MAYWOOD	39	1014	4	48	1062	1009	2	52	1114	1058	0	0	1114	2	1159	-150	-101
PACIFIC CASCADE	29	754	7	84	838	796	8	208	1046	994	0	0	1046	8	996	-200	-2
PINE LAKE	22	572	3	36	608	578	8	208	816	775	0	0	816	8	918	-340	-143
<b>TOTAL</b>	153	3978	18	216	4194	3984	28	728	4922	4676	8	208	5130	36	4927	-943	-251

\*Minus excluded spaces for special program needs

\*\*Permanent Capacity x 95% (utilization factor) Minus Headcount Enrollment

\*\*\*Maximum Capacity x 95% (utilization factor) Minus Headcount Enrollment

Permanent capacity reflects the building's level of service design capacity.

The maximum capacity includes the permanent capacity plus the maximum number of classrooms served in portables.

APPENDIX C: 2016-17 HIGH SCHOOL CAPACITIES

2016-2017 HIGH SCHOOL CAPACITIES

HIGH SCHOOLS	# OF CLASSROOMS*	ROOM CAPACITY (28)	# OF HANDICAP ROOMS	H/C ROOM CAPACITY (12)	PERMANENT CAPACITY @ 100%	PERMANENT CAPACITY @ 95%	# OF EXISTING PORTABLES	PORTABLE CAPACITY (28)	CURRENT SCHOOL CAPACITY @ 100%	CURRENT SCHOOL CAPACITY @ 95%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (28)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	Projected Oct. 2017 Headcount	PERM CAP OVER OR SHORT @ 95%**	WITH EXISTING PORTABLES OVER OR SHORT @ 95%***
ISSAQUAH HIGH	78	2184	2	24	2208	2098	8	224	2432	2310	0	0	2432	8	2210	-112	100
LIBERTY HIGH	39	1092	4	48	1140	1083	8	224	1364	1296	6	168	1532	14	1261	-178	35
GIBSON EK HIGH	7	196	1	12	208	198	0	0	208	198	0	0	208	0	174	24	24
SKYLINE HIGH	69	1932	3	36	1968	1870	16	448	2416	2295	0	0	2416	16	2025	-155	270
<b>TOTAL</b>	<b>193</b>	<b>5404</b>	<b>10</b>	<b>120</b>	<b>5524</b>	<b>5249</b>	<b>32</b>	<b>896</b>	<b>6420</b>	<b>6099</b>	<b>6</b>	<b>168</b>	<b>6588</b>	<b>38</b>	<b>5670</b>	<b>-421</b>	<b>429</b>

\*Minus excluded spaces for special program needs

\*\* Headcount Enrollment Compared to Permanent Capacity x 95% (utilization factor)

\*\*\* Headcount Enrollment Compared to Maximum Capacity x 95% (utilization factor)

Permanent capacity reflects the building's level of service design capacity.

The maximum capacity includes the permanent capacity plus the maximum number of classrooms served in portables.

APPENDIX D: 2016-17 DISTRICT TOTAL CAPACITIES

2016-2017 TOTAL CAPACITIES

# OF CLASSROOMS*	ROOM CAPACITY	# OF HANDICAP ROOMS	H/C ROOM CAPACITY (12)	PERMANENT CAPACITY @ 100%*	# OF EXISTING PORTABLES	PORTABLE CAPACITY	CURRENT SCHOOL CAPACITY @ 100%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (28)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	OCT. 2017 PROJ. HEADCOUNT	PERMANENT CAPACITY @ 95%	TOTAL CAPACITY WITH EXISTING PORTABLES @ 95%
722	16902	72	864	17766	183	4084	21850	38	856	22706	219	20140	-3261	617

\*Permanent Capacity is the total Permanent Capacity from Appendix A + Total Capacity from Appendix B + Total Capacity from Appendix C

**APPENDIX E: SIX-YEAR FINANCE PLAN**

**Exhibit 3**

**Six-Year Finance Plan**

BUILDING	N/M*	2017	2018	2019	2020	2021	2022	Cost to Complete	SECURED LOCAL/STATE**	UNSECURED LOCAL***
New High School	N	\$40,000,000	\$2,000,000	\$28,000,000	\$30,000,000	\$19,000,000		\$119,000,000	\$119,000,000	
New Middle School	N		\$6,000,000	\$21,000,000	\$24,000,000	\$22,000,000		\$73,000,000	\$73,000,000	
New Elementary #16	N	\$5,000,000	\$12,500,000	\$14,000,000	\$4,000,000			\$35,500,000	\$35,500,000	
New Elementary #17	N		\$6,000,000	\$13,000,000	\$14,000,000	\$4,000,000		\$37,000,000	\$37,000,000	
Rebuild/Expand Pine Lake Mid	M	\$30,000,000	\$33,000,000	\$6,000,000				\$69,000,000	\$69,000,000	
Expand Cougar Ridge El	M	\$5,000,000	\$3,000,000					\$8,000,000	\$8,000,000	
Expand Discovery El	M	\$5,000,000	\$3,000,000					\$8,000,000	\$8,000,000	
Expand Endeavour El	M	\$1,000,000	\$5,000,000	\$3,000,000				\$9,000,000	\$9,000,000	
Expand Maple Hills El	M			\$1,000,000	\$4,000,000	\$2,000,000		\$7,000,000	\$7,000,000	
Expand Sunset El	M	\$5,000,000	\$2,000,000					\$7,000,000	\$7,000,000	
Portables	N	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		\$5,000,000	\$5,000,000	\$500,000
Land	N	\$22,000,000						\$22,000,000	\$22,000,000	
<b>TOTALS</b>		<b>\$114,000,000</b>	<b>\$73,500,000</b>	<b>\$87,000,000</b>	<b>\$77,000,000</b>	<b>\$48,000,000</b>	<b>\$0</b>	<b>\$399,500,000</b>	<b>\$399,500,000</b>	<b>\$500,000</b>

\*N = New Construction M = Modernization/Rebuild

\*\*The Issaquah School District, with voter approval, has front funded these projects.

\*\*\*School impact fees may be utilized to offset front funded expenditures associated with the cost of new facilities. Impact fees are currently collected from King County, City of Bellevue, City of New castle, City of Renton, City of Sammamish and the City of Issaquah for projects within the Issaq. School District.

\*\*\*\*Funds for portable purchases may come from impact fees, state matching funds, interest earnings or future bond sale elections.





**Meeting Date:** October 3, 2017

**Date Submitted:** September 27, 2017

**Originating Department:** Community Development

**Clearances:**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Attorney                | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety           |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT                     | <input checked="" type="checkbox"/> Public Works |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation               |  |

**Subject:** 2017 Comprehensive Plan Amendment Docket - Transportation Element

**Action Required:** Continue Public Hearing and Conduct Second Reading of Ordinance

- Exhibits:**
1. Ordinance
    - Attachment A: Redlined Transportation Element
  2. Resolution R2016-709 (2017 Docket)
  3. Summary Matrix of Proposed Changes
  4. Planning Commission Recommendation Memo
  5. Index of Tables and Figures

**Budget:** N/A

**Summary Statement:**

The City Council is requested to continue a Public Hearing and conduct a second reading of an Ordinance for a proposed amendment to the Transportation Element of the Sammamish Comprehensive Plan.

**Background:**

The Sammamish Municipal Code (SMC), in accordance with the Growth Management Act (GMA), allows the City to consider certain types of amendments to the Comprehensive Plan on an annual basis. These amendments fall into two categories: text amendments, which address technical updates and do not require substantive changes to policy language, and site-specific land use map amendments, which seek to change the future land use map zoning designation of an individual's or group of individuals' property.

The City docketed two of the eight proposed Comprehensive Plan Amendments submitted for the 2017 Docket by Resolution R2016-709 (Exhibit 2). The docket includes the following text amendment proposals:

1. City of Sammamish Department of Public Works – Amend the Transportation Element of the Sammamish Comprehensive Plan to update the City's concurrency project list and the City's Traffic Impact Fee. Additional changes include an updated traffic model to reflect growth and the annexation of Klahanie.

2. City of Sammamish Department of Public Works – Amend the Sammamish Comprehensive Plan to be consistent with the 2016 revised Storm and Surface Water Management Comprehensive Plan, 2016 King County Surface Water Design Manual and Sammamish addendum, Public Works Standards, and Low Impact Development codes, among other minor edits.

**Process:**

The proposals included in the 2017 Docket will be reviewed separately by Planning Commission and City Council in succession, with review of the Transportation Element (Docket Item #1), presented herein, coming first. Docket Item #2 will be reviewed starting October 5, 2017. The City Council must assess the cumulative impacts resulting from the docketed amendments to the Comprehensive Plan, in accordance with the GMA.

On June 15, 2017, the Planning Commission held a public hearing on the proposed amendment to the Transportation Element and deliberated on the proposal. Following deliberation, the Planning Commission voted three to one to recommend the amendment to the Transportation Element with several Planning Commission-requested revisions, including updates to maps and minor text corrections (included in Attachment A of Exhibit 1 and Exhibit 3).

On July 11, 2017, City Council opened a public hearing and conducted a first reading of the proposed amendment to the Transportation Element.

A schedule for continued City Council review of the proposed amendment to the Transportation Element has been set with the following dates:

- **October 2, 2017:** Technical discussion of proposed changes at Council Study Session
- **October 3, 2017** – Continue the public hearing and conduct second reading of the Ordinance
- **November 21, 2017** – Closure of public hearing, conduct third reading of the Ordinance, and adoption of the Consolidated Annual Amendment of the Comprehensive Plan

The City Council will not be voting on the proposed amendment at the October 3, 2017 meeting; instead the City Council deliberations on July 11 and October 3 will carry forward to the regular meeting of the City Council on November 21, 2017, following review of Docket Item #2. At that meeting, there will be a third reading of the Ordinance and adoption of the Consolidated Annual Amendment of the Comprehensive Plan. The reason the City Council will adopt a consolidated amendment of the Comprehensive Plan is to comply with RCW 36.70A.130(2)(a), which restricts amendments to the Comprehensive Plan to no more frequently than once every year, except under very specific circumstances. Since more than one proposed amendment was docketed (Exhibit 2), they are consolidated into one amendment ordinance to ensure that the Comprehensive Plan is amended only once in 2017. Should the City Council decide to defer the proposed amendment, the next opportunity to adopt it would be Fall 2018 in conjunction with the 2018 Docket to comply with RCW 36.70A.130(2)(a), as described above.

**Analysis:**

Department of Community Development (DCD) staff have reviewed the proposed amendment to the Transportation Element submitted by the Department of Public Works against criteria in SMC Title 24. Staff finds that the proposal is within the parameters of allowable amendments, pursuant to SMC 24.25.030. The proposal specifically meets provisions SMC 24.25.030(2)(a), (c), (g), and (k), which relate to technical amendments, amendments to transportation needs, amendments to technical appendices, and other amendments initiated by the City, respectively.

The proposed amendment will update the City’s concurrency project list and establish an improved framework for the City to update its Traffic Impact Fee in Chapter 14A.15 SMC. The proposed amendment will also include the recently annexed Klahanie Area, incorporate the results of updated data into the City’s traffic model, incorporate the May 2016 traffic counts, reflect the installation of adaptive traffic signal controls along the 228<sup>th</sup> Avenue corridor, and include new development that has been completed in the City between May 2012 and May 2016. These improvements will ensure that the most recent data is incorporated into the traffic model so that it is as accurate as possible. In addition, minor non-substantive updates will improve consistency and transparency throughout the entire Transportation Element.

No policy changes are proposed as part of this docketed amendment. Additionally, the proposed amendment does not revise existing intersection and segment Level of Service (LOS) standards, nor does it change the City’s roadway standards.

Should Council wish to revise the proposed amendment to only include a subset of the recommended updates, Staff has prepared the following prioritized table and provide reasoning for specific update items:

<i>Priority Level</i>	<i>Update Items</i>	<i>Why Include?</i>
1	<ul style="list-style-type: none"> <li>• 2016 Traffic counts</li> <li>• AWDT reference</li> <li>• HCM reference</li> </ul>	<ul style="list-style-type: none"> <li>✓ Uses most current data</li> <li>✓ IDs newly failing segments and intersections</li> <li>✓ Fixes inaccuracies, improves transparency</li> <li>✓ Consistent with engineering best practices</li> <li>✓ Ensures policy describes practice</li> <li>✓ 2016 traffic model is already nearly complete</li> </ul>
2	<ul style="list-style-type: none"> <li>• Klahanie roads</li> <li>• Issaquah-Fall City Road</li> <li>• Newly-failing intersections</li> <li>• Roadway reclassification</li> <li>• Town Center land use</li> </ul>	<ul style="list-style-type: none"> <li>✓ Includes newly annexed area</li> <li>✓ Improves accuracy of model by adding missing roads</li> <li>✓ Ensures Issaquah-Fall City Rd project is partially paid for by growth (Estimated \$11m in impact fees)</li> <li>✓ Allows impact fee eligibility for newly failing intersections</li> <li>✓ Aligns road classifications with existing traffic patterns</li> <li>✓ Requires developers to improve roads to adopted Public Works' Standard</li> </ul>
3	<ul style="list-style-type: none"> <li>• Other corridors, segments, and intersections</li> <li>• Other project list updates</li> </ul>	<ul style="list-style-type: none"> <li>✓ Better aligns to current land use assumptions</li> <li>✓ Better aligns to roadway re-classifications</li> <li>✓ Provides information about likely concurrency failures</li> <li>✓ Results in higher impact fee collection</li> <li>✓ Provides a more accurate look at planned projects</li> </ul>

**Financial Impact:**

No immediate financial impact will result from the amendment to the Transportation Element. Long-term, the amendment as proposed will increase overall impact fee revenue and establish more than \$11 million in impact fee eligibility for new concurrency projects.

**Recommended Motion:**

Staff recommends continuing the public hearing and conducting a second reading of the ordinance. Closing the public hearing, conducting the third reading and adoption of the proposed Consolidated Amendment of the Sammamish Comprehensive Plan is scheduled for November 21, 2017.

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2017-**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, AMENDING THE TRANSPORTATION  
ELEMENT, THE ENVIRONMENT AND CONSERVATION  
ELEMENT, THE UTILITIES ELEMENT, AND THE CAPITAL  
FACILITIES ELEMENT OF THE SAMMAMISH  
COMPREHENSIVE PLAN**

WHEREAS, the City of Sammamish City Council adopted an updated Comprehensive Plan on October 13, 2015 by Ordinance O2015-396, in accordance with RCW 36.70A.130; and

WHEREAS, the Washington State Growth Management Act (GMA) requires internal consistency among comprehensive plan elements and applicable regional plans; and

WHEREAS, to ensure that comprehensive plans remain relevant and up to date, the GMA requires each jurisdiction to establish procedures whereby amendments to the Plan are considered by the City Council (RCW 36.70A.130[2]), and limits adoption of these amendments to once each year unless an emergency exists; and

WHEREAS, the City of Sammamish has established a procedure for amending the Comprehensive Plan in Chapters 24.15 and 24.25 SMC, which limit adoption of amendments to the Comprehensive Plan to no more than once each year; and

WHEREAS, the City of Sammamish requires applications for amendment proposals to be submitted by September 30 of each year; and

WHEREAS, two Comprehensive Plan amendment applications were docketed on December 6, 2016 by Resolution R2016-709, including a proposal to amend the Transportation Element and a proposal to amend the Environment and Conservation Element, Utilities Element, and Capital Facilities Element; and

WHEREAS, the Planning Commission considered the proposed amendment to the Transportation Element during a work session held on June 1, 2017; and

WHEREAS, on June 15, 2017, the Planning Commission held a public hearing on the proposed amendment to the Transportation Element, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on May 12, 2017, the City submitted the proposed Comprehensive Plan amendment to the Transportation Element to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

## Exhibit 1

WHEREAS, an environmental review of the proposed Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), including review of a complete SEPA checklist; and

WHEREAS, on June 20, 2017, a SEPA threshold determination of non-significance (DNS) was issued for the proposed Comprehensive Plan amendment and no appeals were filed; and

WHEREAS, on July 11, 2017, the City Council held a public hearing on the proposed Comprehensive Plan amendment in order to provide further opportunity for public comment and participation; and

WHEREAS, the public hearing was continued to October 3, 2017 and additional public comment was received; and

WHEREAS, the Planning Commission considered the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element during a work session held on July 6, 2017; and

WHEREAS, on July 20, 2017, the Planning Commission held a public hearing on the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on June 22, 2017, the City submitted the proposed Comprehensive Plan amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendment was conducted in accordance with the requirements of SEPA, including review of a complete SEPA checklist; and

WHEREAS, on September 18, 2017, a SEPA threshold DNS was issued for the proposed Comprehensive Plan amendment and no appeals were filed; and

WHEREAS, on October 3, 2017, the City Council held a public hearing on the proposed Comprehensive Plan amendment in order to provide further opportunity for public comment and participation; and

WHEREAS, the City Council has assessed the cumulative effect of the docketed Comprehensive Plan amendment proposals, in accordance with RCW36.70A.130(2)(b);

WHEREAS, the City Council has determined that the proposed Comprehensive Plan

**Exhibit 1**

amendments meet the City’s goals and objectives in the Comprehensive Plan and comply with the criteria in SMC 24.15.040(2);

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DOES ORDAIN AS FOLLOWS:**

**Section 1. Transportation Element Amended.** The Transportation Element of the Sammamish Comprehensive Plan is hereby amended as set forth in Attachment A.

**Section 2. Environment and Conservation Element, Utilities Element, and Capital Facilities Element Amended.** The Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan are hereby amended as set forth in Attachment B.

**Section 3. Severability.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

**Section 4. Effective Date.** The Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:      Passed by the City Council: Date of Publication:

Public Hearing:                      Effective Date:

First Reading:

## Exhibit 1

Exhibit 1

Background Information

# TRANSPORTATION

soap box derby —

*someone's front wheel*

a little wobbly

Painting by Anna Macrae  
Haiku by Michael Dylan Welch

**Exhibit 1**

soap box derby —

*someone's front wheel*

a little wobbly

Background Information

# TRANSPORTATION

The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Sammamish, in a manner consistent with the overall goals of the Comprehensive Plan. Based upon existing and projected land use and travel patterns, the Transportation Element Background Information addresses roadway classifications, levels of service, transit and non-motorized modes, future travel forecasts, transportation system improvements, financing strategies, and concurrency management. It establishes the technical basis for transportation system development, and for existing and future improvement of transportation programs and facilities guided by the Transportation Polices of the Comprehensive Plan.

## Planning Context

The Plan's Transportation Element has been developed to be consistent with transportation policy and plans that have been adopted at the State and local levels, as described in the following sections.

## Exhibit 1 T.4

Sammamish Comprehensive Plan  
Transportation Background Information  
June 2017

### State of Washington

#### Growth Management Act

Transportation planning at the State, County and local levels is mandated by the State of Washington Growth Management Act (GMA) [RCW 36.70A]. The GMA contains many requirements for the preparation of a Comprehensive Plan's Transportation Element. In addition to requiring consistency with the land use element, specific GMA requirements for a Transportation Element include [RCW 36.70A.070(6)]:

- Inventory of facilities by mode of transport.
- Level-of-service standards to aid in determining the existing and future operating conditions of the facilities.
- Proposed actions to bring these deficient facilities into compliance with adopted level-of-service standards.
- Traffic forecasts, based upon land use.
- Identification of transportation infrastructure needs to meet current and future demands.
- Funding analysis for needed improvements, as well as possible additional funding sources.
- Identification of intergovernmental coordination efforts.
- Identification of transportation demand management strategies as available.
- Identification of improvements for pedestrian and bicycle facilities and corridors.

In addition to these elements, GMA mandates that development cannot occur unless infrastructure exists, infrastructure improvements or strategies are concurrent with development, or a financial commitment is in place to complete the improvements or strategies within six years. In addition to construction of new capital facilities, infrastructure may include transit service, ride share programs, transportation demand management (TDM) strategies, or transportation system management (TSM) strategies.

#### Washington Transportation Plan

The Washington Transportation Plan (WTP) 2030 presents the State of Washington's strategy for implementation programs and budget development over a 20-year planning horizon. The WTP contains an overview of the current conditions of the statewide transportation system, as well as an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs. The WTP is based on the following six transportation policy goals:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington state;
- **Environment:** To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The WTP addresses the essential and interconnected roles of the Regional Planning Organizations and their local jurisdictions, and the important transportation issues of tribal governments in Washington State. It highlights the role of the Washington State Department of Transportation (WSDOT) to maintain, preserve and improve the transportation system while meeting the other societal goals defined above.

### **Puget Sound Region**

Puget Sound Regional Council—*Transportation 2040*

*Transportation 2040* is a 30-year action plan for transportation in the central Puget Sound Region (King, Pierce, Snohomish, and Kitsap Counties). The plan identifies investments to support growth and improve transportation services to people and businesses, provides a financing plan for funding transportation improvements, and proposes strategies for reducing environmental impacts.

*Transportation 2040* establishes three integrated and sustainable strategies: congestion and mobility; environment; and funding. These three strategies are then broken into four major investment categories that pertain to maintaining existing services; enhancing safety and security; improving system efficiency through travel demand management (TDM); and implementing strategic capacity investments for all travel modes and facilities.

*Transportation 2040* is an offshoot of the *Vision 2040* plan whose fundamental goal is to focus growth in urban areas to maintain and promote the well-being of people and communities, economic vitality, and a healthy environment (PSRC 2014).

# Exhibit 1

## T.6

Sammamish Comprehensive Plan  
Transportation Background Information  
June 2017

### King County

#### 2012 King County Planning Policies

##### Supporting Growth

An effective transportation system is critical to achieving the Regional Growth Strategy and ensuring that centers are functional and appealing to the residents and businesses they are designed to attract.

*Goal Statement: Local and regional development of the transportation system is consistent with and furthers realization of the Regional Growth Strategy.*

##### Mobility

Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes and abilities. While the majority of people continue to travel by personal automobile, there are growing segments of the population (e.g. urban, elderly, teens, low income, minorities, and persons with disabilities) that rely on other modes of travel such as walking, bicycling, and public transportation to access employment, education and training, goods and services.

The movement of goods is also of vital importance to the local and regional economy. International trade is a significant source of employment and economic activity in terms of transporting freight, local consumption, and exporting of goods.

*Goal Statement: A well-integrated, multi-modal transportation system transports people and goods effectively and efficiently to destinations within the region and beyond.*

##### System Operations

*The design, management and operation of the transportation system are major factors that influence the region's growth and mobility.*

*Goal Statement: The regional transportation system is well-designed and managed to protect public investments, promote public health and safety, and achieve optimum efficiency.*

## King County Metro Strategic Plan for Public Transportation 2011–2021

The King County Strategic Plan for Public Transportation 2011–2021 describes a vision for the county’s future transportation system and sets objectives, goals, and strategies for getting there. The plan is consistent with other regional and countywide policies and plans, such as *Vision 2040*. Strategies to achieve Metro’s goals are as follows:

- Increase safety and security in public transportation operations and facilities.
- Increase travel opportunities and public transportation products to serve appropriate markets (including low-income, elderly, and students) and mobility needs.
- Provide travel options and alternatives to regular fixed route-transit, such as ridesharing and other alternative or “right-sized” services.
- Expand services to account for the region’s growing population and serve new transit markets.
- Support CTR and TDM strategies for employers, local jurisdictions, and other agencies.
- Enhanced service to and within jurisdictions that aggressively implement local land use plans, growth management strategies, and transit-oriented development.
- Design and modification of services and infrastructure to be more efficient and effective.
- Coordinate with Sound Transit, Community Transit, Pierce Transit, and the Washington State Ferry System to provide integrated efficient service to major destinations throughout the region.
- Improve access for pedestrians (with and without disabilities) and bicyclists, as well as the waiting environment at transit facilities with the highest use.
- Provide service that is easy to understand, use and promote. (King County Metro 2013)

## Sound Transit

Sound Transit 2 expands mass transit with the addition of more regional express transit and link light rail and commuter rail service. This second mass transit phase builds onto the Sound Move strategic program, approved by voters in 1996. Sound Transit 2 expands the link light rail system to include link light rail from North Seattle into Snohomish County (Sound Transit 2008).

## Exhibit 1

### T.8

Sammamish Comprehensive Plan  
Transportation Background Information  
June 2017

Sound Transit 3 includes a planned North Sammamish Park-and-Ride of up to 200 spaces, scheduled for completion by 2024. The park-and-ride will provide a bus connection with planned Link light rail in Redmond. No site has been selected for the North Sammamish Park-and-Ride, however 228th Avenue is a likely candidate due to its connection to SR 202 via Sahalee Way. The construction of a park-and-ride on 228th Avenue NE would create a localized increase in vehicular and non-motorized traffic related to transit users driving, carpooling, walking, and biking to the site. Traffic to the north of the park-and-ride would be reduced slightly with an increase in transit ridership to Redmond.

## Inventory and Existing Conditions

The primary objective of this section of the report is to assess existing traffic conditions within and adjacent to the City of Sammamish. In order to identify existing traffic conditions, a comprehensive data collection process has been undertaken. The data was primarily collected from the City of Sammamish, King County, and WSDOT. The assessment of existing conditions serves as a baseline for measurement of capacity for future land use and transportation planning.

The following categories are included in this section:

- Identification of State Highways;
- Roadway Inventory;
- Traffic Signal Inventory;
- Roadway Design Standards;
- Traffic Level-of-Service Analysis;
- Analysis of Access to the city;
- Traffic Calming;
- Current Six-Year Transportation Improvement Program (TIP);
- Existing Transit Service; and
- Existing Non-Motorized Conditions.

### Identification of State Highways

#### Identification of State Highways

No state highways are located within the Sammamish city limits. However, three State-controlled highways, Interstate 90 (I-90), State Route 520 (SR 520), and State Route 202 (SR 202), run near or adjacent to Sammamish, providing the primary means of access into and out of the city. Improvements on these facilities will highly impact traffic conditions in Sammamish and in turn, conditions on the highways will be impacted by transportation conditions and improvements in Sammamish.

I-90 is a limited-access freeway that consists of three lanes in each direction and runs east-west, approximately one mile south of the southern Sammamish city limits. From just west of Issaquah to Seattle, I-90 also has an HOV lane in each direction. I-90 serves as the primary east-west freeway for regional travel within and beyond western Washington. To the west, it provides direct connection to the Cities of Bellevue, Mercer Island, and Seattle. To

## **Exhibit 1**

### **T.10**

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the east, it serves as the major east-west freeway across the State of Washington, connecting to Spokane at the eastern state border, and running beyond to the eastern coast of the United States.

SR 520 is a limited access freeway that consists primarily of two to three lanes in each direction and runs east west between the Cities of Redmond, Bellevue and Seattle. There are HOV lanes present along various stretches of this highway, but these lanes are not continuous.

SR 202, which runs adjacent to the northern Sammamish city limits, connects to SR 520 west of the city. SR 202 (also called Redmond-Fall City Road in the area adjacent to Sammamish) consists of one lane in each direction, widening to two lanes in each direction west of Sahalee Way. SR 520/SR 202 is the primary east-west highway alternative to I-90. This highway corridor provides direct connection to the Cities of Redmond, Bellevue, Kirkland, and Seattle to the west, and to the Cities of Snoqualmie and North Bend to the east.

Both I-90 and SR 520 connect directly to Interstate 405 (I-405) and Interstate 5 (I-5) to the west, which are the primary north-south freeways within the region.

#### Highways of Statewide Significance

In 1998, Highways of Statewide Significance (HSS) legislation was passed by the Washington State Legislature and codified as RCW 47.06.140. Highways of Statewide Significance are those facilities deemed to provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. The legislation emphasizes that these significant facilities should be planned from a statewide perspective (WSDOT 2004). Thus, level-of-service requirements for HSS highways are established by WSDOT, not by local standards.

Adjacent to the City of Sammamish, I-90 carries the HSS designation (Washington State Transportation Commission 2004) and thus is controlled by State level-of-service requirements. Additionally, SR 520 is also identified as an HSS.

## **Roadway Inventory**

### Roadway Functional Classification and Inventory

Transportation roadway systems consist of a hierarchy of streets that provide the dual functions of access to land and development, and

through movement for travelers. Streets are classified based upon the relative degree to which they provide these functions. Land use policies and street standards typically vary according to the street function. For example, most jurisdictions designate minimum right-of-way requirements, stopping and entering sight distances, roadway width, design speed, design traffic volumes, access control, and sidewalk requirements in accordance with an adopted classification system. These requirements are usually codified in the jurisdiction's municipal code and/or adopted as street standards.

Based on state law, cities and counties are required to adopt a street classification system that is consistent with state and federal guidelines. In the State of Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into the following functional classifications: freeway, principal arterial, minor arterial, and collector. All other roadways are assumed to be local access streets.

Background Figure T-1 shows the existing classification of roadways for the City of Sammamish. The classifications are summarized as follows:

- **Freeways/Interstates** are multi-lane, high-speed, high-capacity roadways intended exclusively for motorized traffic. All access is controlled by interchanges and bridges separate road crossings. While I-90 to the south and SR 520 to the northwest are classified as freeways, no roadways of this designation exist within the city limits.
- **Principal Arterials** are roadways connecting between major community centers and facilities, and are often constructed with limited direct access to abutting land uses. Principal arterials serve high-volume corridors, carrying the greatest portion of through or long-distance traffic within a city. The selected routes should provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. There is an estimated 11 miles of principal arterial roads in the city. The following is a list of roadways currently designated as principal arterials in the City of Sammamish:
  - Sahalee Way NE, between 228th Ave NE and the north city limits;
  - 228th Ave, between SE 43rd Way and Sahalee Way NE;
  - SE 43rd Way, between the south city limits and 228th Ave SE;
  - SE Issaquah-Pine Lake Rd, between SE Issaquah-Fall City Rd and 228th Ave SE;

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Background Figure T-1  
Existing Roadway Inventory and Functional Classifications



- SE Issaquah-Fall City Rd, between Issaquah-Pine Lake Rd SE and SE Duthie Hill Rd; and
  - SE Duthie Hill Rd, between Issaquah-Fall City Rd and the east city limits.
- **Minor Arterials** are roadways connecting centers and facilities within the community and serving some through traffic, while providing a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. These roads also serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic with origins or destinations at points along the corridor. The following is a list of roadways currently designated as minor arterials in the City of Sammamish:
    - E Lake Sammamish Pkwy, between the south city limits and the north city limits;
    - NE Inglewood Hill Rd, between E Lake Sammamish Pkwy and 228th Ave NE;
    - NE 8th St, between 228th Ave NE and 244th Ave NE;
    - SE 8th St, between 228th Ave SE and 244th Ave SE;
    - 244th Ave NE, between NE 8th St and the north city limits;
    - ~~244th Ave SE Corridor, between SE 24th St and SE 8th St;~~
    - ~~244th Ave SE, between SE 32nd St and SE 24th St;~~
    - ~~SE 4th St, between 218th Ave SE and 228th Ave SE; and~~
    - ~~244th Ave SE, between SE 8th St and NE 8th St; and~~
    - SE 32nd Way/SE Issaquah Beaver Lk Rd, between Issaquah-Pine Lake Rd SE and SE Issaquah-Fall City Rd/ SE Duthie Hill Rd.
  - **Collectors** are roadways that connect two or more neighborhoods or commercial areas, while also providing a high degree of property access within a localized area. These roadways “collect” traffic from local neighborhoods and carry it to the arterial roadways. Additionally, collectors provide direct access to services and residential areas, local parks, churches and areas with similar uses of the land. Collectors may be separated into principal and minor designations according and the degree of travel between areas and the expected traffic volumes. The following is a list of roadways currently designated as collectors in the City of Sammamish:
    - NE 37th Way/205th PI NE/NE 16th St, between Sahalee Way NE and 216th Ave NE;
    - Louis Thomson Rd, between 212th Ave SE and East Lake Sammamish Pkwy NE;

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- 216th Ave NE, between NE Inglewood Hill Rd and ~~NE 20th PINE 16th St~~;
- 212th Ave, between E Lk Sammamish Pkwy NE and Louis Thomson Rd;
- SE 8th St, between 212th Ave SE and 218th Ave SE;
- ~~218th Ave SE, between SE 8th St and SE 4th St;~~
- SE 4th St, between 218th Ave SE and 228th Ave SE;
- 248th Ave SE, between SE 24th St and SE 14th St;
- E Main Dr, between 244th Ave SE and the east city limits;
- SE 20th St, between 212th Ave SE and 228th Ave SE;
- SE 24th Way/SE 24th St, between E Lk Sammamish Pkwy SE and ~~Pine Lake~~212th Ave SE;
- SE 24th St, between 228th Ave SE and 248th Ave SE; ~~and~~
- Trossachs Boulevard SE, between SE Duthie Hill Rd and the north city limits;
- SE Windsor Blvd/248th Ave SE, between SE 8th St and SE 24th St;
- South Pine Lake Route (SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St), between 212th Ave SE and 228th Ave SE;
- 244th Ave SE, between SE 24th St and SE 32nd St;
- SE Klahanie Blvd/Klahanie Dr SE, between Issaquah-Pine Lake Rd SE and SE Issaquah-Fall City Rd; and
- 256th Ave SE, between SE Issaquah-Beaver Lake Rd and SE Klahanie Blvd.

Background Table T-1 provides a comparison of the City of Sammamish arterial and collector roadway miles to Federal Highway Administration (FHWA) guidelines (FHWA 1989), which must be followed to qualify the City of Sammamish streets for State and Federal grant programs.

The topography and development patterns within the City of Sammamish limit opportunities to add Principal or Minor Arterial routes. Some additional Collector mileage could be added and the totals would still remain within the FHWA guidelines.

*Background Table T-1  
 Miles of Roadway by Functional Classification*

FUNCTIONAL CLASSIFICATION	EXISTING MILES OF ROADWAY IN SAMMAMISH <sup>1</sup>	TYPICAL RANGE OF PERCENTAGE OF TOTAL ROADWAY <sup>2</sup>	TYPICAL RANGE OF MILES BASED UPON FHWA GUIDELINES
Freeway & Principal Arterial	<u>14.044.7</u>	5%–10%	<u>10-208-16</u>
Minor Arterial	<u>16.047.4</u>	10%–15%	<u>20-3216-24</u>
Collector	<u>20.044.4</u>	5%–10%	<u>10-208-16</u>
Local Access	<u>157.0421.4</u>	—	<u>135-</u>

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			<u>167104</u> <del>128</del>
TOTAL	<u>207.0460.0</u>	—	<u>207160</u>

1. Source: City of Sammamish 2017
2. Source: FHWA 1989

## Exhibit 1 T.16

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### Traffic Signal and Roundabout Intersection Inventory

An inventory of the signalized and roundabout (RAB) intersections inside and nearby Sammamish was conducted by the City of Sammamish. The locations of the ~~twenty-one~~thirty-five existing signalized, five intersections with flashing beacons and ~~three~~six RAB intersections, are illustrated in Background Figure T-2. These are the intersections that most directly affect City of Sammamish residents' travel patterns.

### Freight Routes

*See Volume I,  
Transportation  
Element Policy T.1.6  
on page 87.*

Freight destined to and from Sammamish is associated primarily with retail oriented commercial developments in the city. There are no significant industrial, manufacturing, or import/export freight generators in the city. Limited through freight associated with FedEx sorting facilities in Issaquah to the south and UPS sorting facilities in Redmond to the north travel through the city. Freight traffic uses two corridors. Through freight typically uses East Lake Sammamish Parkway and local freight traffic uses Sahalee Way/228th Ave. Background Figure T-3 shows these routes.

### Roadway Design Standards

*See Volume I,  
Transportation  
Element Policy T.3.4  
on page 90.*

The City has adopted interim standards for development of City streets, as documented in the ~~Interim Public Works Standards (April 2000)~~ 2016 Public Works Standards (December 31, 2016) and as amended for the local road section, per City memorandum (July 1, 2014). As the city reconstructs roadways to improve vehicular capacity and safety, they will become more urban in nature. The Goals, Objectives and Policies of the Transportation Element relate street design to the desires of the local community, and advise that design be at a scale commensurate with the function that the street serves. Guidelines are therefore important to provide designers with essential elements of street design as desired by the community.

Background Figure T-4 illustrates typical street sections for Arterial and Collector Street design. This design is consistent with most municipalities' urban roadway design standards. In this illustration, the vertical curbs provide access control and the overall character suggests a "city" driving behavior with lower travel speeds.

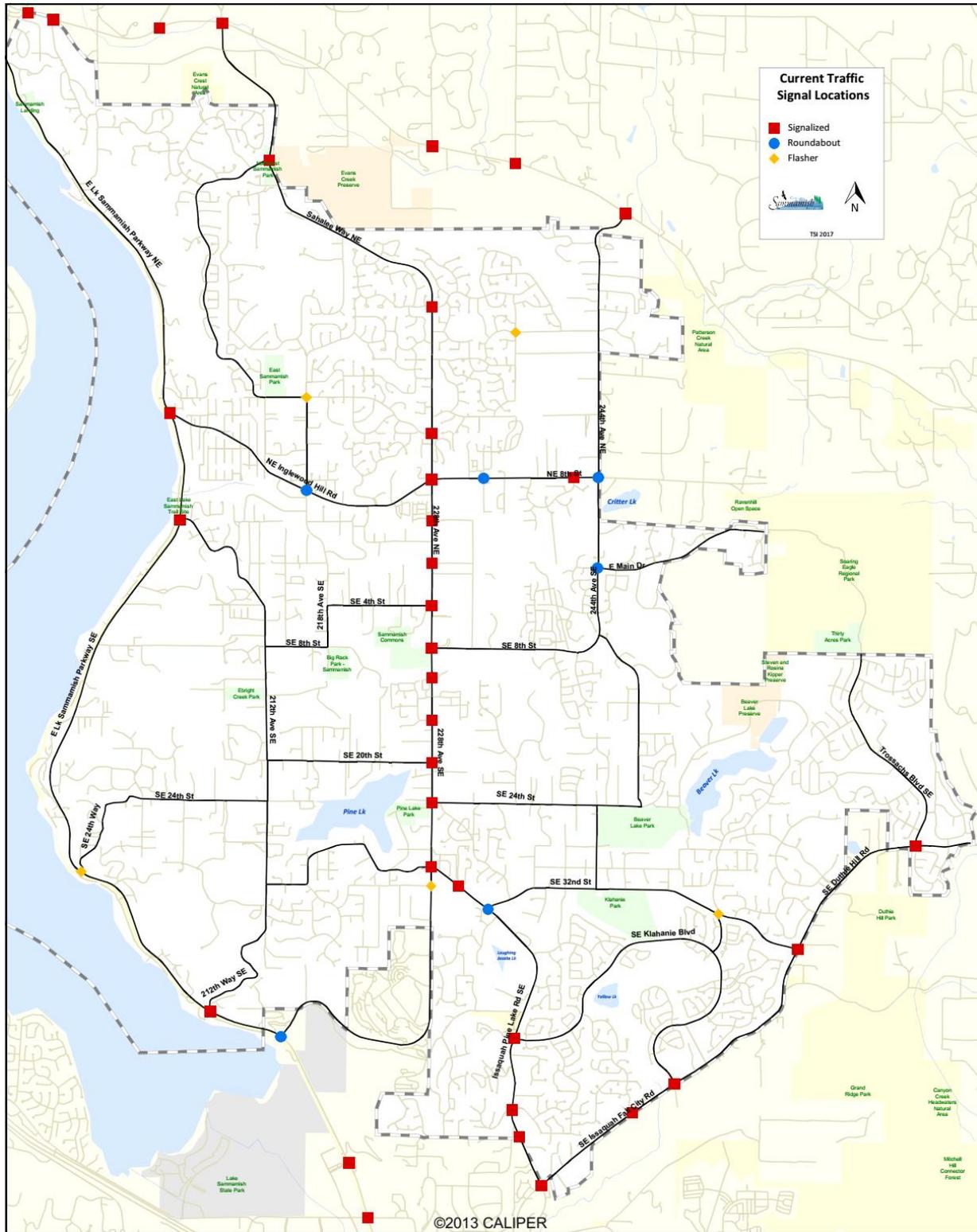
In June 2008, the City of Sammamish adopted the Sammamish Town Center Plan. The Town Center Plan established policy direction that amends the previous Comprehensive Plan. The Town Center provides a central area for the increased residential and commercial densities. Transportation improvements associated with the Town Center are intended to provide safe, efficient and attractive connections to central

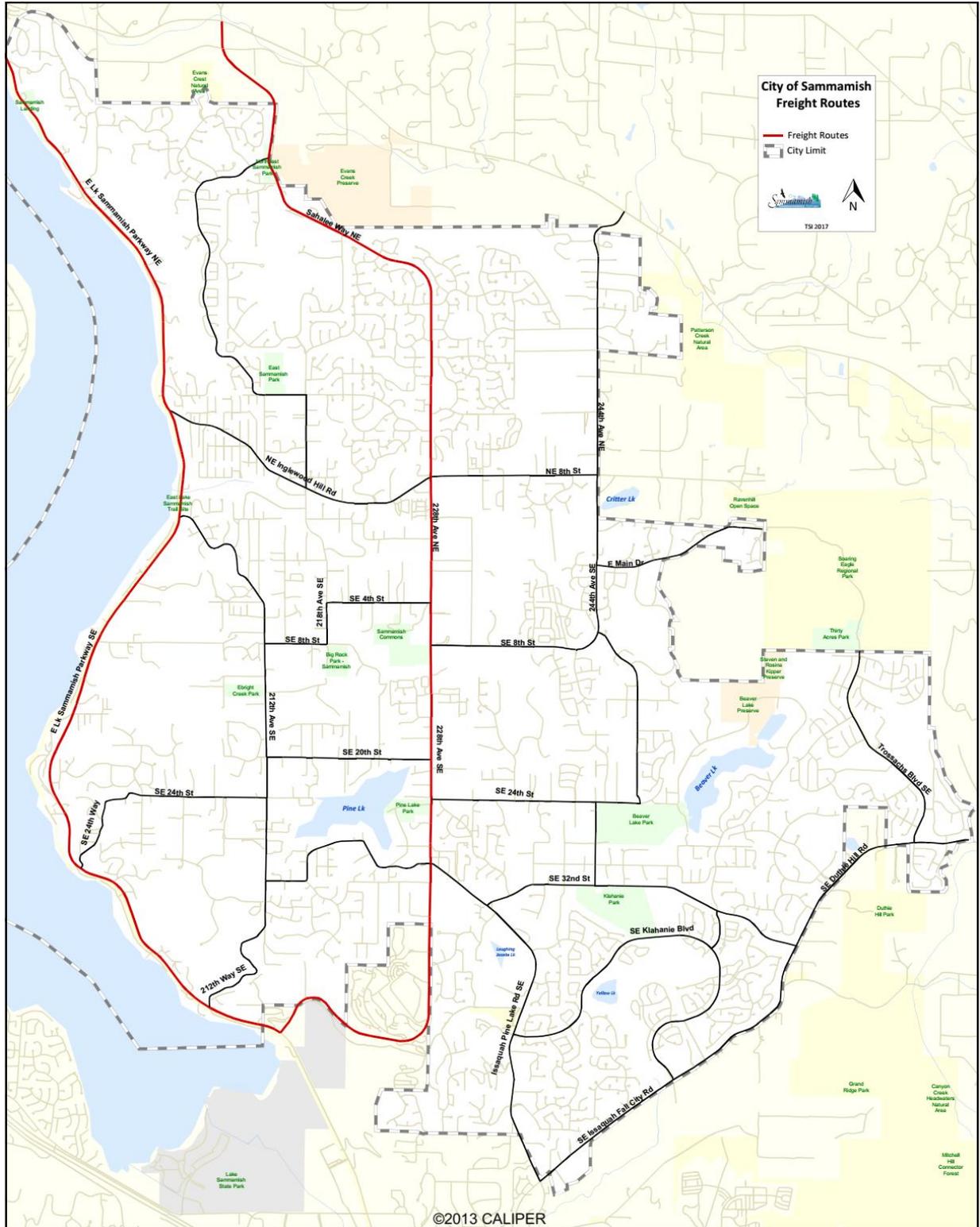
uses and amenities, minimize

# Exhibit 1 T.18

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Background Figure T-2  
Current Traffic Signal Locations



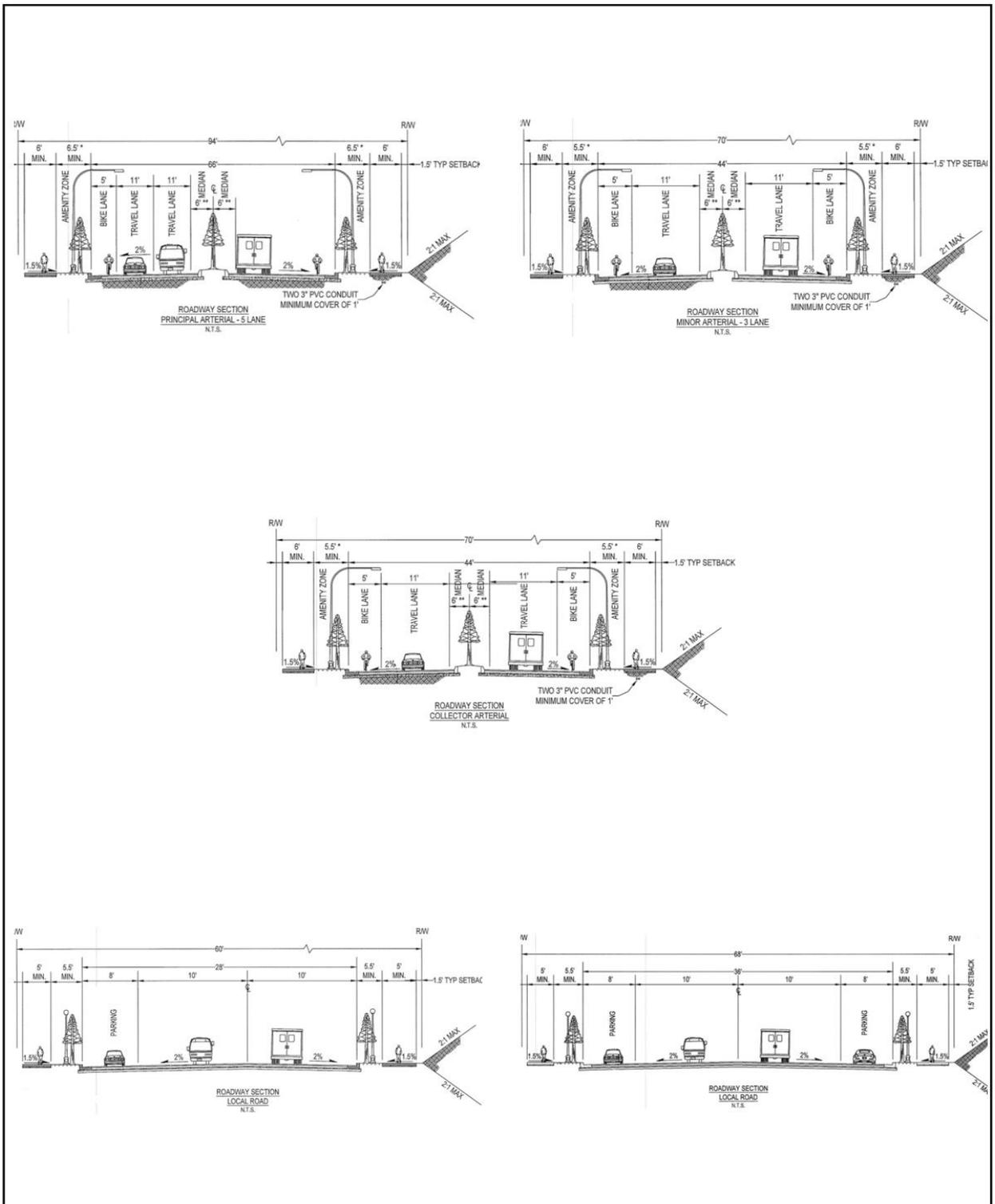


# Exhibit 1 T.20

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Background Figure T-4

Current Roadway Design Standards



## 2016 Public Works Standards Street Cross-Sections

congestion impacts within the Town Center and surrounding areas, and promote alternative travel modes. To support the Town Center Plan improvement concepts including roadway cross-sections specific to roadways supporting the Town Center were developed. Background Figure T-5 and Background Figure T-6 illustrate the conceptual Sammamish Town Center street cross-sections (Sammamish Town Center Plan June 2008).

### Traffic Level-of-Service Analysis

*See Volume I,  
Transportation  
Element Policy T.1.3  
on page 86.*

Level-of-Service (LOS) is the primary measurement used to determine the operating condition of a roadway segment or intersection. In general, LOS is determined by comparing traffic volumes (counted or modeled) to the carrying capacity of the intersection or roadway segment. The following section describes the traffic volumes that were collected, the approaches used for LOS analysis, and the results of the analyses under existing conditions.

#### Average Weekday Daily Traffic

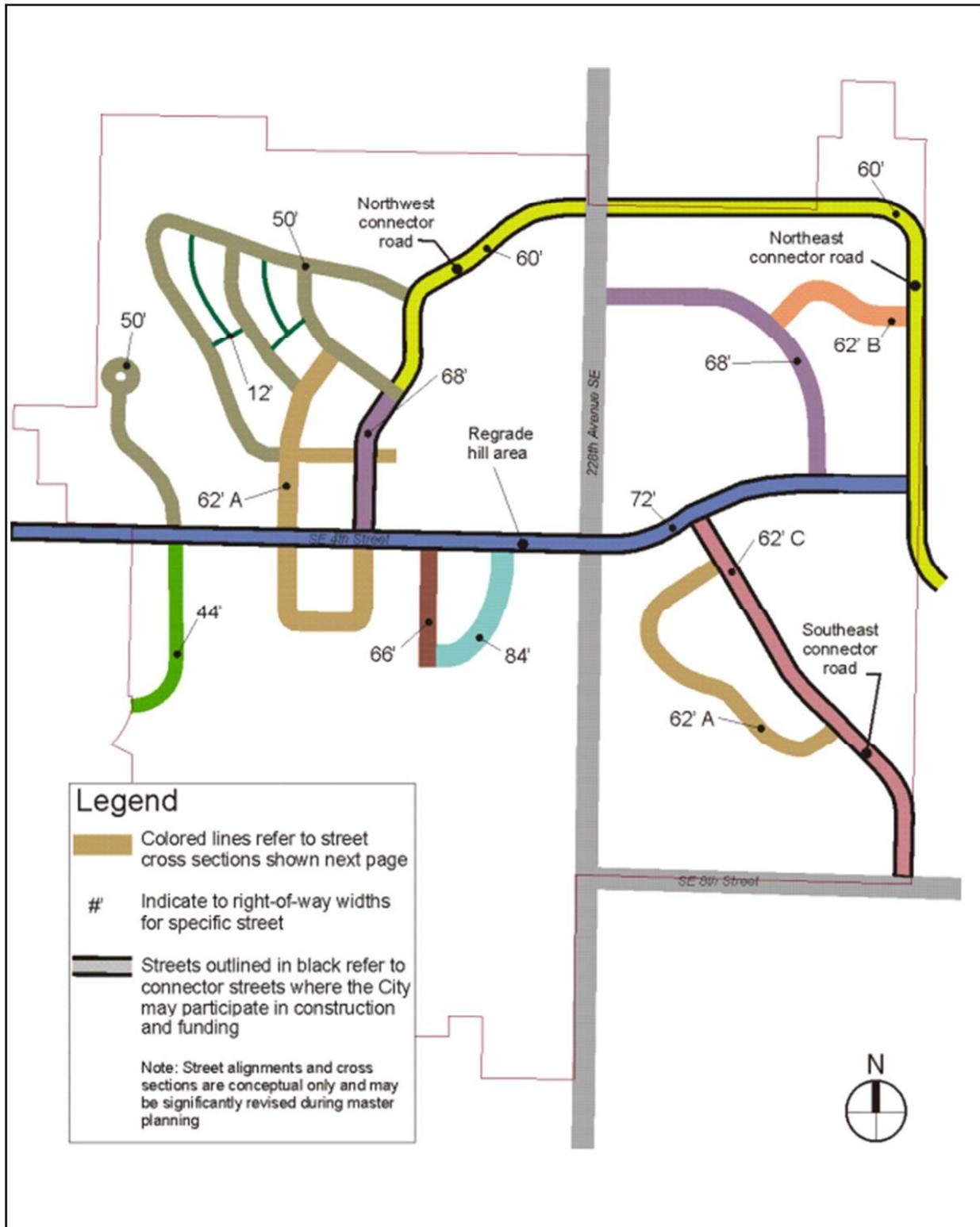
Daily traffic counts were collected by the City of Sammamish in ~~2012~~2016 at ~~sixteen~~78 locations throughout the city. Average weekday daily traffic (AWDT) counts were calculated by averaging the daily traffic counts of Monday, Tuesday, Wednesday, ~~and~~ Thursday, and Friday during a typical week. Locations and volumes for existing AWDTs are listed in Background Table T-2 and illustrated in Background Figure T-7.

The highest traffic volumes shown occur near the high schools and City Hall.

**Exhibit 1  
T.22**

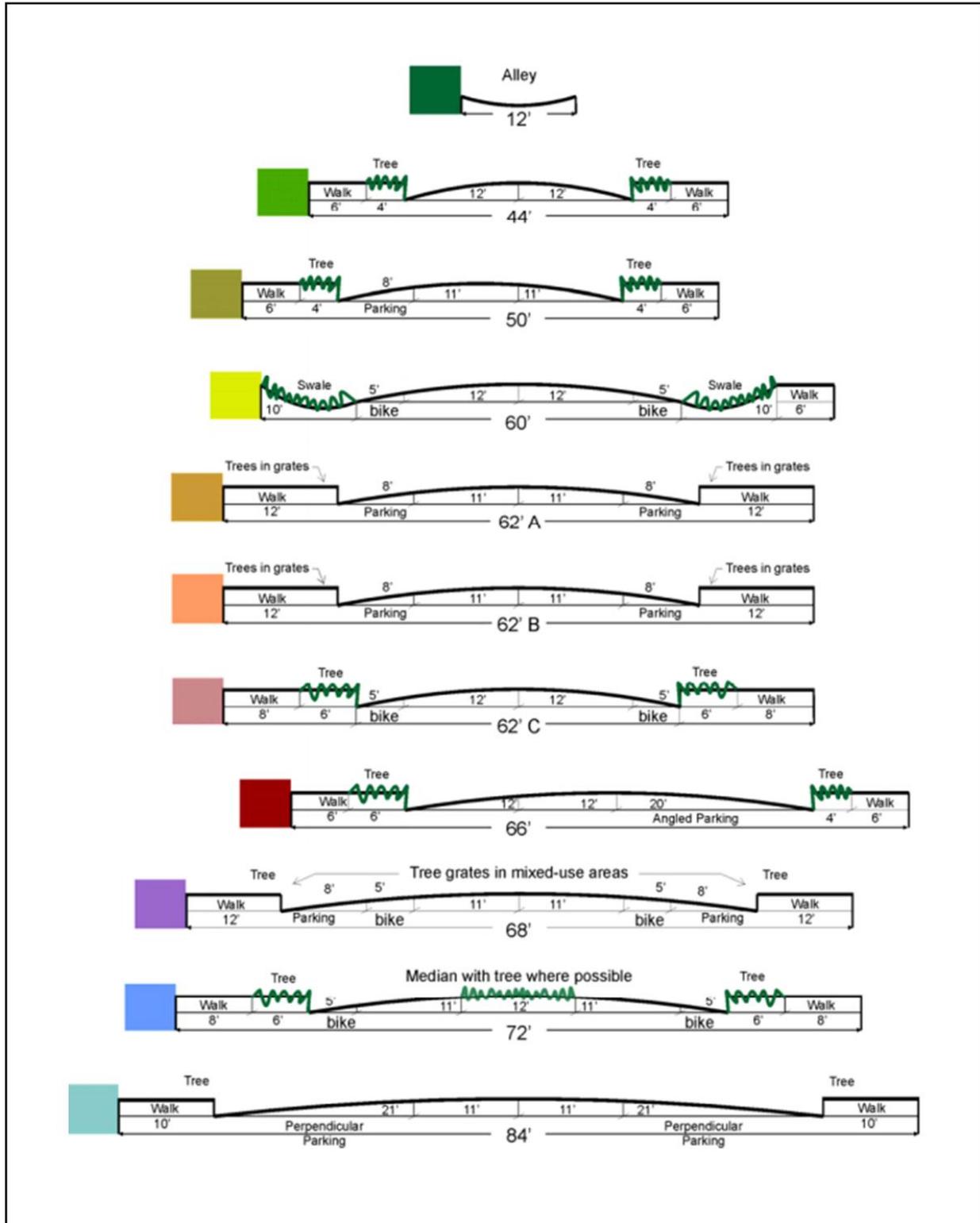
Sammamish Comprehensive Plan  
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Background Figure T-5  
Sammamish Town Center Plan Roadway Locations



Sammamish Town Center Plan  
Roadway Locations

Background Figure T-6  
 Samamish Town Center Plan Roadway Standards



Samamish Town Center Plan  
 Street Cross-Sections

Source: City of Samamish Town Center Plan

# Exhibit 1

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Background Table T-2  
2016~~2~~ Average Weekday Daily Traffic (AWDT)

SITE #	LOCATION	2016 <del>2</del> AWDT
1	East Lake Sammamish Parkway <del>NE</del> , south of 187 <sup>th</sup> Avenue NE	<del>19,070</del> 17,770*
2	Sahalee Way SE, south of NE 50 <sup>th</sup> Street	21,210
3	244 <sup>th</sup> Ave <del>S</del> NE, south of SR-202	<del>7,000</del> 5,800
4	East Lake Sammamish Parkway <del>SE</del> , south of Louis Thompson Road	<del>10,020</del> 8,200
5	212 <sup>th</sup> Avenue SE, south of SE 8 <sup>th</sup> Street	<del>4,710</del> 3,600
6	228 <sup>th</sup> Avenue SE, south of SE 10 <sup>th</sup> Street	29,750
7	East Lake Sammamish Parkway, south of 212 <sup>th</sup> Avenue SE	<del>16,830</del> 14,100
8	228 <sup>th</sup> Avenue SE, south of SE 32 <sup>nd</sup> Street	18,160
9	Issaquah-Pine Lake Road, <del>east</del> south of 228 <sup>th</sup> Avenue SE	<del>15,260</del> 17,160*
10	244 <sup>th</sup> Avenue SE, north of SE 32 <sup>nd</sup> Street	<del>5,670</del> 5,500
11	Beaver Lake Drive SE, north of Issaquah-Beaver Lake Road	2,690
12	SE Duthie Hill Road, north of Issaquah-Beaver Lake Road	<del>15,170</del> 13,400
13	East Lake Sammamish Parkway, south of SE 43 <sup>rd</sup> Way	35,150
14	Issaquah-Fall City Road, southwest of Issaquah-Pine Lake Road	28,190
15	Issaquah-Pine Lake Road, south of SE Klahanie Boulevard	19,500
16	Trossachs Boulevard SE, north of SE Duthie Hill Road	<del>8,930</del> 7,700
17	East Lake Sammamish Parkway, south of NE Inglewood Hill Road	13,210
18	East Lake Sammamish Pkwy, north of <del>Inglewood Hill Road</del> NE 18 <sup>th</sup> Place	<del>18,990</del> 15,500
19	East lake Sammamish Parkway, south of SE 32 <sup>nd</sup> Street	11,580
20	NE Inglewood Hill Road, east of East Lake Sammamish Parkway	10,200
21	NE 8 <sup>th</sup> Street, east of 228 <sup>th</sup> Avenue NE	<del>10,250</del> 9,100
22	228 <sup>th</sup> Avenue NE, north of NE 8 <sup>th</sup> Street	20,740
23	228 <sup>th</sup> Avenue NE, south of NE Inglewood Hill Road/NE 8 <sup>th</sup> Street	<del>24,920</del> 23,200
24	228 <sup>th</sup> Avenue SE, south of SE 8 <sup>th</sup> Street	<del>26,650</del> 23,000
25	212 <sup>th</sup> Avenue SE, south of SE 20 <sup>th</sup> Street	5,270
26	228 <sup>th</sup> Avenue SE, south of Issaquah-Pine Lake Rd	<del>18,370</del> 15,500
27	SE 20 <sup>th</sup> Street, west of 228 <sup>th</sup> Avenue SE	5,050
28	SE 28 <sup>th</sup> Street, east of 218 <sup>th</sup> Avenue SE (South Pine Lake Route)	2,340
29	SE 8 <sup>th</sup> Street, east of 228 <sup>th</sup> Ave SE	<del>8,540</del> 7,700
30	SE 24 <sup>th</sup> Street, east of Audubon Park Drive	7,320
31	244 <sup>th</sup> Avenue SE, north of SE Windsor Boulevard	6,790
32	East Main Drive, east of 244 <sup>th</sup> Avenue SE	2,950
33	244 <sup>th</sup> Avenue NE, north of NE 8 <sup>th</sup> Street	8,260
34	NE 8 <sup>th</sup> Street, west of 244 <sup>th</sup> Avenue NE	7,630
35	South Pine Lake Route (Issaquah-Pine Lake Rd ext), west of 228 <sup>th</sup> Ave SE	4,190
36	West Beaver Lake Drive SE, south of SE 18 <sup>th</sup> Place	710
37	205 <sup>th</sup> Place NE, south of NE 37 <sup>th</sup> Way	3,210
38	SE 4 <sup>th</sup> Street, west of 228 <sup>th</sup> Avenue SE	2,820
39	248 <sup>th</sup> Avenue SE, north of SE 24 <sup>th</sup> Street	3,100
40	244 <sup>th</sup> Ave <del>S</del> NE, north of <del>NE 3<sup>rd</sup> Way (on bridge)</del> E Main Street	<del>7,430</del> 6,990*

41	<u>216th Avenue NE, south of NE 16th Street</u>	<u>4,780</u>
42	<u>217th Avenue NE, south of NE 4th Street</u>	<u>1,600</u>
43	<u>218th Avenue SE, south of SE 4th Street</u>	<u>2,140</u>
44	<u>Louis Thompson Road NE, east of East Lake Sammamish Parkway NE</u>	<u>4,170</u>
45	<u>212th Way SE, east of East Lake Sammamish Parkway SE</u>	<u>4,870</u>
46	<u>SE 32nd Street, west of 228th Avenue SE</u>	<u>1,100</u>
47	<u>SE 32nd Street, west of 244th Avenue SE</u>	<u>6,470</u>
48	<u>SE Issaquah-Beaver Lake Road, west of SE Duthie Hill Road</u>	<u>6,070</u>
49	<u>SE 32nd Street, east of 244th Avenue SE</u>	<u>7,630</u>
50	<u>SE Duthie Hill Road, south of SR-202</u>	<u>7,530</u>
51	<u>East Lake Sammamish Parkway NE, south of NE 30th Street</u>	<u>18,680</u>
52	<u>East Lake Sammamish Parkway SE, north of SE 24th Way</u>	<u>10,560</u>
53	<u>SE 24th Way, east of East Lake Sammamish Parkway SE</u>	<u>1,320</u>
54	<u>212th Avenue SE, north of SE 20th Street</u>	<u>5,090</u>
55	<u>212th Avenue SE, south of SE 32nd Street</u>	<u>4,800</u>
56	<u>SE 20th Street, east of 212th Avenue SE</u>	<u>4,670</u>
57	<u>Sahalee Way NE, north of NE 25th Way</u>	<u>16,960</u> <del>19,410*</del>
58	<u>228th Avenue NE, north of NE 12th Place</u>	<u>18,720</u>
59	<u>228th Avenue SE, south of SE 20th Street</u>	<u>31,680</u>
60	<u>Issaquah-Pine Lake Road, south of SE 32nd Way</u> <del>Street</del>	<u>16,870</u> <del>18,925*</del>
61	<u>Issaquah-Pine Lake Road SE, north of SE 48th Street</u>	<u>21,630</u>
62	<u>SE 32nd Way, east of Issaquah-Pine Lake Road SE</u>	<u>8,330</u>
63	<u>SE Klahanie Boulevard, east of Issaquah-Pine Lake Road SE</u>	<u>5,440</u>
64	<u>SE 24th Street, west of 244th Avenue SE</u>	<u>6,040</u>
65	<u>SE Issaquah-Fall City Road, northeast of Issaquah-Pine Lake Road SE</u>	<u>25,720</u> <del>27,160</del>
66	<u>SE Issaquah-Fall City Road, west</u> <del>south</del> of Klahanie Drive SE	<u>23,020</u> <del>26,830*</del>
67	<u>SE Issaquah-Fall City Road, east of Klahanie Drive SE</u>	<u>15,200</u>
68	<u>Klahanie Drive SE, north of SE Issaquah-Fall City Road</u>	<u>12,470</u>
69	<u>SE Klahanie Boulevard, northeast of SE 37th Street</u>	<u>3,410</u>
70	<u>SE Issaquah-Fall City Road, south of SE Duthie Hill Road</u>	<u>14,350</u>
71	<u>SE Duthie Hill Road, south of SE Issaquah-Beaver Lake Road</u>	<u>13,630</u>
72	<u>SE Duthie Hill Road, west of Trossachs Boulevard SE</u>	<u>14,220</u>
73	<u>Sahalee Way NE, south of NE 37th Way</u>	<u>19,990</u> <del>18,400</del>
74	<u>Sahalee Way NE, south of 217th Place NE</u>	<u>19,120</u>
10b	<u>SE 24th Street, west of 212th Avenue SE</u>	<u>1,840</u>
16b	<u>NE Inglewood Hill Rd, west of <del>228th Ave NE</del>216th Avenue NE</u>	<u>9,940</u> <del>8,600</del>
50b	<u>Issaquah-Pine Lake Road SE, north of SE Issaquah-Fall City Road</u>	<u>22,230</u>
56b	<u>256th Avenue SE, north of SE Klahanie Boulevard</u>	<u>4,920</u>

\*2014 volumes were collected at locations marked with asterisks.

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Background Figure T-7  
2012-2016 Average Weekday Daily Traffic

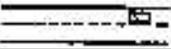
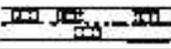
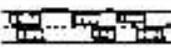
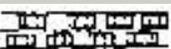
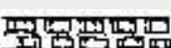


Roadway Level of Service Analysis

The Highway Capacity Manual (HCM ~~2000~~<sup>2010</sup>) is the recognized source for the techniques used to measure transportation facility performance. Using the HCM procedures, the quality of traffic operation is graded into one of six levels-of-service: A, B, C, D, E, or F. Background Table T–3 summarizes the characteristic traffic flow for the varying levels-of-service. As the table shows, LOS A and B represent the best traffic operation. LOS C and D represent intermediate operation and LOS E and F represent high levels of traffic congestion.

See Volume I,  
Transportation  
Element Policy T.1.3  
on page 86.

Background Table T–3  
Characteristic Traffic Flow for Level-of-Service Measures

LEVEL-OF-SERVICE	CHARACTERISTIC TRAFFIC FLOW
A	 Free flow, low volumes and no delays
B	 Stable flow, speeds restricted by travel conditions, minor delays,
C	 Stable flow, speeds and maneuverability closely controlled due to higher volumes.
D	 Stable flow, speeds and maneuverability closely controlled due to higher volumes.
E	 Unstable flow, low speeds, considerable delay, volume at or near capacity, freedom to maneuver is extremely difficult.
F	 Forced flow, very low speeds, volumes exceed capacity, long delays with stop-and-go traffic.

Source: HCM 1997.

Intersection Level of Service Criteria

Level of service for intersections is determined by the average ~~amount of vehicle~~ control delay experienced by vehicles at the intersection. For signalized ~~and roundabout (RAB) controlled~~ intersections LOS is based on average ~~control~~ delay for the entire intersection. Background Table T–4 summarizes the LOS criteria for signalized ~~and RAB controlled intersections~~.

Roundabouts (RAB's) are generally circular intersections characterized by yield control on entry and counterclockwise circulation around a central island. Level of service for RAB's is determined by the control delay at the intersection's worst (i.e. highest delay) approach.

For two-way stop-controlled (TWSC) intersections, LOS is based on the control delay for each minor-street movement (or shared movements) and for left turn movements from the major street.

All-way stop-controlled (AWSC) intersections require drivers on all

## **Exhibit 1**

### **T.28**

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approaches to stop before proceeding into the intersection. Level of service for AWSC intersections is determined by the average computed or measured delay for all movements.

*See Volume I,  
Transportation Element  
Policy T.1.4 on page 87.*

Background Table T-4  
Level-of-Service Criteria for Signalized and Roundabout Intersections

LEVEL-OF-SERVICE (LOS)	AVERAGE DELAY PER VEHICLE (SECONDS/VEHICLE)
A	= 10
B	> 10–20
C	> 20–35
D	> 35–55
E	> 55–80
F	> 80

Source: HCM 20002010.

~~Roundabouts (RAB's) are generally circular intersections characterized by yield control on entry and counterclockwise circulation around a central island. Level of service for RAB's is determined by the control delay at the intersections worst approach.~~

The LOS criteria for unsignalized intersections (TWSC and AWSC and RAB's) have different threshold values than those for signalized and RAB controlled intersections, primarily because drivers expect different levels of performance from distinct types of transportation facilities. In general, stop-controlled intersections are expected to carry lower volumes of traffic than signalized and RAB controlled intersections. Thus for the same LOS, a lower level of delay is acceptable at stop-controlled intersections than it is for signalized and RAB controlled intersections. Background Table T-5 summarizes the LOS thresholds for both TWSC and AWSC intersections.

Background Table T-5  
Level-of-Service Criteria for TWSC, AWSC and RAB Stop Controlled Intersections

LEVEL-OF-SERVICE (LOS)	AVERAGE DELAY PER VEHICLE (SECONDS/VEHICLE)
A	= 10
B	> 10–15
C	> 15–25
D	> 25–35
E	> 35–50
F	> 50

Source: HCM 20002010.

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#### Intersection Level of Service Standards

Level of service standards are used to evaluate the transportation impacts of long-term growth and concurrency. In order to monitor concurrency, the city must adopt standards by which the minimum acceptable roadway operating conditions are determined and deficiencies may be identified. The intersection LOS standards adopted in this Transportation Element are LOS D or E for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or Collector roadways. For intersections of roadways with different functional classifications, the higher classification (and thus the lower standard) applies. Attaining LOS D at major intersections with high approach volumes can result in large intersections with exclusive right-turn lanes, double left-turn lanes and additional through lanes. These improvements improve LOS for vehicles, but result in very long crosswalks and increase potential for pedestrian-vehicle conflicts at free right-turns.

The LOS for intersections with Principal Arterials should be LOS D, when LOS D can be attained with a maximum of three approach lanes per direction (for example, a typical intersection of two five-lane roadways). The LOS for intersections with principal arterials may be reduced to LOS E, up to 80 seconds average delay, for intersections that require more than three approach lanes in any direction.

Intersection LOS is calculated using the standard analysis procedures described in this section for the PM peak hour. Intersections with LOS below the defined standards will be considered deficient.

#### PM Peak-Hour Intersection Level of Service

Level of service analysis was performed for existing PM peak-hour conditions at 3050 intersections within and adjacent to the Sammanish city limits. Background Table T-6 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS, based upon 20122016 traffic counts for the PM peak hour. The intersection LOS is also illustrated in Background Figure T-8. The results shown in the table represent LOS based upon average delay for all traffic movements at signalized and AWSC intersections. At TWSC intersections, the LOS is based on the average delay for the worse minor stop controlled approach or left turn movement from the major road. Thus, at TWSC intersections there may be significantly longer delays for certain directions of traffic movements than the composite LOS measure shows. At roundabouts, the LOS is based on the control delay at the worst approach.

Background Table T-6  
2016<sup>2</sup> Intersection LOS—PM Peak Hour

ID #	INTERSECTION	LOS STANDARD <sup>1</sup>	TRAFFIC CONTROL <sup>2</sup>	DELAY <sup>3</sup>	LOS <sup>4</sup>
1	Issaquah-Pine Lake Road and SE 48th Street	D	Signal	7.9	A
2	228th Avenue NE & NE 12th Place <del>St</del>	D	Signal	22.446	<del>CB</del>
3	Klahanie Drive SE and SE Issaquah-Fall City Road	D	Signal	39	D
4	244th Avenue SE and SE 24th Street	C	TWSC	14.6	B
5	SE 32nd Street and 244th Avenue SE	C	TWSC	52.3	F*
6	Issaquah-Pine Lake Road SE and SE 32nd Way	D	RAB	5.59	A
7	228th Avenue SE and SE 40th Street	D	TWSC	87	F*
8	SE Klahanie Boulevard and 256th Avenue SE	C	AWSC	11.4	B
9	SE Issaquah-Fall City Rd & Pacific Cascade MS/247th PI SE	D	Signal	33.1	C
10	Sahalee Way NE and NE 36th Lane	D	TWSC	670.8	F*
11	242nd Avenue NE and NE 8th Street	C	Signal	11.6	B
12	228th Avenue SE and SE 8th Street	D	Signal	18.724	<del>BC</del>
13	228th Avenue NE and NE 19th Drive	D	TWSC	61.3	F*
14	216th Avenue NE and NE Inglewood Hill Road	C	RAB	6.6	A
15	228th Avenue NE and NE 8th Street (NE Inglewood Hill Road)	D	Signal	32.340	<del>CD</del>
16	228th Ave NE and NE 4th St	D	Signal	15.626	<del>BC</del>
17	228th Avenue SE and SE 4th Street	<del>DE</del>	Signal	8.644	<del>AB</del>
18	212th Avenue SE and SE 8th Street	C	TWSC	11.140	B
19	228th Avenue SE and SE 16th Street	D	Signal	7.4	A
20	East Lake Sammamish Parkway and 212th Way SE	C	Signal	7.59	A
21	East Lake Sammamish Parkway and SE 24th Way	C	TWSC	17.924	<del>AG</del>
22	212th Avenue SE and SE 20th Street	C	AWSC	10.79	A
23	East Lake Sammamish Pkwy NE and Louis Thompson Rd NE	C	Signal	12.344	B
24	East Lake Sammamish Pkwy NE and NE Inglewood Hill Road	C	Signal	13.1	B
25	Sahalee Way NE and NE 37th Way <del>St</del>	D	Signal	24.944	<del>CB</del>
26	244 <sup>th</sup> Avenue NE and NE 8th Street	C	RAB	4.25	A
27	228th Avenue SE and SE 20th Street	D	Signal	12.044	B
28	228th Avenue NE and SE 24th Street	<del>DE</del>	Signal	32.833	C
29	228th Avenue SE and Issaquah-Pine Lake Road SE	E	Signal	79.646	<del>ED</del>
30	Issaquah-Pine Lake Road SE and SE Klahanie Boulevard	D	Signal	22.924	C
31	SE Duthie Hill Road and Issaquah-Beaver Lake Road	D	Signal <sup>5</sup> TWSC <sup>6</sup>	21.5235	<del>CF*</del>
32	256th Ave SE/E Beaver Lake Dr SE and Issaquah-Beaver Lk Rd	C	TWSC	36.1	E*
33	228th Avenue NE and NE 14th Street	D	TWSC	290.3	F*
34	228th Avenue NE and NE 25th Street	D	Signal	20.846	<del>CB</del>
35	Issaquah-Pine Lake Road SE and SE 42nd Street	D	TWSC	306.4	F*
36	Issaquah-Pine Lake Road SE and 231st Lane SE	D	Signal	11.3	B
37	Sahalee Way NE and NE 28th Place	D	TWSC	74.9	F*
38	Issaquah-Pine Lake Road SE and SE 47th Way/238th Way SE	D	Signal	6.3	A

# Exhibit 1

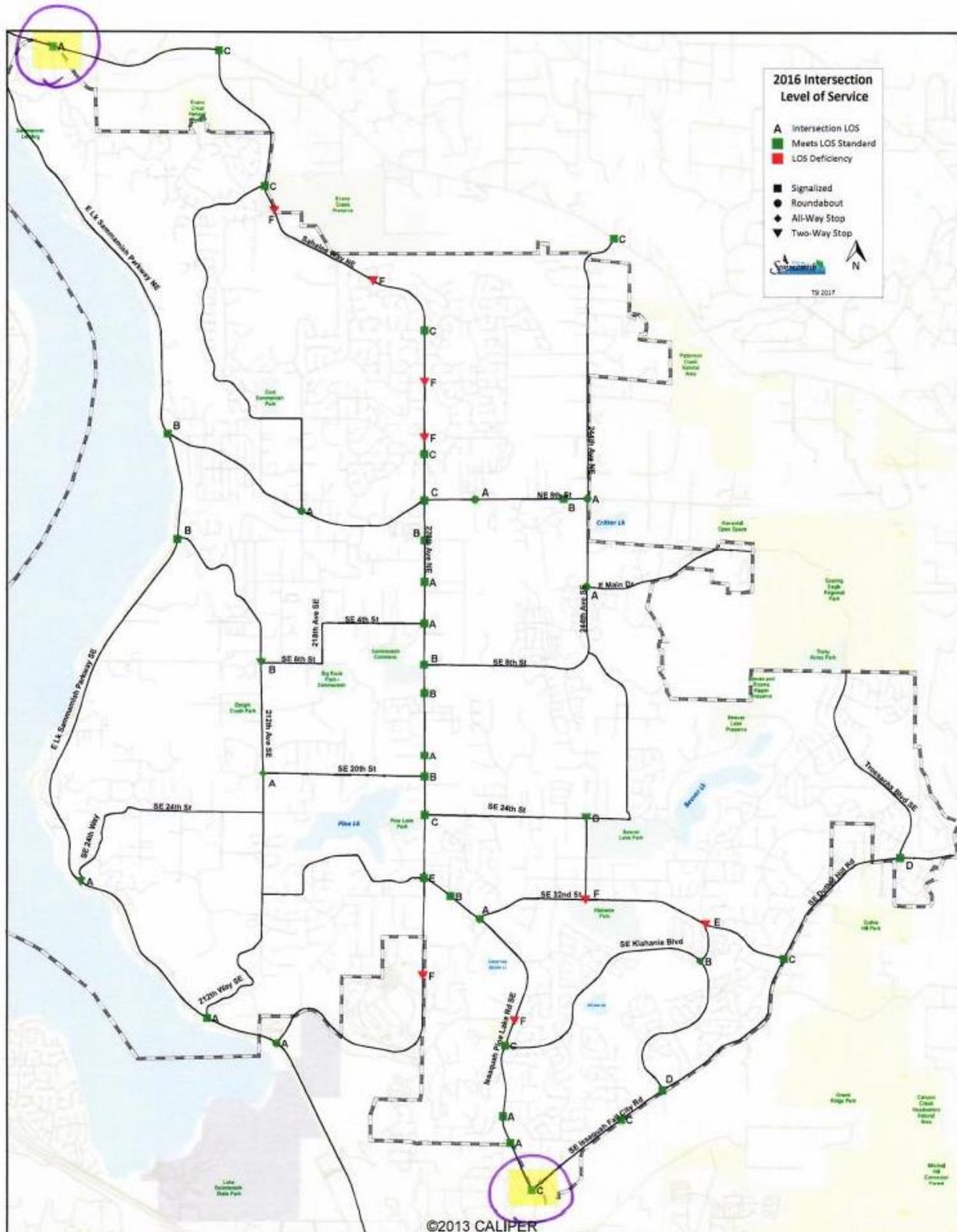
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ID #	INTERSECTION	LOS STANDARD <sup>1</sup>	TRAFFIC CONTROL <sup>2</sup>	DELAY <sup>3</sup>	LOS <sup>4</sup>
<u>39</u>	<u>NE 8th Street and 233rd Avenue NE</u>	<u>C</u>	<u>RAB</u>	<u>2.9</u>	<u>A</u>
<u>40</u>	<u>228th Avenue NE &amp; East Main Street</u>	<u>D</u>	<u>Signal</u>	<u>4.80</u>	<u>A</u>
<u>41</u>	<u>248th Avenue NE and East Main Drive</u>	<u>C</u>	<u>RAB</u>	<u>4.8</u>	<u>A</u>
<u>42</u>	<u>Trossachs Boulevard SE and SE Duthie Hill Road</u>	<u>D</u>	<u>Signal</u>	<u>35.144</u>	<u>DB</u>
<u>43</u>	<u>228th Avenue SE and SE 10th Street/Skyline HS</u>	<u>D</u>	<u>Signal</u>	<u>14</u>	<u>B</u>
<u>44</u>	<u>192nd Drive NE and NE Redmond Fall City Rd (SR202)</u>	<u>D</u>	<u>Signal</u>	<u>78</u>	<u>A</u>
<u>100</u>	<u>East Lake Sammamish Pkwy and SR 202 (NE Redmond-Fall City Rd-(SR202)<sup>5</sup></u>	<u>D</u>	<u>Signal</u>	<u>118.744</u> <u>6</u>	<u>F*</u>
<u>101</u>	<u>E Lk Sammamish Pkwy and SE 43rd Way<sup>5</sup></u>	<u>D</u>	<u>RAB</u>	<u>4.56</u>	<u>A</u>
<u>102</u>	<u>Sahalee Way NE and SR 202 (Redmond-Fall City Rd)<sup>5</sup></u>	<u>DE</u>	<u>Signal</u>	<u>27.836</u>	<u>CD</u>
<u>103</u>	<u>244th Ave NE and SR 202 (NE Redmond-Fall City Rd-(SR202)<sup>5</sup></u>	<u>D</u>	<u>Signal</u>	<u>20.946</u>	<u>CB</u>
<u>104</u>	<u>Duthie Hill Road and SR 202 (Redmond-Fall City Road)<sup>5</sup></u>	<u>D</u>	<u>Signal</u>	<u>10.3</u>	<u>B</u>
<u>105</u>	<u>Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd<sup>5</sup></u>	<u>E</u>	<u>Signal</u>	<u>31.4407</u>	<u>CF*</u>
	<u>E Lk Sammamish Pkwy and SE 56th St<sup>5</sup></u>	<u>D</u>	<u>S</u>	<u>160</u>	<u>F*</u>
	<u>E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd<sup>5</sup></u>	<u>E</u>	<u>S</u>	<u>137</u>	<u>F*</u>

1. LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS D. Intersections that include Minor Arterials or Collectors have a standard of LOS C.
2. Intersection Control: Signal=signalized; TWSC=two-way stop-controlled; AWSC=all-way stop-controlled; RAB=roundabout
3. Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for the intersection. For TWSC intersections, it represents average delay for the worst minor approach movements or major street left turn movements. For RABs, it represents the worst approach. Analysis is based on 2016<sup>2</sup> traffic counts.
4. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000<sup>2010</sup>). (\*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.
5. Intersection is outside of the city limits.
6. Intersection was signalized in late 2012 and is no longer deficient.

Background Figure T-8  
 2016 Intersection Level of Service



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~~In year 2012, the table shows that 25 of the 30 study intersections satisfy their defined LOS standard. Within the city limits and in 2012 the SE Duthie Hill Road at SE Issaquah-Beaver Lake Road intersection operated at LOS F. This intersection was stop sign controlled on SE Issaquah-Beaver Lake Road approaching SE Duthie Hill Road, and the stop sign controlled approach experienced high levels of delay. This intersection was signalized in late 2012 and is no longer deficient.~~

~~Outside the city limits in 2012 four signalized intersections were operating at LOS F: Issaquah-Pine Lane Road SE at SE Issaquah-Fall City Road, East Lake Sammamish Parkway at NE Redmond-Fall City Road (SR 202), East Lake Sammamish Parkway at SE 56th Street, and East Lake Sammamish Parkway at SE Issaquah-Fall City Road. These results indicate that collaboration with the neighboring Cities of Redmond and Issaquah and King County should be maintained.~~

In year 2016, Table T-6 shows that 41 of the 50 study intersections satisfy their defined LOS standard. Of the 9 intersections which operate below minimum LOS standards in 2016, 8 are located within Sammamish city limits. Each of the 8 city intersections which fail their LOS standard are two-way stop controlled intersections.

Outside the city limits, the intersection of East Lake Sammamish Parkway NE and Redmond-Fall City Road NE (SR 202) operated at LOS F in 2016. This indicates that collaboration with the City of Redmond, the Washington State Department of Transportation (WSDOT), and King County should be maintained.

### Roadway Segment Average Weekday Daily Traffic (AWDT) Thresholds

The City has expressed concerns not only for the amount of delay experienced along roadways, but for safety, access and urban amenities. Definition of LOS thresholds that include shoulder widths, left-turn lanes, bicycle lanes, curb and gutter, and sidewalks addresses some of these concerns. Adequate shoulders increase safety by providing refuge for disabled vehicles, additional width outside of the traffic flow for walking or bicycling, or a buffer between the traffic flow and sidewalks. Left-turn pockets provide safer waiting space for left turning vehicles, and allow following vehicles to avoid delay. Curbs, gutters, and sidewalks or other similar facilities improve safety by providing access control and safer locations for walking. As traffic volumes increase on the primarily rural roads of the City of Sammamish, urban amenities such as these become more important.

The typical roadway segment LOS measures used by traffic engineers, and for most Comprehensive Plans, are determined

by HCM procedures that calculate operational efficiency of the roadway. Rural two-lane roadway LOS is described by average travel speeds and the average percentage of time spent following other vehicles. As the average travel speed declines or the average following time increases, the LOS declines. These measures help define deficiencies that may be used to guide the design of road improvements. Typical improvements might include roadway alignments, widening shoulders, and providing passing zones.

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Using these HCM procedures, features such as left-turn lanes, curb and gutter, sidewalks and other similar facilities have little to no impact on the defined roadway LOS.

State law prescribes that LOS shall be measured, but does not describe or define the means. Though many communities rely on the HCM procedures, others have defined LOS through use of travel time, average congestion, or level of improvement. Most of the roadways within the City of Sammamish originated as rural roads. Many have been improved using rural road design standards to carry higher traffic volumes, but are inconsistent with the character and desires of an urban community.

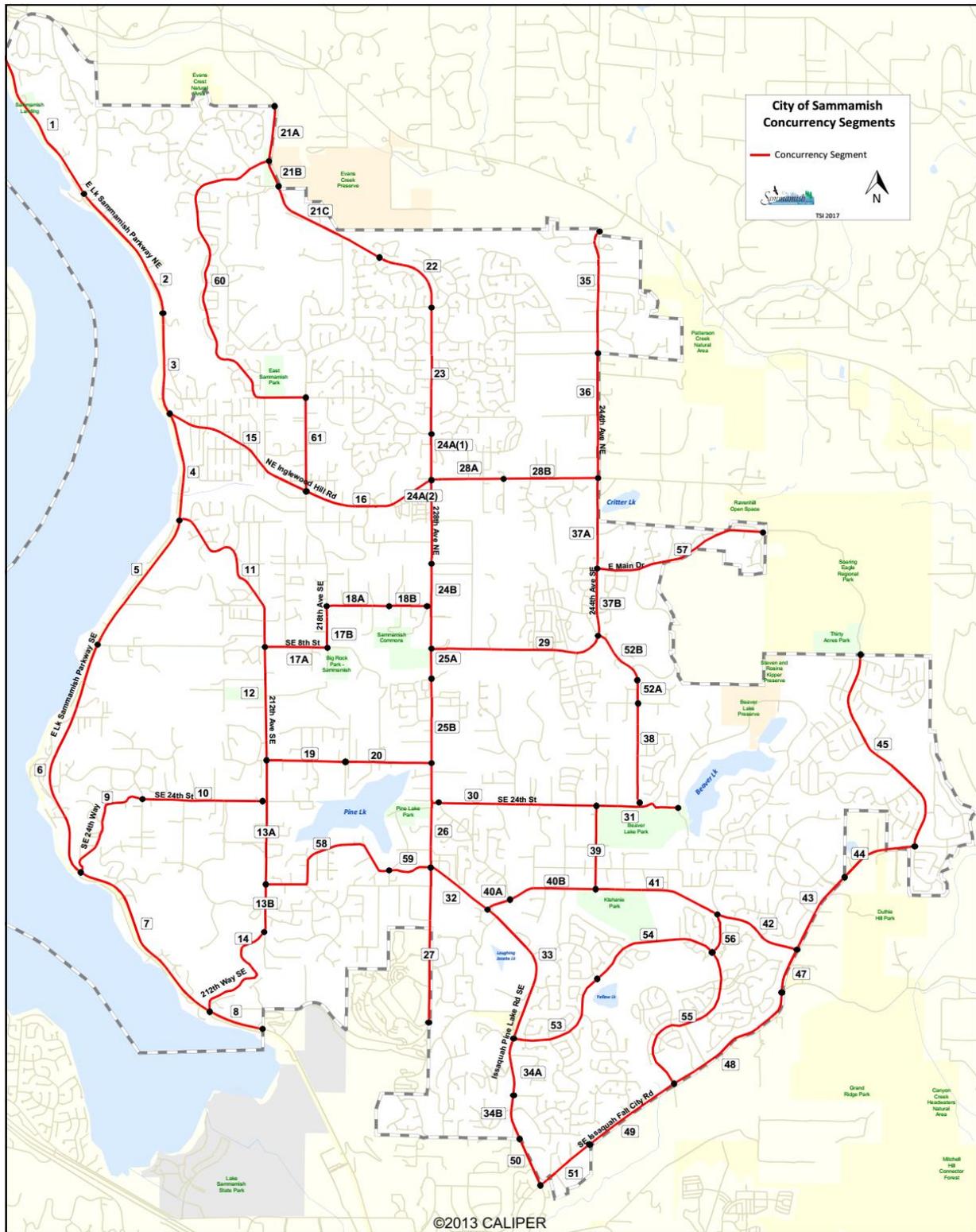
To address these issues, the City set forth to describe a policy that relates roadway capacity to existing characteristics, and future desired improvements. Through this evaluation, they established thresholds for acceptable traffic volumes for a range of existing conditions, described as follows.

The LOS standards developed by the City for roadway segments are based on the allowable AWDT volumes, as a function of each roadway's characteristics. The 4973 segments defined for segment analyses are shown in Background Figure T-9. The AWDT thresholds for each of these roadway segments, based upon their existing roadway characteristics, are defined in Background Table T-7.

~~After adoption of the Comprehensive Plan, these thresholds will be adopted by ordinance by the City Council.~~ The table also shows the 20162 AWDT volumes for each of the segments. Note that LOS is reported for those roadway segments where traffic volumes were collected. Based upon the existing volumes and the policy-defined thresholds summarized in Background Table T-7 two one roadway corridors and threefour road segments have volumes that exceed their thresholds, and thus would be considered deficient under existing conditions.

To arrive at the segment thresholds, the City reviewed current HCM measures for capacity, as they related to various roadway features. The adequacy of traffic conditions and design features of existing City of Sammamish roadways was also assessed. Design features included shoulder width, sidewalks, left-turn lanes, and access control. For each functional classification of roadway, base capacities were derived from standard per-lane capacities, as defined in the HCM, *Road Diets Fixing the Big Roads* (By Dan Burden and Peter Lagerway, Walkable Communities, Inc. March 1999). The City arrived at a base capacity value of 1,220 vehicles

Background Figure T-9  
Concurrency Segments



## Exhibit 1 T.38

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per hour for a two-lane Arterial roadway with 10-foot lane widths, and without shoulders or walkways. This value was converted to an AWDT volume of 12,850 vehicles per day. The base capacity of a two-lane Collector roadway without shoulders or walkways was determined to be 9,020 AWDT. A Four-lane roadway base capacity was determined in a similar means and established at 25,950 vehicles per day for Arterial roadways and 18,100 vehicles per day for Collector roadways.

The provision of non-motorized facilities on arterial roadways is a key element of the city's roadway segment LOS methodology. The roadway segment allowable AWDT volume thresholds are based upon providing facilities for all users and recognizes that if sidewalks or bike lanes are absent; vehicle capacity is reduced and non-motorized capacity and safety are affected. While non-motorized demand and capacity are not explicitly measured; allowable vehicle volumes are constrained until facilities for all modes are present. This has the effect of prioritizing multi-modal projects on all classifications of roadways, and encourages provision of non-motorized facilities to increase capacity rather than additional travel lanes.

These base (or minimum) capacities would be applied to roadways with 10-foot wide lanes, and no curb and gutter, shoulders, medians, turn lanes, sidewalks or bicycle lanes. Additional capacity was determined for each of the design features, based upon guidelines in the HCM. These capacity enhancement values are added to the base capacity incrementally for each of the features that the roadway includes.

The base and incremental capacities used to determine the AWDT thresholds are summarized in Background Table T-8. Maximum capacity would be assigned to a roadway with a fully developed cross section: 12-foot lanes, or bike lanes, curb and gutter, center median or left-turn lane, sidewalk or other similar facilities.

*See Volume I,  
Transportation  
Element Policy T.2.12  
on page 8*

Background Table T-7  
AWDT Concurrency Thresholds and 2016 Volumes for Roadway Segments

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	CONCURRENCY THRESHOLD	2016 EXISTING AWDT	Fails?
<b>C11-3 East Lk Sammamish Parkway North Corridor</b>		<b>25,370</b>	<b>18,937</b>	
		<b>25,877</b>	<b>16,157</b>	
1	E Lk Sammamish Pkwy, City limits-196th Ave NE (Weber Pt)	Minor Arterial	25,370 24,330	19,068 17,770 <sup>1</sup>
2	E Lk Sammamish Pkwy, 196th Ave NE-NE 268th Pl	Minor Arterial	25,370 24,330	18,679 15,200
3	E Lk Sammamish Pkwy, NE 268th Pl-NE Inglewood Hill Rd	Minor Arterial	25,370 28,970	18,988 15,500
<b>C24-6 East Lk Sammamish Parkway Central Corridor</b>		<b>18,767</b>	<b>10,985</b>	
		<b>14</b>		
4	E Lk Sammamish Pkwy, Inglewood Hill Rd-Louis Thompson Rd	Minor Arterial	19,110 33	13,212
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE-SE 8th St	Minor Arterial	18,675 46	10,022
6	E Lk Sammamish Pkwy, SE 8th St-SE 24th Way	Minor Arterial	18,675 24	10,562
<b>C37-8 East Lk Sammamish Parkway South Corridor</b>		<b>18,905</b>	<b>12,661</b>	
		<b>14</b>		
7	E Lk Sammamish Pkwy, SE 24th Way-212th Ave SE	Minor Arterial	18,965 33	11,583
8	E Lk Sammamish Pkwy, 212th Ave SE-South City Limit	Minor Arterial	18,675 24	16,834
<b>C411-14 Louis Thompson Road-212th Corridor</b>		<b>12,005</b>	<b>4,743</b>	
		<b>10,786</b>	<b>3,750</b>	
11	Louis Thompson Rd, E Lk Sammamish Pkwy-SE 8th St	Collector Arterial	11,070 9,820	4,170 3,400
12	212th Ave SE, SE 8th St-SE 20th St	Collector Arterial	11,685 11,425	4,904 3,600
13A	212th Ave SE, SE 20th St-SE 32nd St	Collector Arterial	11,788 11,350	5,271 4,000
13B	212th Ave SE, SE 32nd St - 212th Way SE	Collector Arterial	11,788	4,799
14	212th Way SE, SE 32nd St-E Lk Sammamish Pkwy	Collector Arterial	13,900 10,550	4,868 4,000
<b>C521-23 Sahalee Way-228th Avenue North Corridor</b>		<b>20,611</b>	<b>18,916</b>	
		<b>18,917</b>	<b>19,410</b>	<b>X</b>
21A	Sahalee Way/228th Ave NE, City Limit-NE 37th Way	Principal Arterial	23,750 18,530	21,210 19,410 <sup>1</sup>
21B	Sahalee Way/228th Ave NE, NE 37th Way-NE 36th St	Principal Arterial	18,965 18,530	19,994 19,410
21C	Sahalee Way/228th Ave NE, NE 36th St-223rd/220th Ave NE	Principal Arterial	18,965 18,530	19,116 19,410
22	Sahalee Way/228th Ave NE, 223rd/220th Ave NE - NE 25th Way	Principal Arterial	18,965 18,530	16,961 19,410
23	228th Ave, NE 25th Way-NE 12th Pl St	Principal Arterial	22,300 19,690	18,718 19,410
<b>C624-25 228th Avenue Central Corridor</b>		<b>33,921</b>	<b>26,297</b>	
		<b>34,950</b>	<b>23,100</b>	
24A(1)	228th Ave, NE 12th Pl St-NE 8th St/Inglewood Hill Rd	Principal Arterial	25,800 34,950	20,743 23,200
24A(2)	228th Ave, NE 8th St/Inglewood Hill Rd - Main St	Principal Arterial	34,950	24,915 23,200
24B	28th Ave, Main St - SE 84th St	Principal Arterial	35,180 34,950	25,940 23,200
25A	228th Ave, SE 84th St - SE 10th St	Principal Arterial	35,180 34,950	26,653 23,000
25B	228th Ave, Se 10th St - SE 20th St	Principal Arterial	35,180 34,950	29,749 23,000
<b>C726- 228th Avenue South Corridor</b>		<b>25,639</b>	<b>23,567</b>	

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			<b>28,726</b>	<b>15,500</b>
<b>27</b>				
26	228th Ave, SE 20th St–Issaquah Pine Lake Rd SE	Principal Arterial	<u>35,295</u> <u>36,023</u>	<u>31,677</u> 0
27	228th Ave, Issaquah Pine Lake Rd SE–SE 43rd Way	Principal Arterial	<u>19,236</u> <u>21,430</u>	<u>18,188</u> <u>15,500</u>

*continued on following page*

Background Table T-7

AWDT Concurrency Thresholds and 2016 Volumes for Roadway Segments (cont.)

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	CONCURRENCY THRESHOLD	2016 <del>2</del> EXISTING	
			AWDT	Fails?
<b>C832-34 Issaquah-Pine Lake Road Corridor</b>		<b>21,565</b>	<b>17,585</b>	
		<b>23,083</b>	<b>18,045</b>	
32 Issaquah-Pine Lk Rd, 228th Ave SE–SE 32nd Way	Principal Arterial	28,861 31,480	15,257 17,160 <sup>1</sup>	
33 Issaquah-Pine Lk Rd, SE 32nd Way–SE Klahanie Blvd	Principal Arterial	17,950 17,370	16,872 18,050 <sup>2</sup>	X
34A Issaquah-Pine Lk Rd, SE Klahanie Blvd–SE 4648th St	Principal Arterial	23,636 20,400	19,496 18,925 <sup>4</sup>	
34B Issaquah-Pine Lk Rd, SE 46th St – SE 48th St	Principal Arterial	18,965 20,400	21,629 18,925 <sup>4</sup>	X
<b>C935-37 224th Avenue North Corridor</b>		<b>19,124</b>	<b>7,450</b>	
		<b>17,370</b>	<b>6,150</b>	
35 244th Ave NE, NE 30th PI – NE 20th St	Minor Arterial	16,330 15,050	7,000 5,800	
36 244th Ave NE, NE 20th St–NE 8th St	Minor Arterial	19,245 15,050	8,259 6,500	
37A 244th Ave NE, NE 8th St–E Main St	Minor Arterial	21,550 22,010	7,428 0	
37B 244th Ave NE/SE, E Main St – SE 8th St	Minor Arterial	20,730 22,010	6,793 0	
<b>C9A Windsor Boulevard – 248th Avenue Corridor</b>		<b>12,221</b>	<b>2,660</b>	
38 248th Ave SE, SE 24th St – SE 14th St	Collector Arterial	11,742 9,420	3,097 0	
52A SE Windsor Blvd, SE 14th St – 700 feet north of SE 14th St	Collector Arterial	14,310	2,231	
52B SE Windsor Blvd, 700 feet north of SE 14th St – SE 8th St	Collector Arterial	12,300	2,081	
<b>C103 244th Avenue South Corridor</b>		<b>11,070</b>	<b>5,673</b>	
		<b>16,330</b>	<b>5,500</b>	
39 244th Avenue, SE 24th St–SE 32nd Way	Minor Arterial	11,070 16,330	5,673 5,500	
<b>C11 Issaquah-Fall City Road – Duthie Hill Road Corridor</b>		<b>17,483</b>	<b>17,695</b>	<b>X</b>
47 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd	Principal Arterial	16,790 22,010	13,629 0	
48 SE Issaquah-Fall City Rd, SE Duthie Hill Rd – Klahanie Dr SE	Principal Arterial	17,370 22,010	15,203 <sup>0</sup>	
49 SE Issaquah-Fall City Rd, Klahanie Dr SE – 240th Ave SE/Issaquah-Pine Lk Rd	Principal Arterial	17,950 36,690	23,022 26,830	X
<b>C12 NE Inglewood Hill Rd Corridor</b>		<b>18,148</b>	<b>10,077</b>	
15 NE Inglewood Hill Rd, E Lk Sammamish Pkwy- 216th Ave	Minor Arterial	17,950 16,790	10,195 8,600	
16 NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	Minor Arterial	18,382 17,370	9,938 0	
<b>C13 NE 8th Street Corridor</b>		<b>20,291</b>	<b>8,768</b>	
28A NE 8th St, 228th Ave NE – 235th Ave NE	Minor Arterial	21,822 21,430	10,249 9,100	
28B NE 8th St, 235th Ave NE – 244th Ave NE	Minor Arterial	19,110 21,430	7,625 9,100	
<b>C14 SE 32nd Way/St -- Issaquah-Beaver Lake Road Corridor</b>		<b>18,220</b>	<b>6,953</b>	
40A SE 32nd Way, Issaquah-Pine Lk Rd – 235th Place SE	Minor Arterial	19,308 16,790	8,329 0	
40B SE 32nd Way, 235th Place SE – 244th Ave SE	Minor Arterial	18,240 16,790	6,470 0	
41 SE 32nd St, 244th Ave SE – EW Beaver Lake Dr SE	Minor Arterial	17,370 16,790	7,634 0	
42 Issaquah-Beaver Lk Rd, EW Beaver Lk Dr – SE Duthie Hill Rd	Minor Arterial	19,110 17,950	6,073 5,000	

continued on following page

# Exhibit 1

## T.42

Samamish Comprehensive Plan  
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Background Table T-7

AWDT Concurrency Thresholds and 2016 Volumes for Roadway Segments (cont.)

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	CONCURRENCY THRESHOLD	2016 <sup>2</sup> EXISTING	
			AWDT	Fails?
<b>C15 Duthie Hill Road Corridor</b>		<b>17,050</b>	<b>14,885</b>	
43 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE (the “notch”)	Principal Arterial	16,790	15,169 13,400	
44 SE Duthie Hill Rd, 266th Ave SE (the “notch”) – Trossachs Blvd SE	Principal Arterial	17,660 16,790	14,219 0	
<b>C16 SE 4th Street Corridor</b>		<b>10,970</b>	<b>2,817</b>	
18A SE 4th St, 218th Ave SE – 224th Ave SE	Collector/Minor Arterial	10,970 14,470	2,817 1,700	
18B SE 4th St, 224th Ave SE – 228th Ave SE	Collector/Minor Arterial	10,970 14,470	2,817 1,700	
<b>C17 SE 8th Street Corridor</b>		<b>22,010</b>	<b>8,536</b>	
29 SE 8th St, 228th Ave SE – 244th Ave SE	Minor Arterial	22,010	8,536 7,700	
<b>C18 SE 20th Street Corridor</b>		<b>11,070</b>	<b>4,863</b>	
19 SE 20th St, 212th Ave SE – 219th PI SE	Collector Arterial	11,070	4,666 0	
20 SE 20th St, 219th PI SE – 228th Ave SE	Collector Arterial	11,070	5,045 4,000	
<b>C19 SE 24th Street West Corridor</b>		<b>11,175</b>	<b>1,590</b>	
9 SE 24th St, E Lk Samm Pkwy – 200th Ave SE	Collector Arterial	12,300 9,420	1,323 0	
10 SE 24th St, 200th Ave SE – 212th Ave SE	Collector Arterial	10,110 9,420	1,842 0	
<b>C20 SE 24th Street East Corridor</b>		<b>11,429</b>	<b>6,246</b>	
30 SE 24th St, 228th Ave SE – 244th Ave SE	Collector Arterial	11,585 10,550	6,680 6,300	
31 SE 24th St, 244th Ave SE – W Beaver Lk Dr SE	Collector Arterial	10,970 10,550	4,970 0	
<b>C21 Klahanie Corridor</b>		<b>19,949</b>	<b>7,728</b>	
53 SE Klahanie Blvd, Issaquah-Pine Lk Rd – 245th PI SE	Collector Arterial	13,430	5,444	
54 SE Klahanie Blvd, 245th PI SE – 256th Ave SE	Collector Arterial	13,430	3,408	
55 Klahanie Dr SE, 256th Ave SE – Issaquah-Fall City Rd	Collector Arterial	29,160	12,468	
<b>C22 South Pine Lake Route Corridor</b>		<b>12,444</b>	<b>2,720</b>	
58 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 212th Ave Se – 224th Ave SE	Collector Arterial	11,480	2,337	
59 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 224th Ave SE – 228th Ave SE	Collector Arterial	16,150	4,193	
<b>C23 218th Ave SE and SE 8th St Corridor</b>		<b>8,455</b>	<b>2,140</b>	
17A SE 8th St/218th Ave SE/SE 8th St, 212th Ave SE – 218th Ave SE	Collector Arterial	8,455 9,420	2,140 0	
17B SE 8th St/218th Ave SE/SE 8th St, 218th Ave SE/SE 8th St – SE 4th St	Collector Arterial	8,455 9,420	2,140 0	
45 Trossachs Blvd SE, SE 9th St – SE Duthie Hill Rd	Collector Arterial	12,685 13,680	8,927 7,700	
46 218th Ave NE, SE 4th St – SE 8th St	Collector Arterial	9,420	1,500	
50 Issaquah-Pine Lk Rd, SE 48th St – Issaquah-Fall City Rd	Principal Arterial	20,268	22,231	X
51 Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245th PI SE	Principal Arterial	32,389	25,718	
56 256th Ave SE, Klahanie Blvd – Issaquah-Beaver Lk Rd	Collector Arterial	14,200	4,919	
57 E Main Dr, 244th Ave SE – eastern terminus	Collector Arterial	12,300	2,951	
60 NE 37th Way/205th Ave NE/NE 16th St, Sahalee Way – 216th Ave NE	Collector Arterial	12,132	3,209	
61 216th Ave NE, Ne 16th St – NE Inglewood Hill Rd	Collector Arterial	12,300	4,780	



# Exhibit 1

## T.44

Samamish Comprehensive Plan  
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Background Table T-8  
 Background Assumptions for Concurrency AWDT Threshold Definitions

TWO-LANE ROADWAY		TWO-DIRECTIONAL CAPACITY (VEHICLES PER DAY)		
		<i>Principal or Minor Arterial</i>	<i>Collector</i>	<i>Neighborhood Collector</i>
<b>Base Capacity</b>		<b>12,850</b>	<b>9,020</b>	<b>2,850</b>
<b>Lane Width</b>	10 feet	0	0	0
	11 feet	1,620	1,130	320
	12 feet	3,240	2,260	640
<b>Striped Bike Lane/ Shoulder width<sup>1</sup></b>	8 feet max.	580	410	120
<b>Median</b>	None	0	0	0
	Median	4,640	3,240	920
	Left-Turn Lane <u>or</u> <u>Physically Constrained</u>	4,640	3,240	920
<b>Walkway/Bikeway<sup>2</sup></b>	None	0	0	0
	<u>Sidewalk or Bikeway</u> <u>Walkway</u>	1,160	810	230
	<u>Bikeway</u>	1,620	1,130	320
	<u>Both or Multi-use Path</u>	1,620	1,130	320
<b>Regional Trail width<sup>3</sup></b>	12 feet max.	580	0	0
MAXIMUM CAPACITY		25,370	17,800	5,100
FOUR-LANE ROADWAY		TWO-DIRECTIONAL CAPACITY (VEHICLES PER DAY)		
		<i>Principal or Minor Arterial</i>	<i>Collector</i>	<i>Neighborhood Collector</i>
<b>Base Capacity</b>		<b>25,920</b>	<b>18,100</b>	<b>5,180</b>
<b>Lane Width</b>	10 feet	0	0	0
	11 feet	3,240	2,260	640
	12 feet	6,480	4,540	1,300
<b>Striped Bike Lane/ Shoulder width<sup>1</sup></b>	8 feet max.	580	410	120
<b>Median</b>	None	0	0	0
	Median	4,630	3,240	930
	Left-Turn Lane <u>or</u> <u>Physically Constrained</u>	4,630	3,240	930
<b>Walkway/Bikeway<sup>2</sup></b>	None	0	0	0
	<u>Sidewalk or Bikeway</u> <u>Walkway</u>	1,160	810	230
	<u>Bikeway</u>	1,620	1,130	320
	<u>Both or Multi-use Path</u>	1,620	1,130	320
MAXIMUM CAPACITY		41,670	29,160	8,370

1. To qualify as a bike lane, the pavement must be marked as such, and have a minimum width of 5 feet.
2. For the purpose of these calculations, a bikeway is defined as a bicycle facility that is physically separated from the roadway. Walkway and bikeway values only apply if the roadway has shoulders of less than 4-foot width.
3. In order to realize the capacity benefits, the "regional trips" must be parallel and in close proximity to the City's arterial. The measured portion of the trail must be paved.

**Collision Analysis**

Collision statistics were compiled between ~~2012~~2010 and ~~2016~~2014 by the WSDOT Transportation Data Office for the City of Sammamish. During this five year period, there were a total of ~~4,045~~1,170 collisions reported. Background Table T-9 summarizes the collisions by type and Background Figure T-10 shows the location and type of collisions within the city.

See Volume I,  
 Transportation Element  
 Policy T.3.9-Policy  
 T.311 on page 91.

The 228th Avenue corridor shows a high number of collisions likely due to high volumes, vehicle speeds and inexperienced drivers, the latter related to the various schools along the corridor. In addition, the 228th Avenue corridor provides access to the city’s major commercial and institutional areas.

Collisions on the East Lake Sammamish Parkway corridor were concentrated at NE Inglewood Hill Road, a major access point to and from the city’s existing major commercial area.

Topography and weather conditions likely play a role in a portion of the collisions reported.

There were ~~3742~~ total pedestrian and bicycle-related collisions reported, or ~~7.48~~4 per year. These collisions were spread throughout the city. Goals to reduce collisions, particularly pedestrian and bicycle-related collisions should be addressed.

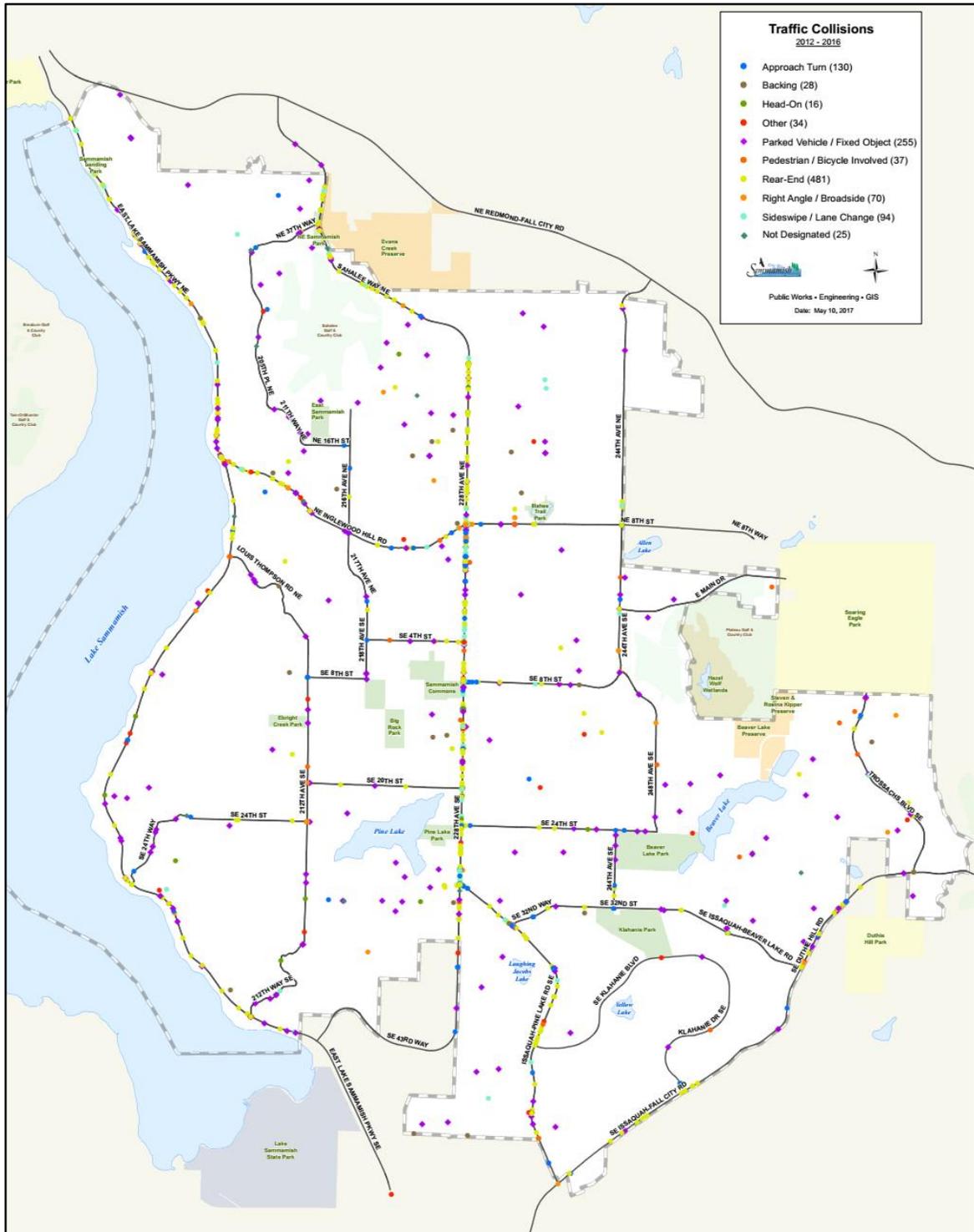
Background Table T-9  
 Collision Summary (~~2012-2016~~2010-2014)

COLLISION TYPE	TOTAL COLLISIONS	COLLISIONS PER YEAR
Rear-End	<del>406</del> 481	<del>81.2</del> 96.2
Parked Vehicle/Fixed Object	<del>217</del> 255	<del>43.4</del> 51.0
Right-Angle/Broadside	<del>104</del> 70	<del>20.2</del> 14.0
Sideswipe/Lane Change	<del>86</del> 94	<del>17.2</del> 18.8
Approach Turn	<del>75</del> 130	<del>15.0</del> 26.0
Other	<del>49</del> 34	<del>9.8</del> 6.8
Pedestrian/Bicycle	<del>42</del> 37	<del>8.4</del> 7.4
Backing	<del>14</del> 28	<del>2.8</del> 5.6
Head-On	<del>13</del> 16	<del>2.6</del> 3.2
Not Designated	<del>12</del> 25	<del>2.4</del> 5.0
<b>TOTAL</b>	<del>4,045</del> 1,170	<del>203.0</del> 234.0

# Exhibit 1 T.46

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Background Figure T-10  
City of Sammamish Traffic Collisions (2012-2016~~2010-2014~~)



## Traffic Calming

As population and employment in the Sammamish region continue to grow, City streets are experiencing increased traffic pressure. City policy can accommodate growth in a way that can protect neighborhoods from unsafe impacts of traffic through the following measures:

- Develop standards to improve the function, safety, and appearance of the City street system;
- Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile;
- Protect the quality of life in residential neighborhoods by limiting vehicular traffic and monitoring traffic volumes on collector streets;
- Encourage improvements in vehicular and pedestrian traffic circulation within the City;
- Maintain a consistent LOS on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses; and
- Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Traffic calming programs serve to deter through-traffic on local residential streets, protect neighborhoods from vehicular traffic moving at excessive speeds, and discourage parking unrelated to residential activities.

Presently, traffic calming devices within the City of Sammamish are located primarily along:

- NE 14th Drive from 228th Avenue NE to 220th Avenue NE;
- NE 19th Drive from 228th Avenue NE to 236th Avenue NE;
- NE 25th Way from 228th Avenue NE to 239th Avenue NE;
- 217th Avenue NE from Inglewood Hill Road to Main Street;
- SE 32nd Street from 228th Avenue SE to 220th Avenue SE;
- NE 14th Street from 228th Avenue NE to 235th Avenue NE;
- Audubon Park Drive from SE 24th Street to SE 32nd Street;
- 205th Place NE from NE 31st Street to NE 37th Way;
- SE 30th Street from 244th Avenue SE to 252nd Avenue SE;
- 230th Way SE from SE 42nd Street to SE 48th Street;
- SE Windsor Blvd from 244th Avenue SE to Windsor Drive SE;
- NE 20th Way from 216th Avenue NE to NE 25th Way; and
- Sahalee Way NE at NE 28th Place.
- 248th Avenue SE at SE 17th Place

## Exhibit 1 T.48

Samamish Comprehensive Plan  
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Traffic calming features include digital speed boards, traffic circles, chokers, speed humps, raised tables at crosswalks, chicanes, roadway narrowing, raised intersections, medians and curb bulb-outs.

### Current Six-Year Transportation Improvement Program (TIP)

Background Table T–10 summarizes the list of projects that make up the current Six-Year Transportation Improvement Program (TIP), 2017-2022~~2016-2024~~. Funding for some of these projects is secured, while funding for other projects is not. Detailed evaluation of future conditions should assume completion only of financially committed projects.

### Existing Non-Motorized Conditions

*See Volume I,  
Transportation  
Element Policy T.2.12  
on page 88.*

An inventory of existing non-motorized facilities, including sidewalks and walkways was undertaken to identify any system gaps. Roughly 50% of the city's local roads have sidewalks and most of the primary and minor arterials includes sidewalks, paved shoulders or shared use paths. Background Figure T–11 illustrates existing non-motorized facilities and includes the locations of the public open spaces and parks.

Background Table T-10  
~~2017-2022~~2016-2024 Six Year Transportation Improvement Program (TIP)

TIP #	PROJECT TITLE <sup>1</sup>	Total Project	PROJECT EXPENDITURE (X \$1,000) <sup>2</sup>					
			2017 <sub>6</sub>	2018 <sub>7</sub>	2019 <sub>8</sub>	2020 <sub>9</sub>	2021 <sub>0</sub>	2022 <sub>1</sub>
TR-01	SE 4th St—218th Ave SE to 228th Ave SE <sup>C,CP</sup>	15.035174	0.725	9.446	5.000	—	—	—
TR-02	Issaquah-Pine Lake Rd—Klahanie Blvd to SE 32nd <sup>C,CP</sup>	12.6778.00 0	—	—	—	1.0200	1.52.0 00	4.54.80 0
TR-03	Issaquah-Pine Lake Rd—SE 48th to Klahanie Blvd <sup>C,CP</sup>	19.5247.61 8	—	0.800	2.500	7.159	7.159	—
TR-04	East Lake Sammamish Pkwy SE/SE 24th St Intersection <sup>C,CP</sup>	3.61598	—	—	—	—	—	—
TR-065	228th Ave SE – SE 32nd St to Issaquah-Pine Lk Rd <sup>CP</sup> Sahalee-Way NE – 220 <sup>th</sup> Ave NE to North-City Limits	0.09814.58 8	1.600	5.200	7.788	—	—	—
TR-07	Issaquah-Fall City Rd—SE 48th St to Klahanie Dr SE <sup>CP</sup>	22.59314.0 00	4.400 0.800	12.8921. 000	4.1016.1 00	6.100	—	—
TR-08	Issaquah-Fall City Rd—Klahanie Dr SE to Issaquah-Beaver Lk Rd <sup>CP</sup>	14.4369.00 0	—	1.100	2.0000. 600	5.7181. 200	5.7183.6 00	3.600
TR-10	212 <sup>th</sup> Avenue SE Gap Project—SE 24 <sup>th</sup> Street to Crossings Subdivision <sup>CP,NM</sup>	0.5740.600	0.1080.60 0	—	—	—	—	—
TR-18	SE 8th Street/218th Ave SE – 212th Ave SE to SE 4th Street	13.419	—	0.150	—	—	—	—
TR-19	Intelligent Transportation System (ITS)	3.153	—	0.317	1.885	—	—	—
TR-20	SE 14th Street Extension – Lawson Park Plat to 248th Avenue SE	0.204	—	0.167	—	—	—	—
TR-25	212th Way (Snake Hill) Improvement	6.508	5.692	—	—	—	—	—
TR-34	228th Avenue SE/SE 8th Street Intersection	4.589	0.850	0.750	2.989	—	—	—
TR-42	218th Avenue SE/216th Avenue NE – SE 4th Street to Inglewood Hill Road NE Analysis	6.150	—	0.150	—	—	—	—
TR-A9	Public Works Trust Fund Loan Repayment (228th Avenue) <sup>CP</sup>	10.5463.25 6	0.547 9	0.5447	0.5414	0.5394 4	0.5369	0.536
TR-B11	Non-motorized Transportation Projects <sup>CP,NM</sup>	4.500	0.750	0.750	0.750	0.750	0.750	0.750
TR-C12	Sidewalk Projects <sup>NM,P</sup>	0.960	0.160	0.160	0.160	0.160	0.160	0.160
TR-D13	Intersection and Safety Improvements <sup>P</sup>	1.200	0.200	0.200	0.200	0.200	0.200	0.200
TR-E14	Neighborhood CIP <sup>P</sup>	0.600	0.100	0.100	0.100	0.100	0.100	0.100
TR-F	Street Light Program	0.090	0.015	0.015	0.015	0.015	0.015	0.015
TR-G	School Zone Safety Program	0.300	0.050	0.050	0.050	0.050	0.050	0.050
TR-H	Capital Contingency Reserve Placeholder	3.000	0.500	0.500	0.500	0.500	0.500	0.500
TOTAL EXPENDITURES		143.76693. 866	13.37 26.15 9	27.291 18.203	18.2912 3.742	9.03217 .410	9.5314 .508	6.27510 .146

# Exhibit 1

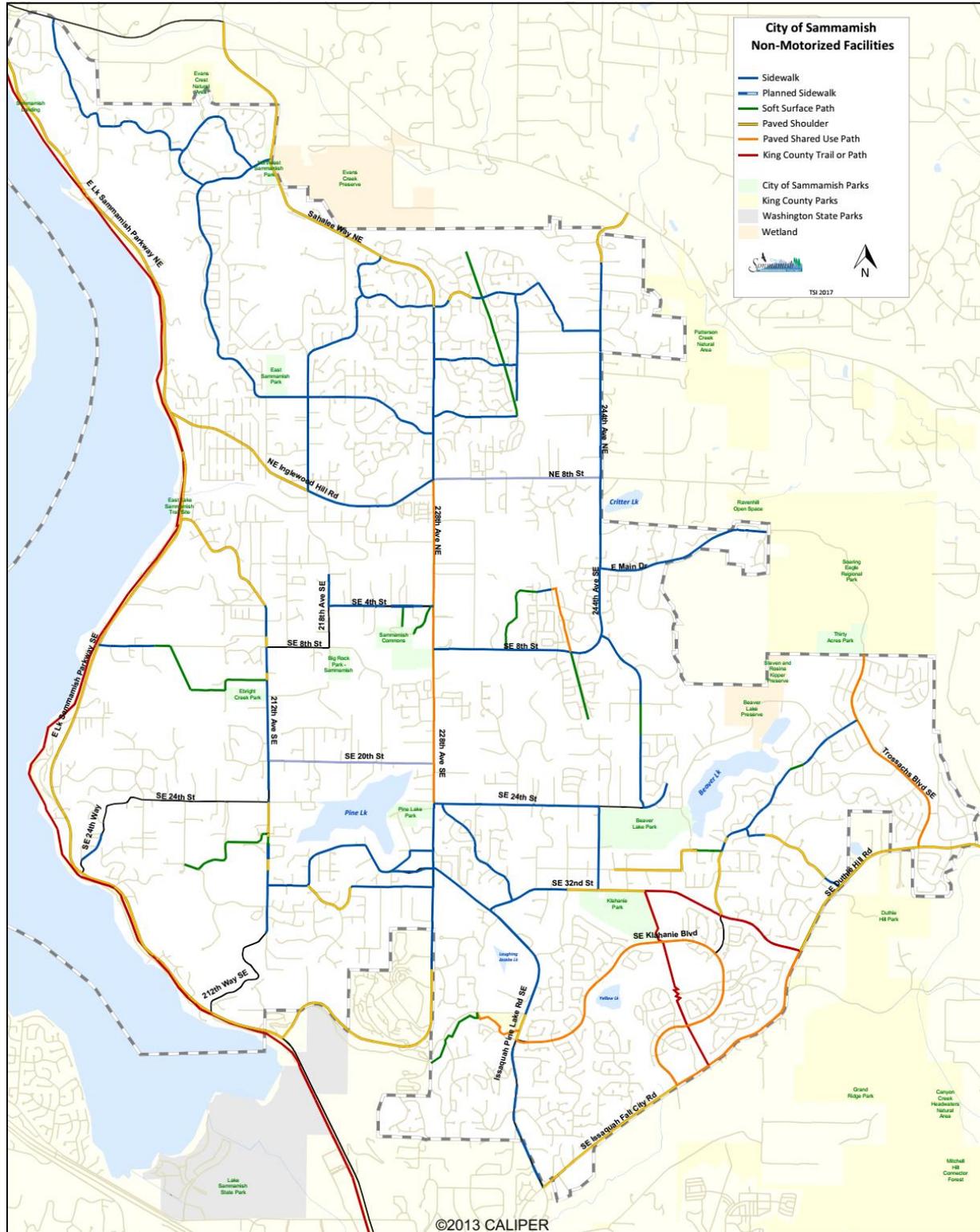
## T.50

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1. *Project Type: C = Concurrency Project; CP = Capital Project; NM = Non-Motorized Project; P = City Program.*
2. *All project costs are in 2013 dollars.*

Background Figure T-11  
City of Sammamish Existing Non-Motorized Facilities



## Exhibit 1 T.52

Sammamish Comprehensive Plan  
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### Existing Transit Service

#### Transit Service

King County Metro and Sound Transit provide transit service to the City of Sammamish. Four transit routes currently serve the City, with service as summarized in Background Table T–11.

Background Table T–11  
Existing Transit Service for the City of Sammamish

ROUTE #	ROUTE DESCRIPTION	SERVICE	AVERAGE HEADWAY (MINUTES)	
			Peak	Midday
216 <sup>1</sup>	Downtown Seattle to Issaquah Highlands P&R, to South Sammamish P&R and to Bear Creek P&R	Weekday AM and PM peak hours	30	—
219 <sup>1</sup>	Downtown Seattle to Issaquah Highlands P&R, to South Sammamish P&R and to Redmond	Weekday AM and PM peak hours	30–40	—
269 <sup>1</sup>	Issaquah TC to Issaquah Highlands P&R, to Bear Creek P&R and to Overlake P&R	Weekday AM and PM peak hours	20–30	—
554 <sup>2,3</sup>	NE Redmond-Fall City Road at 185th Ave NE to South Sammamish P&R, to Issaquah TC, to North Mercer Island and to downtown Seattle	Weekday Saturday	60–120 60–120	60–120 60–120

1. King County Metro Transit Route.
2. Sound Transit Route; this route make infrequent trips to the City Sammamish.

The Microsoft Connector bus provides transit service to and from Microsoft's Redmond campus for Microsoft employees. The Connector operates weekdays, stopping at the future Central Washington University/former Mars Hill Church site located at 120 228th Avenue NE, just north of the intersection of 228th Avenue NE and East Main Street, between 7:00 and 9:00 AM and between 5:00 and 7:00 PM.

#### Park-and-Ride Facilities

Sammamish currently has threetwo park-and-ride (P&R) facilities:

- Sammamish Hills Lutheran Church at SE 8th Street and 228th Avenue SE (54 spaces).
- South Sammamish P&R at Issaquah-Pine Lake Road SE and 228th Avenue SE (265 spaces).
- Klahanie P&R at Klahanie Boulevard and 244th Place SE (30 spaces).

Existing transit routes and P&R lots within the Sammamish city limits are shown in Background Figure T–12. Outside of the city limits, the nearest P&R lots are:

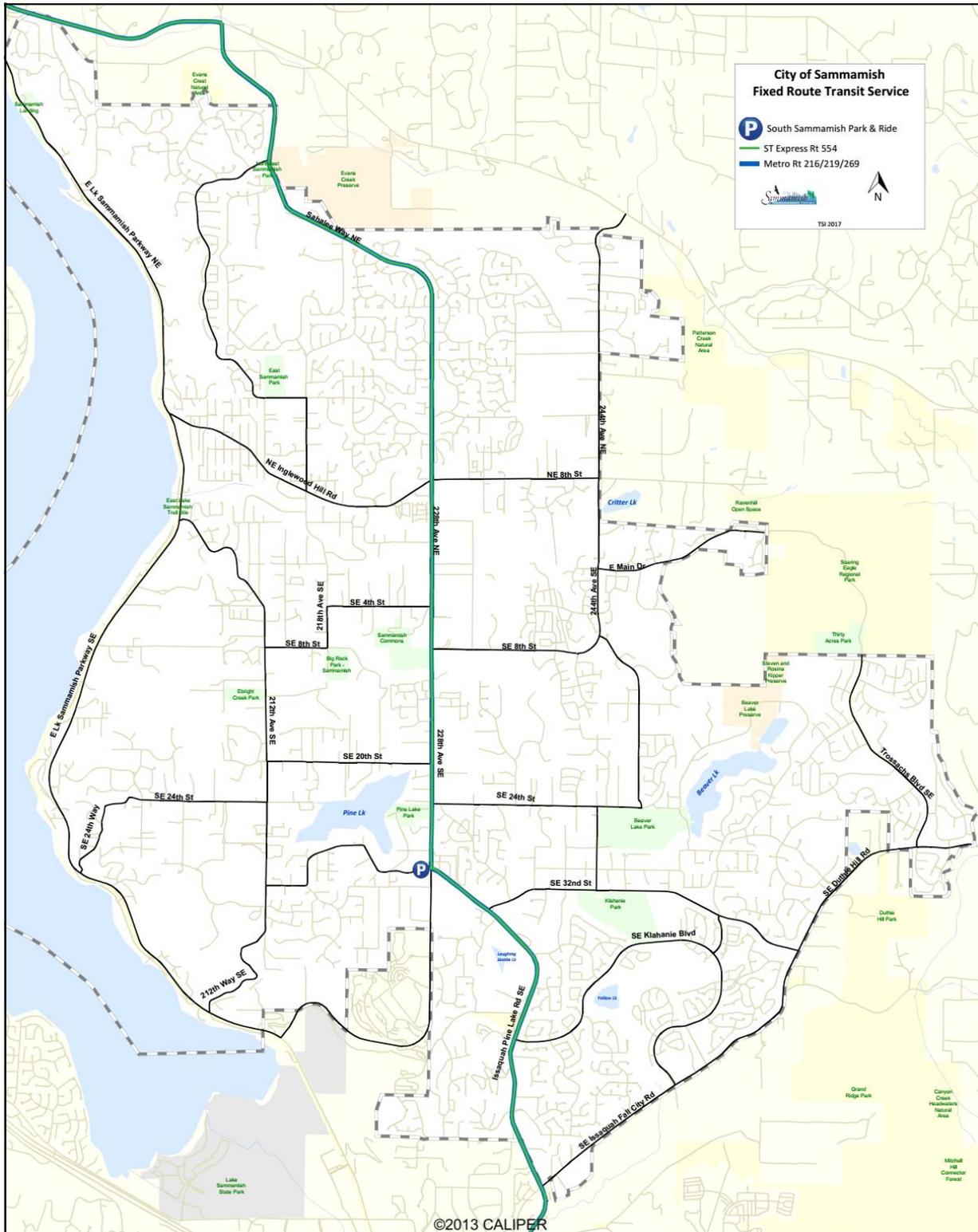
- Klahanie P&R at SE Klahanie Boulevard and 244th Place SE, King County (30 spaces).
- Klahanie P&R at SE Klahanie Boulevard and SE Issaquah-Fall City Road (30 spaces).
- Tibbett's Valley P&R at 12th NW and Newport Way, Issaquah (94 spaces).

- Issaquah Highlands P&R at Highlands Drive NE and NE High Street, Issaquah (1,010 spaces).
- Bear Creek P&R at NE Union Hill Road and 178th Place NE,
- Redmond (283 spaces)

# Exhibit 1 T.54

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Background Figure T-12  
Existing Transit Service



## Travel Demand Forecasts and Projected Needs

~~In order to~~ **To** evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

### Travel Forecasting Model

For the City of Sammamish Transportation Element, a transportation computer model was developed to analyze future travel demand and traffic patterns. The major steps of the modeling process are as follows:

- Current Land Use Assessment;
- Trip Generation;
- Trip Distribution;
- Network Assignment;
- Model Calibration;
- Forecast of Future Land Use; and
- Model of Future Traffic Conditions.

These general steps of the modeling process are described in the following sections ~~and the technical aspects of the model are described in detail in the Traffic Forecasting Model Documentation Report (DEA 2012), which has been produced for the city as a supplemental document to the Comprehensive Plan.~~

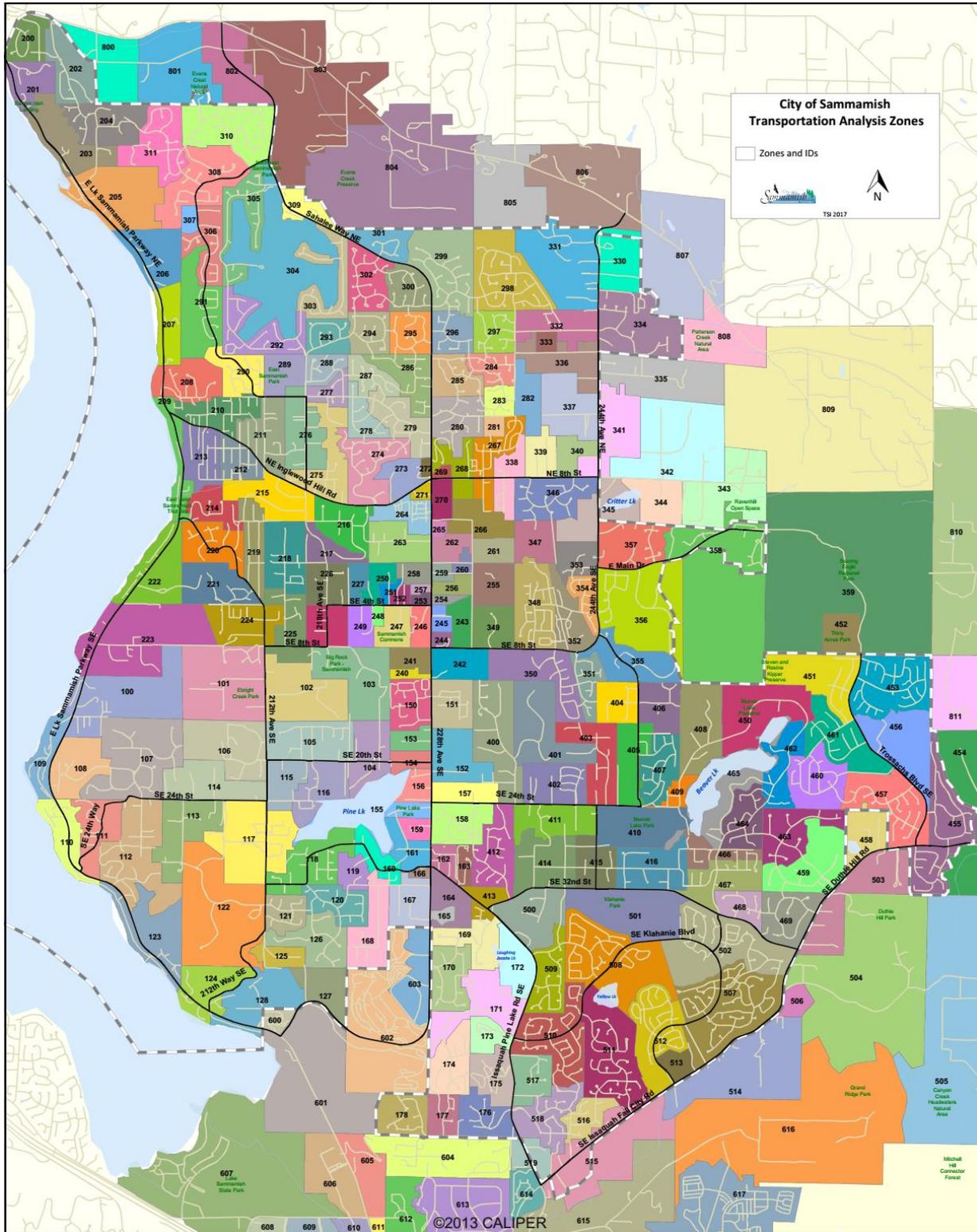
#### Current Land Use Assessment

The primary method of determining future travel demand is based on future land use patterns and community growth. The entire study area is divided into Transportation Analysis Zones (TAZs) that have similar land use characteristics. The TAZ boundaries that were established for the City of Sammamish travel-forecasting model are shown in Background Figure T-13. For each zone, land use characteristics of population and employment were estimated based on the City of Sammamish Comprehensive Land Use Plan. In order to establish an accurate base map of existing land use, consultants to the city began with the King County Assessor records, supplemental aerial photos, and field verification of a subset of lots. City staff compiled unit counts of multi-family dwellings and commercial building square feet based on King County records supplemented with some field review.

# Exhibit 1 T.56

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Background Figure T-13  
Transportation Analysis Zones



## Trip Generation

The trip generation step forecasts the total number of trips generated by and attracted to each TAZ. The trips were forecast using statistical data that take into account population and household characteristics, employment information, economic model output, and land-use information. Trips generated are categorized by their general purpose, which are:

- Home-based-work: any trip with home as one end and work as the other end
- Home-based-other: any non-work trip with home as one end
- Non-home-based: any trip that does not have home at either end

The trip generation model forecasts the total number of trips that are generated per household or non-residential unit during the analysis period for the trip categories under consideration.

## Trip Distribution

The trip distribution step allocates the trip generation to a specific zonal origin and destination. This is accomplished through use of the gravity model, which distributes trips according to two basic assumptions: (1) more trips will be attracted to larger zones (the size of a zone is defined by the number of attractions estimated in the trip generation phase, not the geographical size), and (2) more trip interchanges will take place between zones that are closer together than the number that will take place between zones that are farther apart. The result is a trip matrix (for each of the trip purposes specified as input to the trip generation model) that estimates the percentage of trips taken from each zone to every other zone. These trips are often referred to as trip interchanges.

## Network Assignment

The arterial street system is coded into the city's Traffic Model as a series of links that represent roadways and nodes that represent the intersection of those roadways. Each roadway link and intersection node is entered into the model with an assigned functional classification, and associated characteristics such as length, capacity, and speed. This information is then used to determine the optimum path between all the zones based on travel time and distance. The model then distributes the trips from each of the zones onto the street network.

## Exhibit 1 T.58

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The forecasted trips are assigned to the transportation network using an incremental assignment process where the total traffic is assigned to the network, one increment at a time. Vehicle travel paths reflect the best travel time between each origin and destination. After a portion of the vehicles is assigned, the zone-to-zone travel times with the additional traffic are recalculated. The next increment of traffic is assigned to the network, and the optimal paths are determined based upon the adjusted travel times. The zone-to-zone travel times are calculated again, reflecting the added traffic. The cycle of network assignment and travel time recalculation is repeated, until all vehicles have been assigned to the network. The result is a computerized road network with traffic volumes calculated for each segment of roadway, which takes into account the effects of increasing traffic congestion on the system.

### Model Calibration

The 2016~~2~~ calibrated VISUM travel demand model developed by DEA has a mean relative error of 12% and is a very good representation of the traffic generated by a known land uses (2016~~2~~ occupied development). The calibration error does not directly relate to the accuracy of the forecast in that the land use assumptions are general, factors including fuel prices, social objectives, and other issues modify travel behaviors over time. In most cases, future forecasts should be considered with a broader margin of error. A range of plus or minus 10% is a very reasonable error to assume for a 20-year planning horizon. This potential error should be considered when evaluating the travel demand forecasts and level of service summaries. Forecast volumes ~~could~~ have the potential to be 10% more or less in ~~most~~ many cases.

### Land Use Assumptions used in Travel Demand Forecasting

The land use assumptions used in the VISUM travel demand forecasting model are based upon the Land Use Element of the Comprehensive Plan, which in turn is based upon the PSRC residential and employment allocations for Sammamish. External land use assumptions were based upon PSRC forecasts for the jurisdictions around Sammamish, including the cities of Redmond, Issaquah and Bellevue to ensure that the forecast trip distribution for trips originating in or destined to the region outside the city are modeled correctly. Key elements of the land use forecast include infill single family residential development in vacant and underdeveloped land identified in the buildable lands analysis and the realization continued development of the Town Center, a mixed use subarea planned for 2,000 residential units, 600,000 square feet of commercial space, 1,760 multifamily residential units, 200,000 square feet of office, and 400,000 square feet of retail space.

Future Traffic Conditions

Once future land use conditions were input, the model was run to forecast PM peak hour traffic conditions that are expected to result from the projected land use. The PM peak hour is modeled since it is the most congested time of day. However, since the segment analysis requires projected daily traffic volumes, the PM peak hour volumes are converted to AWDT volumes. The conversion to daily volumes was accomplished by applying a post-processing method, based primarily upon application of a peak-to-daily conversion factor. This factor was based upon segment-specific K-factors observed in 2016 citywide traffic counts. the declining K-factor observed in citywide traffic counts since 2002.

2035 Committed Capital Improvement Projects (CIP)

Background Table T–12 lists the future improvements for which funding is secure; and thus, are assumed to be in place for analysis of future conditions.

Background Table T–12  
 Committed Capital Improvement Projects (CIP)

**Refer to Capital Facilities Plan Element, Table CF-7.**

LOCATION	CIP IMPROVEMENT
SE 4th St–218th Ave SE to 228th Ave SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk
Issaquah-Pine Lake Rd–Klahanie Blvd to SE 32nd	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk
Issaquah-Pine Lake Rd–SE 48th to Klahanie Blvd	Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk
East Lake Sammamish Pkwy SE/SE 24th St Intersection	Construct traffic signal, turn lanes, curb, gutter, and sidewalk
228th Ave SE—SE 32nd St to Issaquah-Pine Lake Road Sahalee Way NE—220 <sup>th</sup> Ave NE to North City Limits	Provide additional southbound through lane Widen to 3 lanes with bike lanes, curb, gutter and sidewalk
Issaquah-Fall City Rd–SE 48th St to Klahanie Dr SE	Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk
212th Ave SE Gap Project–SE 24th St to Crossings-Subdivision	Provide non-motorized facilities

Level-of-Service Analysis for 2035 Land Use

Background Table T–13 summarizes the intersection LOS expected under the 2035 land use scenario if no additional transportation improvements are made beyond the committed CIP. The 2035 intersection LOS is illustrated in Background Figure T–14.

The committed improvements listed in Background Table T–13 address several existing deficiencies identified in the 2016~~2012~~ existing conditions analysis. However, the future 2035 analyses show that the increase in traffic resulting from additional development would cause increased congestion at other locations, if no additional

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Background Table T-13  
2035 Intersection LOS—PM Peak Hour—Committed Improvements Only

ID	INTERSECTION	LOS STANDARD <sup>1</sup>	TRAFFIC CONTROL <sup>2</sup>	DELAY <sup>3</sup>	LOS <sup>4</sup>
1	<a href="#">Issaquah-Pine Lk Rd and SE 48th St</a>	D	Signal	8.1	A
2	<a href="#">228th Ave NE &amp; NE 12th Pl</a>	D	Signal	31.824	C
3	<a href="#">Klahanie Dr SE and SE Issaquah-Fall City Rd</a>	D	Signal	18.6	B
4	<a href="#">244th Ave SE and SE 24th St</a>	C	TWSC	23.5	C
5	<a href="#">SE 32nd St and 244th Ave SE</a>	C	TWSC	293.4	F*
6	<a href="#">Issaquah-Pine Lk Rd SE &amp; SE 32nd Way</a>	D	RAB	16.294	BF*
7	<a href="#">228th Ave SE and SE 40th St</a>	D	TWSC	1035.9	F*
8	<a href="#">SE Klahanie Blvd and 256th Ave SE</a>	C	AWSC	18.2	C
9	<a href="#">SE Issaquah-Fall City Rd &amp; Pacific Cascade MS/247th Pl SE</a>	D	Signal	19.5	B
10	<a href="#">Sahalee Way and NE 36th Ln</a>	D	TWSC	6728	F*
11	<a href="#">242nd Ave NE and NE 8th St</a>	C	Signal	14.7	B
12	<a href="#">228th Ave SE &amp; SE 8th St</a>	D	Signal	180.4490	F*
13	<a href="#">228th Ave NE and NE 19th Dr</a>	D	TWSC	201	F*
14	<a href="#">216th Ave NE and NE Inglewood Hill Rd</a>	C	RAB	37	D*
15	<a href="#">228th Ave NE &amp; NE 8th St (NE Inglewood Hill Rd)</a>	D	Signal	50.857	DE*
16	<a href="#">228th Ave NE &amp; NE 4th St</a>	D	Signal	52.843	D
17	<a href="#">228th Ave SE &amp; SE 4th St</a>	ED	Signal	23.7456	CF*
18	<a href="#">212th Ave SE &amp; SE 8th St</a>	C	TWSC	17.424	C
19	<a href="#">228th Ave SE and SE 16th St</a>	D	Signal	20.5	A
20	<a href="#">E Lk Sammamish Pkwy &amp; 212th Way SE</a>	C	Signal	12.247	AB
21	<a href="#">E Lk Sammamish Pkwy &amp; SE 24th Way</a>	C	TWSCS	29.17	A
22	<a href="#">212th Ave SE &amp; SE 20th St</a>	C	AWSC	26.425	AC
23	<a href="#">E Lk Sammamish Pkwy &amp; Louis Thompson Rd NE</a>	C	Signal	17.147	B
24	<a href="#">E Lk Sammamish Pkwy &amp; NE Inglewood Hill Rd</a>	C	Signal	20.120	C
25	<a href="#">Sahalee Way NE &amp; NE 37th Way</a>	D	Signal	59.924	EC*
26	<a href="#">244th Ave NE and NE 8th St</a>	C	RAB	10.445	B
27	<a href="#">228th Ave SE &amp; SE 20th St</a>	D	Signal	17.924	BC
28	<a href="#">228th Ave SE &amp; SE 24th St</a>	DE	Signal	49.477	DE
29	<a href="#">228th Ave SE &amp; Issaquah-Pine Lk Rd SE</a>	E	Signal	82.369	F*E
30	<a href="#">Issaquah-Pine Lk Rd SE &amp; SE Klahanie Blvd</a>	D	Signal	95.683	F*
31	<a href="#">SE Duthie Hill Rd &amp; SE Issaquah-Beaver Lk Rd</a>	D	Signal	28.649	CB
32	<a href="#">256th Ave SE/E Beaver Lake Dr SE &amp; Issaquah-Beaver Lk Rd</a>	C	TWSC	574.2	F*
33	<a href="#">228th Ave NE and NE 14th St</a>	D	TWSC	9999	F*
34	<a href="#">228th Ave NE &amp; NE 25th St</a>	D	Signal	25.222	C
35	<a href="#">Issaquah-Pine Lk Rd and SE 42nd St<sup>5</sup></a>	D	Signal	14.7	B
36	<a href="#">Issaquah-Pine Lk Rd and 231st Ln SE</a>	D	Signal	7.7	A
37	<a href="#">Sahalee Way NE and NE 28th Pl</a>	D	TWSC	518.4	F*
38	<a href="#">Issaquah-Pine Lk Rd and SE 47th Way/238th Way SE</a>	D	Signal	7.9	A
39	<a href="#">233rd Ave NE and NE 8th St</a>	C	RAB	4.9	A
40	<a href="#">228th Ave NE &amp; E. Main St</a>	D	Signal	9.85	A

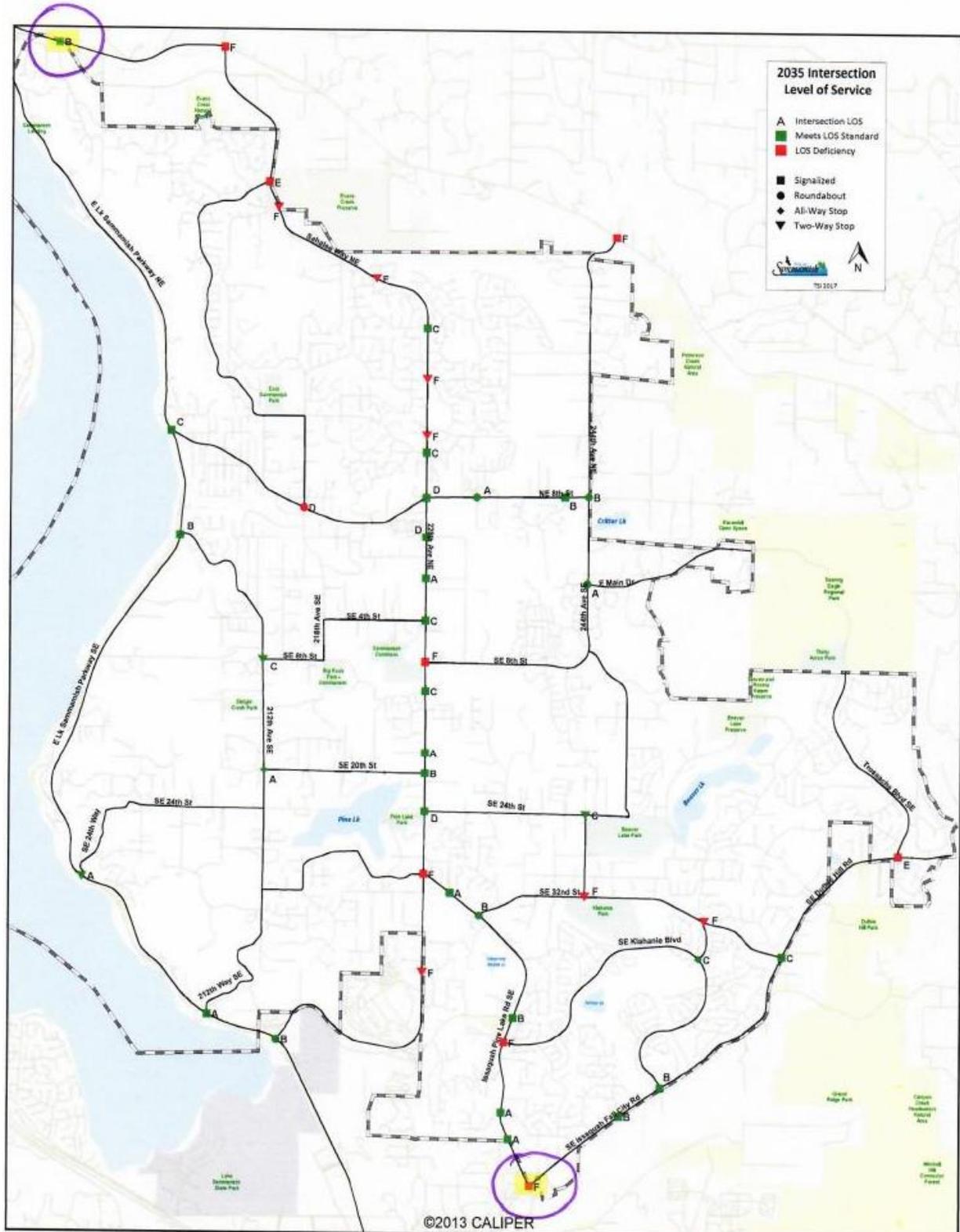
ID	INTERSECTION	LOS STANDARD <sup>1</sup>	TRAFFIC CONTROL <sup>2</sup>	DELAY <sup>3</sup>	LOS <sup>4</sup>
41	244th Ave NE and E Main Dr	C	RAB	4.9	A
42	Trossachs Blvd SE and SE Duthie Hill Rd	D	Signal	64.828	E*C
43	228th Ave SE and SE 10th St/Skyline HS	D	Signal	30	C
44	192nd Drive NE and NE Redmond-Fall City Rd (SR202)	D	Signal	16.623	BC
100	E Lk Sammamish Pkwy and NE Redmond-Fall City Rd (SR202) <sup>65</sup>	D	Signal	190.147 5	F*
101	E Lk Sammamish Pkwy & SE 43rd Way <sup>65</sup>	D	RAB	10.634	BC
102	Sahalee Way NE and SR 202 (Redmond-Fall City Rd) <sup>65</sup>	DE	Signal	113.243 4	F*
103	244th Ave NE and Redmond-Fall City Rd (SR 202) <sup>65</sup>	D	Signal	105.440 2	F*
104	Duthie Hill Rd and SR 202 (Redmond-Fall City Rd) <sup>6</sup>	D	Signal	39.1	D
105	Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd <sup>5</sup>	E	Signal	109.420 3	F*
	E Lk Sammamish Pkwy and SE 56 <sup>th</sup> St <sup>5</sup>	D	S	252	F*
	E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd <sup>5</sup>	E	S	216	F*

1. LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS D. Intersections that include Minor Arterials or Collectors have a standard of LOS C.
2. Intersection Control: Signal=signalized; TWSC=two-way stop-controlled; AWSC=all-way stop-controlled; RAB=roundabout
3. Delay is measured in seconds per vehicle. At Signal and AWSC intersections, it represents average delay for the intersection. For TWSC intersections, it represents average delay for the worst minor approach movements or major street left turn movements. For RABs, it represents the worst approach. Analysis is based on 2016 traffic counts.
4. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000~~2010~~). (\*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.
5. After developer-funded signalization of Issaquah-Pine Lake Rd & SE 42nd St
- 5-6. Intersection is outside of the city limits.

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Background Figure T-14  
2035 Level of Service-2035 Land Use and Committed Transportation Improvements



improvements were made. ~~On 228<sup>th</sup> Ave, three signalized intersections are projected to operate above their LOS standard: SE 4th Street (LOS F), SE 8th Street (LOS F), and NE 8th Street (LOS E). The NE 8th Street intersection falls just above its LOS D standard by 2 seconds. On Issaquah Pine Lake Road SE the signal at SE Klahanie Boulevard and the roundabout at SE 32nd Way are forecast to operate at LOS F.~~

~~Eighteen~~ Seventeen intersections are forecasted to operate below minimum LOS standards by 2035. Fifteen Thirteen of the failing intersections are located inside city limits. On Sahalee Way/228<sup>th</sup> Avenue, eight intersections are forecasted to operate below their respective minimum LOS standards.

Outside of the city limits, ~~six~~ four signalized intersections are projected to operate at LOS F. Continued coordination with Issaquah, Redmond, ~~and~~ King County, and WSDOT will be necessary.

Background Table T-14 summarizes the concurrency status for each of the ~~73~~ 49 roadway segments, under the 2035 land use with only committed improvements, based upon the policy-defined AWDT thresholds previously described. Measuring the forecasted volumes against the policy-defined roadway segment concurrency thresholds and considering only the committed improvements documented above, ~~three~~ one road corridors and ~~eleven~~ seven road segments will fail under the future land use scenario with the committed improvements only.

#### Travel Demand Forecast Accuracy—Implications to LOS Results

The LOS failures indicated in the 2035 forecast are generally less than 10% over the volume-to-capacity (v/c) thresholds assumed for the 2035 network. Given the accuracy of the forecast these failures could be worse than anticipated or may not materialize at all. The magnitude of the LOS failures (generally less than 10%) predicted for 2035 suggest the need for ongoing monitoring to determine if the LOS forecast is reasonably accurate or if future conditions are better or worse than projected. The city's concurrency management system is designed to monitor the cumulative impacts of growth and will provide an early warning of potential future problems.

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Background Table T-14

AWDT Concurrency Thresholds and 2035 Volumes for Roadway Segments—  
 Committed Improvements Only

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	CONCURRENCY		2035 PROJECTED	
		THRESHOLD	AWDT	Fails?	
<b>C11-3 East Lk Sammamish Parkway North Corridor</b>			<b>25,370</b>	<b>23,559</b>	
			<b>25,877</b>	<b>22,000</b>	
1	E Lk Sammamish Pkwy, <u>North</u> City Limits – 196th Ave NE (Weber Point)	Minor Arterial	25,370 24,330	24,085 21,900	
2	E Lk Sammamish Pkwy, 196th Ave NE – NE <u>2628</u> th PI	Minor Arterial	25,370 24,330	23,355 21,800	
3	E Lk Sammamish Pkwy, NE <u>2628</u> th PI – NE Inglewood Hill Rd	Minor Arterial	25,370 28,970	23,098 22,300	
<b>C24-6 East Lk Sammamish Pkwy Central Corridor</b>			<b>25,370</b>	<b>11,613</b>	
			<b>17,370</b>	<b>13,167</b>	
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	Minor Arterial	25,370 17,370	14,730 15,800	
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	Minor Arterial	25,370 17,370	10,921 12,100	
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	Minor Arterial	25,370 17,370	10,696 11,600	
<b>C37-8 East Lk Sammamish Parkway South Corridor</b>			<b>25,370</b>	<b>13,773</b>	
			<b>17,370</b>	<b>16,550</b>	
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	Minor Arterial	25,370 17,370	12,520 13,600	
8	E Lk Sammamish Pkwy, 212 <sup>th</sup> Ave SE – <u>South</u> City Limits	Minor Arterial	25,370 17,370	18,624 19,500	X
<b>C411-14 Louis Thompson Road–212th Corridor</b>			<b>12,082</b>	<b>6,710</b>	
			<b>10,786</b>	<b>7,100</b>	
11	Louis Thompson Rd, E Lk Sammamish Pkwy – SE 8th St	Collector Arterial	11,070 9,820	5,407 4,900	
12	212th Ave SE, SE 8th St – SE 20th St	Collector Arterial	11,685 11,425	7,896 9,000	
13A	212th Ave SE, SE 20th St – SE 32nd St	Collector Arterial	11,788 11,350	7,456 7,800	
13B	<u>212th Ave SE, SE 32nd St – 212th Way SE</u>	<u>Collector Arterial</u>	11,788	6,791	
14	212th Way SE, SE 32nd St – E Lk Sammamish Pkwy	Collector Arterial	14,260 10,550	6,716 6,700	
<b>C521-23 Sahalee Way–228th Avenue North Corridor</b>			<b>20,611</b>	<b>19,834</b>	X
			<b>20,077</b>	<b>22,533</b>	
21A	Sahalee Way/228th Ave NE, <u>North</u> City Limit – <u>NE 37th Way</u>	Principal Arterial	23,750 22,010	22,690 23,200	X
21B	Sahalee Way/228th Ave NE, <u>NE 37th Way – NE 36th St</u>	Principal Arterial	18,965 22,010	19,643 23,200	X
21C	Sahalee Way/228th Ave NE, <u>NE 36th St – 223rd/220th Ave NE</u>	Principal Arterial	18,965 22,010	19,611 23,200	X
22	Sahalee Way/228th Ave NE, <u>223rd/220th Ave NE – NE 25th Way</u>	Principal Arterial	18,965 18,530	17,680 20,000	X
23	228th Ave, NE 25th Way – NE 12th <u>PISt</u>	Principal Arterial	22,300 19,690	20,212 24,400	X
<b>C624-25 228th Avenue Central Corridor</b>			<b>33,921</b>	<b>32,845</b>	
			<b>34,950</b>	<b>36,100</b>	
24A(1)	228 <sup>th</sup> Ave, NE 12th PI – <u>NE 8th St / Inglewood Hill Rd</u>	Principal Arterial	25,800 34,950	20,963 33,500	
24A(2)	228 <sup>th</sup> Ave, <u>NE 8th St / Inglewood Hill Rd – Main St</u>	Principal Arterial	34,950	32,689 33,500	
24B	228 <sup>th</sup> Ave, <u>Main St – SE 8th/4th St</u>	Principal Arterial	35,180 34,950	30,061 33,500	
25A	228 <sup>th</sup> Ave, SE <u>8th/4th St – SE 10th St / Skyline HS</u>	Principal Arterial	35,180 34,950	36,390 38,700	X

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25B	228 <sup>th</sup> Ave, <a href="#">SE 10th St / Skyline HS</a> – SE 20 <sup>th</sup> St	Principal Arterial	<u>35,180</u> <u>34,950</u>	<u>38,954</u> <u>38,700</u>	X
<b>C726- 27</b>	<b>228th Avenue South Corridor</b>		<b><u>25,639</u></b> <b><u>28,726</u></b>	<b><u>25,748</u></b> <b><u>28,850</u></b>	<b>X</b>
26	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE	Principal Arterial	<u>35,295</u> <u>36,023</u>	<u>33,011</u> <u>36,100</u>	X
27	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	Principal Arterial	<u>19,236</u> <u>21,430</u>	<u>20,931</u> <u>21,600</u>	X

*continued on following page*

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Background Table T-14

AWDT Concurrency Thresholds and 2035 Volumes for Roadway Segments—Committed Improvements Only (cont.)

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	CONCURRENCY THRESHOLD	2035 PROJECTED	
			AWDT	Fails?
<b>C832-34 Issaquah-Pine Lake Road Corridor</b>		<b>28,082</b>	<b>21,328</b>	
		<b>28,513</b>	<b>24,400</b>	
32 Issaquah-Pine Lk Rd, 228th Ave SE – SE 32nd Way	Principal Arterial	28,861 31,480	20,351 20,300	
33 Issaquah-Pine Lk Rd, SE 32nd Way – SE Klahanie Blvd	Principal Arterial	22,010 17,370	19,751 22,200	X
34A Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46th St	Principal Arterial	36,690	23,956 30,700	
34B Issaquah-Pine Lk Rd, SE 46th St – SE 48th St	Principal Arterial	36,690	25,168 30,700	
<b>C935-37 224th Avenue North Corridor</b>		<b>19,124</b>	<b>12,214</b>	
		<b>17,370</b>	<b>12,600</b>	
35 244th Ave NE, NE 30th PI – NE 20th St	Minor Arterial	16,330 15,050	11,812 11,900	
36 244th Ave NE, NE 20th St – NE 8th St	Minor Arterial	19,245 15,050	15,760 15,500	X
37A 244th Ave NE, NE 8th St – E Main St	Minor Arterial	21,550 22,010	10,224 10,400	
37B 244th Ave NE/SE, E Main St – SE 8th St	Minor Arterial	20,730 22,010	9,044 10,400	
<b>C9A Windsor Boulevard – 248th Avenue Corridor</b>		<b>12,221</b>	<b>5,082</b>	
38 248th Ave SE, SE 24th St – SE 14th St	Collector Arterial	11,742 9,420	5,428 400	
52A SE Windsor Blvd, SE 14th St – 700 feet north of SE 14th St	Collector Arterial	14,310	4,742	
52B SE Windsor Blvd, 700 Feet North of SE 14th St – SE 8th St	Collector Arterial	12,300	4,624	
<b>C1039 244th Avenue South Corridor</b>		<b>11,070</b>	<b>9,205</b>	
		<b>16,330</b>	<b>11,100</b>	
39 244th Avenue, SE 24th St – SE 32nd Way	Minor Arterial	11,070 16,330	9,205 11,100	
<b>C11 Issaquah-Fall City – Duthie Hill Rd Corridor</b>		<b>24,042</b>	<b>21,546</b>	
47 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd	Principal Arterial	16,790 22,010	14,526 18,600	
48 Issaquah-Fall City Rd, SE Duthie Hill Rd – Klahanie Dr SE	Principal Arterial	17,370 22,010	19,740 24,100	X
49 Issaquah-Fall City Rd, Klahanie Dr SE – 240th Ave SE/Issaquah-Pine Lake Rd	Principal Arterial	36,690 36,690	27,218 33,600	
<b>C12 NE Inglewood Hill Rd Corridor</b>		<b>17,140</b>	<b>13,492</b>	
15 NE Inglewood Hill Rd, E Lk Samm Pkwy - 216th Ave NE	Minor Arterial	16,090 16,790	14,440 14,400	
16 NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	Minor Arterial	18,382 17,370	12,370 12,600	
<b>C13 NE 8th Street Corridor</b>		<b>20,291</b>	<b>13,385</b>	
28A NE 8th St, 228th Ave NE – 235th Ave NE	Minor Arterial	21,822 21,430	13,700 15,000	
28B NE 8th St, 235th Ave NE – 244th Ave NE	Minor Arterial	19,110 21,430	13,142 15,000	
<b>C14 SE 32nd – Issaquah-Beaver Lake Corridor</b>		<b>18,220</b>	<b>10,099</b>	
40A SE 32nd Way, Issaquah-Pine Lk Rd – 235th PI SE	Minor Arterial	19,308 16,790	10,031 12,700	
40B SE 32nd Way, 235th PI SE – 244th Ave SE	Minor Arterial	18,240 16,790	8,465 12,700	
41 SE 32nd St, 244th Ave SE – EW Beaver Lk Dr SE	Minor Arterial	17,370 16,790	12,134 12,600	
42 Issaquah-Beaver Lk Rd, EW Beaver Lk Dr – Duthie Hill Rd	Minor Arterial	19,110 17,950	8,819 9,000	

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Background Table T-14

AWDT Concurrency Thresholds and 2035 Volumes for Roadway Segments—Committed Improvements Only (cont.)

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	CONCURRENCY THRESHOLD	2035 PROJECTED	
			AWDT	Fails?
<b>C15 Duthie Hill Road Corridor</b>		<b>17,050</b>	<b>16,737</b>	
43 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 <sup>th</sup> Ave SE (the “notch”)	Principal Arterial	16,790	16,650 19,600	X
44 SE Duthie Hill Rd, 266 <sup>th</sup> Ave SE (the “notch”) – Trossachs Blvd SE	Principal Arterial	17,660 16,790	16,940 19,500	X
<b>C16 SE 4th Street Corridor</b>		<b>15,740</b>	<b>9,227</b>	
18A SE 4th St, 218th Ave SE – 224th Ave SE	CollectorMinor Arterial	15,740 22,010	10,385 23,000	X
18B SE 4th St, 224th Ave SE – 228th Ave SE	CollectorMinor Arterial	15,740 22,010	7,467 23,000	X
<b>C17 SE 8th Street Corridor</b>		<b>22,010</b>	<b>12,316</b>	
29 SE 8th St, 228th Ave SE – 244th Ave SE	Minor Arterial	22,010 20,730	12,316 14,700	
<b>C18 SE 20th Street Corridor</b>		<b>11,070</b>	<b>6,500</b>	
19 SE 20th St, 212th Ave SE – 219th PI SE	Collector Arterial	11,070	6,812 6,500	
20 SE 20th St, 219th PI SE – 228th Ave SE	Collector Arterial	11,070	6,212 7,300	
<b>C19 SE 24th Street West Corridor</b>		<b>11,244</b>	<b>1,923</b>	
9 SE 24th St, E Lk Samm Pkwy – 200th Ave SE	Collector Arterial	12,300 9,420	1,641 1,100	
10 SE 24th St, 200th Ave SE – 212th Ave SE	Collector Arterial	10,245 9,420	2,189 2,600	
<b>C20 SE 24th Street East Corridor</b>		<b>11,429</b>	<b>10,392</b>	
30 SE 24th St, 228th Ave SE – 244th Ave SE	Collector Arterial	11,585 10,550	11,780 14,000	X
31 SE 24th St, 244th Ave SE – W Beaver Lk Dr SE	Collector Arterial	10,970 10,550	6,308 6,600	
<b>C21 Klahanie Corridor</b>		<b>19,949</b>	<b>7,780</b>	
53 SE Klahanie Blvd, Issaquah-Pine Lk Rd – 245th PI SE	Collector Arterial	13,430	6,705	
54 SE Klahanie Blvd, 245th PI SE – 256th Ave SE	Collector Arterial	13,430	2,832	
55 Klahanie Dr SE, 256th Ave SE – Issaquah-Fall City Rd	Collector Arterial	29,160	12,177	
<b>C22 South Pine Lake Route Corridor</b>		<b>12,444</b>	<b>3,562</b>	
58 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 212th Ave SE – 224th Ave SE	Collector Arterial	11,480	3,294	
59 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/se 30th St, 224th Ave SE – 228th Ave SE	Collector Arterial	16,150	4,592	
<b>C23 218th Ave SE and SE 8th Street Corridor</b>		<b>8,455</b>	<b>6,112</b>	
17A 218th Ave SE/SE 8th St, 212th Ave SE – 218th Ave SE	Collector Arterial	8,455 9,430	6,040 6,900	
17B 218th Ave SE/SE 8th St, SE 8th St – SE 4th St	Collector Arterial	8,455 9,430	6,222 6,900	
45 Trossachs Blvd SE, SE 9th St – SE Duthie Hill Rd	Collector Arterial	12,685 13,680	10,642 11,600	
46 218th Ave NE, SE 4th St – SE 8 <sup>th</sup> St	Collector Arterial	9,420	6,800	
50 Issaquah-Pine Lk Rd, SE 48th St – Issaquah-Fall City Rd	Principal Arterial	20,268	29,546	X
51 Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245th PI SE	Principal Arterial	32,389	29,996	
56 256th Ave SE, Klahanie Blvd – Issaquah-Beaver Lk Rd	Collector Arterial	14,200	6,888	
57 E Main Dr, 244th Ave – eastern terminus	Collector Arterial	12,300	2,060	
60 NE 37th Way/205th Ave NE/NE 16th St, Sahalee Way – 216th Ave NE	Collector Arterial	12,132	4,796	
61 216th Ave NE, NE 16th St – NE Inglewood Hill Rd	Collector Arterial	12,300	5,804	



# Exhibit 1

## T.70

Sammanish Comprehensive Plan  
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### Recommended Plan

Based upon evaluation of existing conditions, travel demand forecast and evaluation of future conditions that result from the 2035 land use forecast, and the concurrency standards and priorities stated by the city, the Recommended Plan contains the following elements:

- Recommended Transportation Improvements
- Functional Classification Assessment
- Connectivity Assessment
- Roadway Design Guidelines
- Traffic Calming Program
- Transportation Demand Management
- Transit Service and Facilities
- Non-Motorized Facilities

### Recommended Transportation Improvements

Based upon the analysis of ~~2016~~2012 and 2035 level of service, a list of recommended improvement projects was developed for the 2035 planning horizon. The list of improvement projects is summarized in Background Table T-15.

Planning level estimates were prepared for each of the projects under consideration. The cost estimates (in current dollars) are included in the City of Sammanish Capital Facilities Plan.

Background Table T-15  
 Summary of Recommended Transportation Improvements

PROJECT #	2015-2035 TIP PRIORITY #	LOCATION	IMPROVEMENT	CONCURRENCY PROJECT?	PROJECT COST (X \$1,000) <sup>1</sup>
1		E Lk Sammanish Pkwy SE, 212th Ave SE – South City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	X	10,935
2	3	Issaquah-Pine Lk Rd SE, SE 48th St – SE Klahanie Blvd	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	X	21,315
3	2	Issaquah-Pine Lk Rd SE, SE Klahanie Blvd – SE 32nd Way	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	X	21,651
4	1	SE 4th St, 218th Ave SE to 228th Ave SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	X	18,981
5		Sahalee Way NE, NE 25th Way <del>220th Ave NE</del> – North City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	X	<del>16,801</del> 2,327
6	5	<del>Sahalee Way NE, NE 25th Way – 220th Ave NE</del>	<del>Widen to 3 lanes with bike lanes, curb, gutter, and sidewalks</del>	X	4,474

continued on following page

Background Table T-15  
Summary of Recommended Transportation Improvements (cont.)

PROJECT #	2015-2035 TIP PRIORITY #	LOCATION	IMPROVEMENT	CONCURRENCY PROJECT?	PROJECT COST (X \$1,000) <sup>1</sup>
7	4	E Lk Sammamish Pkwy SE at SE 24th St Intersection	Construct traffic signal, turn lanes, curb, gutter, and sidewalk		13,716
8		SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd—"notch"	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8-foot shoulder on east side	X	13,230
9		SE Duthie Hill Rd, West side of "notch" to Trossachs Blvd SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8-foot shoulder on east side	X	13,230
10	8	228th Ave	Public Works Trust Fund Loan Repayment (remaining loan balance)	X	3,808
11		Issaquah-Pine Lake Rd SE, SE Issaquah-Fall City Rd-SE 48th St	Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk	X	7,882
12	7	SE Issaquah-Fall City Rd, SE 48th St-Klahanie Dr SE	Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk	X	17,321
13		SE Issaquah-Fall City Rd, Klahanie Dr SE-SE Issaquah-Beaver Lk Rd	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	X	15,917
14		<del>SE Belvedere Way, E Beaver Lk Rd-263rd Pl SE</del>	<del>New roadway connection, extend SE Belvedere Way to E Beaver Lk Dr SE</del>		<del>761</del>
15		<del>New Roadway Connection to E Beaver Lk Dr SE at 266th Way SE</del>	<del>Extend 266th Way SE to E Beaver Lk Dr SE and widen E Beaver Lk Dr SE, 266th Way SE to Beaver Lk Way SE</del>		<del>8,498</del>
16		212th Way SE (Snake Hill), E Lk Sammamish Pkwy SE-212th Ave SE	Improve 2 lanes with left-turn pockets, curb, gutter, and sidewalk		13,738
17		SE 8th St/218th Ave SE, 212th Ave SE-SE 4th St	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	X	10,117
18	11	Sidewalk Projects	Various sidewalk projects, includes gap projects, extensions, safety improvements		5,000
19	10	Transit Program	Provide funding for capital project matching funds and/or provide for additional transit service.		10,000
20	13	Neighborhood CIP	Various capital improvement including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements.		2,000
21		Street Lighting Program	Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting		400
22	12	Intersection Improvements	Various intersection and other spot improvement as needed, including channelization, signing, safety improvements, signalization, or other control devices.		5,000
TOTAL EXPENDITURES					<b>227,812</b> <b>237,074</b>

X Indicates that project addresses an identified deficiency.  
1. All project costs are in 2014 dollars.

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Samamish Comprehensive Plan  
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### 2035 Level of Service Analysis with Recommended Improvements

The recommended projects included in the long-range plan are illustrated in Background Figure T-15. This list was developed after review of concurrency requirements.

Background Table T-16 summarizes the expected levels-of-service at the 5030 designated major intersections with the recommended long range transportation improvements in place. ~~The table includes two future alternative analyses with Sahalee Way NE widened to 3 lanes and to 5 lanes.~~ Analysis shows that 48 of the 5018 of the 30 intersections are expected to operate at an LOS at or better than the intersection concurrency thresholds. ~~On 228<sup>th</sup> Avenue the six-signalized intersections projected at LOS E or worse are at: SE 4<sup>th</sup> Street, SE 8<sup>th</sup> Street, SE 24<sup>th</sup> Street, Issaquah-Pine Lake Road SE, NE 8<sup>th</sup> Street, and NE 4<sup>th</sup> Street. On Issaquah-Pine Lake Road SE, the signal at SE Klahanie Boulevard and the roundabout at SE 32<sup>nd</sup> Way are forecast to operate at LOS E.~~ The intersection LOS for the 2035 land use is illustrated in Background Figure T-16.

Outside of the city limits the intersections of East Lake Sammamish Parkway & Redmond-Fall City Road (SR 202) and Issaquah-Pine Lake Road & Issaquah-Fall City Road are forecasted to operate at LOS F. ~~The LOS deficiencies discussed above are not significantly affected by the proposed widening of Sahalee Way NE.~~

Background Table T-17 summarizes the roadway segment concurrency status for the 2035 Land Use assumed in the Comprehensive Plan, with the recommended transportation improvements in place. The table includes widening of Sahalee Way NE from 25th Way to the north city limits to include a 3-lane section with bike lanes, curb, gutter, and sidewalks. ~~two future alternative analyses with Sahalee Way NE widened to 3 lanes and 5 lanes. The table shows that with the 3-lane Sahalee Way improvement there are six road segments and three corridors forecast to fail concurrency. With the 5-lane Sahalee Way NE improvement there are 5 roadway segments and two corridors forecast to fail concurrency.~~ Table T-17 indicates that with the recommended improvements, **three four** segments **and one corridor** will operate with AWDT's exceeding their respective concurrency volume thresholds.

Background Figure T-15  
Recommended Transportation Improvements



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Background Table T-16  
 2035 Intersection LOS—PM Peak Hour—With Recommended Improvements

ID	INTERSECTION	LOS STD <sup>1</sup>	TRAFFIC CONTROL <sup>2</sup>	3-LANE SAHALEE WAY		5-LANE SAHALEE WAY
				Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>
1	<a href="#">Issaquah-Pine Lk Rd and SE 48th St</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">8.1</a>	<a href="#">A</a>	
2	228th Ave NE and NE 12th St	D	<a href="#">Signal</a>	<a href="#">31.820</a>	<a href="#">CB</a>	9
3	<a href="#">Klahanie DR SE and SE Issaquah-Fall City Rd</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">18.6</a>	<a href="#">B</a>	
4	<a href="#">244th Ave SE and SE 24th St</a>	<u>C</u>	<a href="#">TWSC</a>	<a href="#">23.5</a>	<a href="#">C</a>	
5	<a href="#">SE 32nd Way and 244th Ave SE</a>	<u>C</u>	<a href="#">AWSC</a>	<a href="#">19.4</a>	<a href="#">C</a>	
6	Issaquah-Pine Lk Rd SE and SE 32nd Way	D	RAB	<a href="#">16.273</a>	<a href="#">BE*</a>	75
7	<a href="#">228th Ave SE and SE 40th St</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">41</a>	<a href="#">D</a>	
8	<a href="#">SE Klahanie Blvd and 256th Ave SE</a>	<u>C</u>	<a href="#">AWSC</a>	<a href="#">18.2</a>	<a href="#">C</a>	
9	<a href="#">SE Issaquah-Fall City Rd and Pacific Cascade MS/247th PI SE</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">19.5</a>	<a href="#">B</a>	
10	<a href="#">Sahalee Way and NE 36th Ln</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">10.3</a>	<a href="#">B</a>	
11	<a href="#">242nd Ave NE and NE 8th St</a>	<u>C</u>	<a href="#">Signal</a>	<a href="#">14.7</a>	<a href="#">B</a>	
12	228th Ave SE and SE 8th St	D	<a href="#">Signal</a>	<a href="#">54.7409</a>	<a href="#">DF*</a>	114
13	<a href="#">228th Ave NE and NE 19th Dr</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">12</a>	<a href="#">B</a>	
14	<a href="#">216th Ave NE and NE Inglewood Hill Rd</a>	<u>C</u>	<a href="#">RAB</a>	<a href="#">13.1</a>	<a href="#">B</a>	
15	228th Ave NE and NE 8th St (NE Inglewood Hill Rd)	D	<a href="#">Signal</a>	<a href="#">50.857</a>	<a href="#">DE*</a>	65
16	228th Ave NE and NE 4th St	D	<a href="#">Signal</a>	<a href="#">52.863</a>	<a href="#">DE*</a>	82
17	228th Ave SE and SE 4th St	<u>DE</u>	<a href="#">Signal</a>	<a href="#">23.770</a>	<a href="#">CE</a>	77
18	212th Ave SE and SE 8th St	C	TWSC	<a href="#">17.449</a>	<a href="#">C</a>	18
19	<a href="#">228th Ave SE and SE 16th St</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">20.5</a>	<a href="#">A</a>	
20	E Lk Sammamish Pkwy and 212th Way SE	C	<a href="#">Signal</a>	<a href="#">12.244</a>	<a href="#">AB</a>	13
21	E Lk Sammamish Pkwy and SE 24th Way	C	<a href="#">TWSCS</a>	<a href="#">29.17</a>	<a href="#">A</a>	7
22	212th Ave SE and SE 20th St	C	<a href="#">AWSC</a>	<a href="#">26.446</a>	<a href="#">AC</a>	15
23	E Lk Sammamish Pkwy and Louis Thompson Rd NE	C	<a href="#">Signal</a>	<a href="#">17.1</a>	<a href="#">B</a>	16
24	E Lk Sammamish Pkwy and NE Inglewood Hill Rd	C	<a href="#">Signal</a>	<a href="#">20.147</a>	<a href="#">CB</a>	16
25	Sahalee Way NE and NE 37th <a href="#">WaySt</a>	D	<a href="#">Signal</a>	<a href="#">29.624</a>	<a href="#">C</a>	13
26	244th Ave NE and NE 8th St	C	RAB	<a href="#">10.444</a>	<a href="#">B</a>	12
27	228th Ave SE and SE 20th St	D	<a href="#">Signal</a>	<a href="#">17.923</a>	<a href="#">BC</a>	24
28	228th Ave NE and SE 24th St	<u>DE</u>	<a href="#">Signal</a>	<a href="#">49.461</a>	<a href="#">DE</a>	60
29	228th Ave SE and Issaquah-Pine Lk Rd SE	E	<a href="#">Signal</a>	<a href="#">53.984</a>	<a href="#">DF*</a>	83
30	Issaquah-Pine Lk Rd SE and SE Klahanie Blvd	D	<a href="#">Signal</a>	<a href="#">49.864</a>	<a href="#">DE*</a>	63
31	<a href="#">SE Duthie Hill Rd and SE Issaquah-Beaver Lk Rd</a>	D	<a href="#">Signal</a>	<a href="#">28.622</a>	<a href="#">C</a>	21
32	<a href="#">256th Ave SE/E Beaver Lake Dr SE and Issaquah-Beaver Lk Rd</a>	<u>C</u>	<a href="#">Signal</a>	<a href="#">26.4</a>	<a href="#">C</a>	
33	<a href="#">228th Ave NE and NE 14th St</a>	<u>D</u>	<a href="#">Signal</a>	<a href="#">17.7</a>	<a href="#">B</a>	
34	228th Ave NE and NE 25th St	D	<a href="#">Signal</a>	<a href="#">25.220</a>	<a href="#">C</a>	12

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35	<a href="#">Issaquah-Pine Lake Rd and SE 42nd St</a>	<a href="#">D</a>	<a href="#">Signal</a>	<a href="#">14.7</a>	<a href="#">B</a>
36	<a href="#">Issaquah-Pine Lake Rd and 231st Ln SE</a>	<a href="#">D</a>	<a href="#">Signal</a>	<a href="#">7.7</a>	<a href="#">A</a>
37	<a href="#">Sahalee Way NE and NE 28th Pl</a>	<a href="#">D</a>	<a href="#">Signal</a>	<a href="#">18</a>	<a href="#">B</a>
38	<a href="#">Issaquah-Pine Lk Rd and SE 47th Way/238th Way NE</a>	<a href="#">D</a>	<a href="#">Signal</a>	<a href="#">7.9</a>	<a href="#">A</a>

*continued on following page*

# Exhibit 1

## T.76

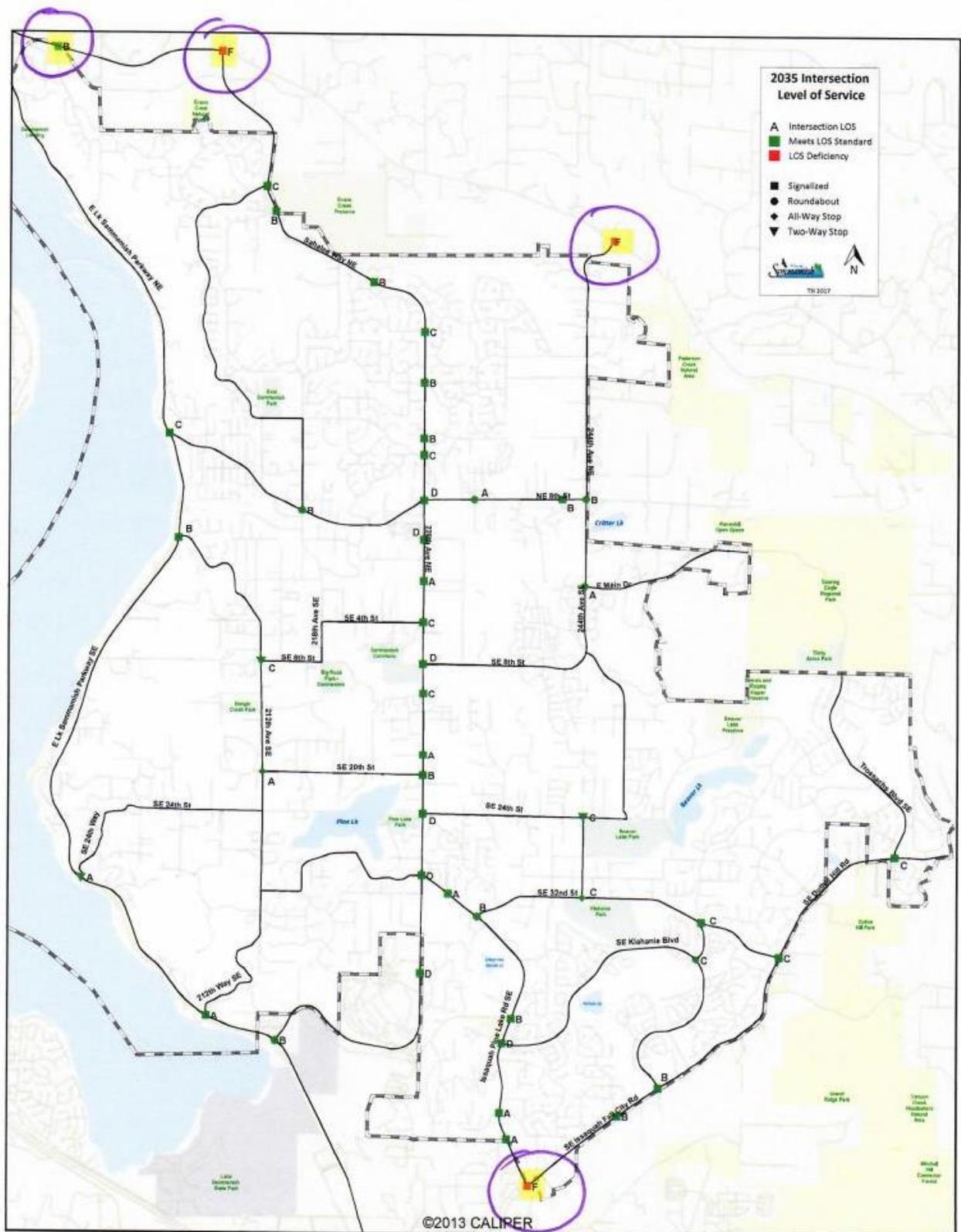
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39	<a href="#">NE 8th St and 233rd Ave NE</a>	C	RAB	4.9	A	
40	228th Ave NE and E. Main St	D	Signal	9.828	AC	28
41	<a href="#">244th Ave and E Main Dr</a>	C	RAB	4.9	A	
42	Trossachs Blvd SE and SE Duthie Hill Rd	D	Signal	24.627	C	26
43	<a href="#">228th Ave SE and SE 10th St/Skyline HS</a>	D	Signal	30	C	
44	192nd Drive NE and NE Redmond Fall City Rd (SR202)	D	Signal	16.644	B	44
100	E Lk Sammamish Pkwy and NE Redmond-Fall City Rd (SR202) <sup>5</sup>	D	Signal	190.1470	F*	16 9
101	E Lk Sammamish Pkwy and SE 43rd Way <sup>5</sup>	D	RAB	10.627	BC	25
102	Sahalee Way NE and SR202 <sup>5</sup>	DE	Signal	113.289	F*	44 9
103	244th Ave NE and NE Redmond Fall-City Rd (SR202) <sup>5</sup>	D	Signal	105.467	F*	62
104	<a href="#">Duthie Hill Rd and NE Redmond-Fall City Rd</a>	D	Signal	39.1	D	
105	Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd <sup>5</sup>	E	Signal	109.4180	F*	17 8
	E Lk Sammamish Pkwy and SE 56th St <sup>5</sup>	D	S	263	F*	26 0
	E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd <sup>5</sup>	E	S	207	F*	20 8

1. LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS D. Intersections that include Minor Arterials or Collectors have a standard of LOS C.
2. Intersection Control: Signal=signalized; TWSC=two-way stop-controlled; AWSC=all-way stop-controlled; RAB=roundabout.
3. Delay is measured in seconds per vehicle. At signal and AWSC intersections, it represents average delay for the intersection. For TWSC intersections, it represents average delay for the worst minor approach movements or major street left turn movements. For RAB's, it represents the worst approach. Analysis is based on 2016 traffic counts.
4. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000/2010). (\*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.
5. Intersection is outside of the city limits.

Background Figure T-16

2035 Level of Service—2035 Land Use with Recommended Transportation Improvements



# Exhibit 1

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Background Table T-17

2035 Segment Concurrency Status—With Recommended Improvements

SEGMENT	ROAD FUNCTIONAL CLASSIFICATION	3-LANE SAHALEE WAY			5-LANE SAHALEE WAY		
		Concurrency Threshold	AWDT	Fails?	Concurrency Threshold	AWDT	Fails?
<b>C11-3 East Lk Sammamish Parkway North Corridor</b>		<b>25,370</b>	<b>23,559</b>		<b>25,877</b>	<b>20,300</b>	
		<b>25,877</b>	<b>21,100</b>				
1 E Lk Sammamish Pkwy, City limits – 196th Ave NE (Weber Point)	Minor Arterial	25,370 24,330	24,085 21,000		24,330	20,200	
2 E Lk Sammamish Pkwy, 196th Ave NE – NE 2826th PI	Minor Arterial	25,370 24,330	23,355 20,900		24,330	20,100	
3 E Lk Sammamish Pkwy, NE 2826th PI – NE Inglewood Hill Rd	Minor Arterial	25,370 28,970	23,098 21,400		28,970	20,600	
<b>C24-6 East Lk Sammamish Parkway Central Corridor</b>		<b>25,370</b>	<b>11,613</b>		<b>17,370</b>	<b>13,300</b>	
		<b>17,370</b>	<b>13,533</b>				
4 E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	Minor Arterial	25,370 17,370	14,730 16,000		17,370	15,700	
5 E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	Minor Arterial	25,370 17,370	10,921 12,700		17,370	12,500	
6 E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	Minor Arterial	25,370 17,370	10,696 11,900		17,370	11,700	
<b>C37-8 East Lk Sammamish Parkway South Corridor</b>		<b>25,370</b>	<b>13,773</b>		<b>19,690</b>	<b>16,400</b>	
		<b>19,690</b>	<b>16,700</b>				
7 E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	Minor Arterial	25,370 17,370	12,250 14,000		17,370	13,700	
8 E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	Minor Arterial	25,370 22,010	18,624 19,400		22,010	19,100	
<b>C411-14 Louis Thompson Road – 212th Corridor</b>		<b>12,082</b>	<b>6,710</b>		<b>12,150</b>	<b>6,600</b>	
		<b>12,150</b>	<b>6,650</b>				
11 Louis Thompson Rd, E Lk Sammamish Pkwy – SE 8th St	Collector Arterial	11,070 12,150	5,407 4,700		12,150	4,600	
12 212th Ave SE, SE 8th St – SE 20th St	Collector Arterial	11,685 12,150	7,896 8,100		12,150	8,000	
13A 212th Ave SE, SE 20th St – SE 32nd St	Collector Arterial	11,788 12,150	7,456 7,400		12,150	7,400	
13B 212th Ave SE, SE 32nd St – 212th Way SE	Collector Arterial	11,788	6,791		12,150	7,400	
14 212th Way Ave SE, 212th Ave SE 32nd St – E Lk Sammamish Pkwy	Collector Arterial	14,260 12,150	6,716 6,400		12,150	6,400	
<b>C521-23 Sahalee Way – 228th Avenue North Corridor</b>		<b>22,331</b>	<b>19,834</b>	<b>X</b>	<b>36,690</b>	<b>28,567</b>	
		<b>22,010</b>	<b>23,667</b>				
21A Sahalee Way/228th Ave NE, North City Limit – NE 37th Way/220th Ave NE	Principal Arterial	23,750 22,010	22,690 24,500	X	36,690	28,700	
21B Sahalee Way/228th Ave NE, NE 37th Way – NE 36th St	Principal Arterial	22,010 22,010	19,643 24,500	X	36,690	28,700	
21C Sahalee Way/228th Ave NE, NE 36th St – 223rd Ave NE	Principal Arterial	22,010 22,010	19,611 24,500	X	36,390	28,700	
22 Sahalee Way/228th Ave NE, 223rd/220th Ave NE – NE	Principal Arterial	22,010 22,010	17,680 21,300		36,690	26,300	

25th Way								
23	228th Ave <u>NE</u> , NE 25th Way – NE 12th <u>PJSt</u>	Principal Arterial	<u>22,300</u> 22,010	<u>20,212</u> 25,200	X	36,690	30,700	
<b>C624-25</b>	<b>228th Avenue Central Corridor</b>		<b><u>33,921</u></b> <b>34,950</b>	<b><u>32,845</u></b> <b>36,250</b>	<b>X</b>	<b>34,950</b>	<b>37,450</b>	<b>X</b>
24A(1)	228th Ave <u>NE</u> , NE 12th <u>PJSt</u> – <u>SNE 48th St</u> / <u>Inglewood Hill Rd</u>	Principal Arterial	<u>25,800</u> 34,950	<u>20,963</u> 35,500	X	34,950	37,300	X
24A(2)	228th Ave <u>NE</u> , NE 12th <u>St</u> / <u>Inglewood Hill Rd</u> – <u>MainSE 4th St</u>	Principal Arterial	34,950	<u>32,689</u> 35,500	X	34,950	37,300	X
24B	228th Ave <u>SE</u> , <u>MainNE 12th St</u> – SE 48th St	Principal Arterial	<u>35,180</u> 34,950	<u>30,061</u> 35,500	X	34,950	37,400	X
25A	228th Ave <u>SE</u> , SE 48th St – SE 1020th St	Principal Arterial	<u>35,180</u> 34,950	<u>36,390</u> 37,000	X	34,950	37,600	X
25B	228th Ave <u>SE</u> , SE 410th St – SE 20th St	Principal Arterial	<u>35,180</u> 34,950	<u>38,954</u> 37,000	X	34,950	37,600	X
<b>C726-27</b>	<b>228th Avenue South Corridor</b>		<b><u>25,639</u></b> <b>29,016</b>	<b><u>25,748</u></b> <b>29,050</b>	<b>X</b>	<b>29,016</b>	<b>29,300</b>	<b>X</b>
26	228th Ave <u>SE</u> , SE 20th St – Issaquah Pine Lake Rd SE	Principal Arterial	<u>35,295</u> 36,023	<u>33,013</u> 5,900		36,023	36,400	X
27	228th Ave <u>SE</u> , Issaquah Pine Lake Rd SE – SE 43rd Way	Principal Arterial	<u>19,236</u> 22,010	<u>20,931</u> 2,200	X	22,010	22,200	X
<b>C832-34</b>	<b>Issaquah-Pine Lake Road Corridor</b>		<b><u>28,082</u></b> <b>30,060</b>	<b><u>21,328</u></b> <b>22,333</b>		<b>30,060</b>	<b>22,600</b>	
32	Issaquah-Pine Lk Rd, 228th Ave SE – SE 32nd Way	Principal Arterial	<u>28,861</u> 31,480	<u>20,351</u> 20,500		31,480	21,000	
33	Issaquah-Pine Lk Rd, SE 32nd Way – SE Klahanie Blvd	Principal Arterial	22,010	<u>19,751</u> 21,100		22,010	21,400	
34A	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 4846th St	Principal Arterial	36,690	<u>23,956</u> 25,400		36,690	25,400	
34B	Issaquah-Pine Lk Rd, <u>SE 46th St</u> – SE 48th St	Principal Arterial	36,690	<u>25,168</u> 25,400		36,690	25,400	
<b>C935-37</b>	<b>224th Avenue North Corridor</b>		<b><u>19,124</u></b> <b>22,010</b>	<b><u>12,214</u></b> <b>12,400</b>		<b>22,010</b>	<b>12,133</b>	
35	244th Ave NE, NE 30th PI – NE 20th St	Minor Arterial	<u>16,330</u> 22,010	<u>11,812</u> 11,700		22,010	11,500	
36	244th Ave NE, NE 20th St – NE 8th St	Minor Arterial	<u>19,245</u> 22,010	<u>15,760</u> 15,300		22,010	14,800	
37A	244th Ave NE, NE 8th St – <u>E Main SE 8th St</u>	Minor Arterial	<u>21,550</u> 22,010	<u>10,224</u> 10,200		22,010	10,100	
37B	244th Ave <u>NSE</u> , NE 8th <u>E Main St</u> – SE 8th St	Minor Arterial	<u>20,730</u> 22,010	<u>9,044</u> 10,200		22,010	10,100	
<b>C9A</b>	<b>Windsor Blvd – 248th Avenue Corridor</b>		<b><u>12,221</u></b>	<b><u>5,082</u></b>				
38	248th Ave SE, SE 24th St – SE 14th St	Collector Arterial	<u>11,742</u> 10,550	<u>5,428</u> 6,400		10,550	6,500	
52A	<u>SE Windsor Blvd</u> , SE 14th St – 700 feet north of SE 14th St	Collector Arterial	<u>14,310</u>	4,742				
52B	<u>SE Windsor Blvd</u> , 700 feet north of SE 14th St – SE 8th St	Collector Arterial	<u>12,300</u>	4,624				

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Background Table T-17

2035 Segment Concurrency Status—With Recommended Improvements (cont.)

SEGMENT	ROAD	FUNCTIONAL CLASSIFICATION	3-LANE SAHALEE WAY			5-LANE SAHALEE WAY		
			Concurrency Threshold	AWDT	Fails?	Concurrency Threshold	AWDT	Fails?
<b>C103 244th Avenue South Corridor</b>			<b>11,070</b>	<b>9,205</b>		<b>15,630</b>	<b>10,300</b>	
<b>9</b>			<b>15,630</b>	<b>10,500</b>				
39	244th Avenue <u>SE</u> , SE 24th St – SE 32nd Way	Minor Arterial	<u>11,070</u> 15,630	<u>9,205</u> 10,500		15,630	10,300	
<b>C11 Issaquah-Fall City Rd – Duthie Hill Rd Corridor</b>			<b>27,148</b>	<b>21,546</b>				
47	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd SE – SE Issaquah-Fall City Rd	Principal Arterial	22,010	<u>14,526</u> 18,700		<b>22,010</b>	<b>18,500</b>	
48	SE Issaquah-Fall City Rd, SE Duthie Hill Rd – Klahanie Dr SE	Principal Arterial	22,010	<u>19,740</u> 24,400	x	22,010	24,300	x
49	SE Issaquah-Fall City Rd, Klahanie Dr SE – <u>240th Ave SE</u> Issaquah-Pine Lk Rd	Principal Arterial	<u>36,690</u> 36,690	<u>27,218</u> 34,100		36,690	33,900	
<b>C12 NE Inglewood Hill Rd Corridor</b>			<b>17,140</b>	<b>13,492</b>				
15	NE Inglewood Rd, E Lk Samm Pkwy – 216th Ave NE	Minor Arterial	<u>16,090</u> 22,010	<u>14,440</u> 12,300		22,010	11,900	
16	NE Inglewood Rd, 216th Ave NE – 228th Ave NE	Minor Arterial	<u>18,382</u> 22,010	<u>12,370</u> 12,800		22,010	11,200	
<b>C13 NE 8th Street Corridor</b>			<b>20,291</b>	<b>13,385</b>				
28A	NE 8th St, 228th Ave NE – <u>235</u> 44th Ave NE	Minor Arterial	<u>21,822</u> 15,390	<u>13,700</u> 7,200		15,390	7,000	
28B	NE 8th St, <u>235</u> 28th Ave NE – 244th Ave NE	Minor Arterial	<u>19,110</u> 15,390	<u>13,142</u> 7,200		15,390	7,000	
<b>C14 SE 32nd – Issaquah-Beaver Lk Corridor</b>			<b>18,220</b>	<b>10,099</b>				
40A	SE 32nd Way, Issaquah-Pine Lk Rd – <u>235</u> th <u>PI</u> 44th Ave SE	Minor Arterial	<u>19,308</u> 9,420	<u>10,031</u> 400		9,420	400	
40B	SE 32nd Way, <u>235</u> th <u>PI</u> Issaquah-Pine Lk Rd – 244th Ave SE	Minor Arterial	<u>18,240</u> 9,420	<u>8,465</u> 400		9,420	400	
41	SE 32nd St, 244th Ave SE – <u>WE</u> Beaver Lk Dr SE	Minor Arterial	<u>17,370</u> 16,790	<u>12,134</u> 12,200		16,790	12,200	
42	Issaquah-Beaver Lk Rd, <u>WE</u> Beaver Lk Dr SE – SE Duthie Hill Rd	Minor Arterial	<u>19,110</u> 16,790	<u>8,819</u> 12,100		16,790	11,900	
<b>C15 Duthie Hill Rd Corridor</b>			<b>22,010</b>	<b>16,737</b>				
43	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE ( <u>the notch</u> )	Principal Arterial	<u>22,010</u> 17,950	<u>16,650</u> 9,500		17,950	9,400	
44	SE Duthie Hill Rd, 266th Ave SE ( <u>the notch</u> ) – Trossachs Blvd SE	Principal Arterial	22,010	<u>16,940</u> 20,000		22,010	19,900	
<b>C16 SE 4th Street Corridor</b>			<b>15,740</b>	<b>9,227</b>				
18A	SE 4th St, 218th Ave SE – <u>224</u> 228th Ave SE	Collector/Minor Arterial	<u>15,740</u> 15,390	<u>10,385</u> 6,500		15,390	6,500	
18	SE 4th St, <u>224</u> 218th Ave SE – 228th Ave SE	Collector/Minor Arterial	<u>15,740</u> 15,390	<u>7,467</u> 6,500		15,390	6,500	

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<b>C17 SE 8th Street Corridor</b>			<b>22,010</b>	<b>12,316</b>		
29	SE 8th St, 228th Ave SE – 244th Ave SE	Minor Arterial	22,010	<u>12,316</u> 13,400	22,010	13,400
<b>C18 SE 20th Street Corridor</b>			<b>11,070</b>	<b>6,500</b>		
19	SE 20th St, 212th Ave SE – 219th PI SE	Collector Arterial	<u>11,070</u> 22,010	<u>6,812</u> 17,700	22,010	18,100
20	SE 20th St, 219th PI SE – 228th Ave SE	Collector Arterial	<u>11,070</u> 15,390	<u>6,212</u> 6,500	15,390	6,200
<b>C19 SE 24th Street West Corridor</b>			<b>11,244</b>	<b>1,923</b>		
9	SE 24th St, Elk Sammamish Pkwy – 200th Ave SE	Collector Arterial	<u>12,300</u> 9,420	<u>1,641</u> 900	9,420	900
10	SE 24th St, 200th Ave SE – 212th Ave SE	Collector Arterial	<u>10,245</u> 9,420	<u>2,189</u> 2,400	9,420	2,400
<b>C20 SE 24th Street East Corridor</b>			<b>11,249</b>	<b>10,392</b>		
30	SE 24th St, 228th Ave SE – 244th Ave SE	Collector Arterial	<u>11,585</u> 20,730	<u>11,780</u> 11,000	X 20,730	10,800
31	SE 24th St, 244th Ave SE – W Beaver Lk Dr SE	Collector Arterial	<u>10,970</u> 10,550	<u>6,308</u> 8,500	10,550	8,300
<b>C21 Klahanie Corridor</b>			<b>19,949</b>	<b>7,780</b>		
53	SE Klahanie Blvd, Issaquah-Pine Lk Rd – 245th PI SE	Collector Arterial	13,430	6,705		
54	SE Klahanie Blvd, 245th PI Se – 256th Ave SE	Collector Arterial	13,430	2,832		
55	SE Klahanie Blvd, 256th Ave SE – Issaquah-Fall City Rd	Collector Arterial	29,160	12,177		
<b>C22 South Pine Lake Route Corridor</b>			<b>12,444</b>	<b>3,562</b>		
58	SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 212th Ave SE – 224th Ave SE	Collector Arterial	11,480	3,294		
59	SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 228th Ave SE – 224th Ave SE	Collector Arterial	16,150	4,592		
<b>C23 218th Ave SE – SE 8th St Corridor</b>			<b>8,455</b>	<b>6,112</b>		
17A	SE 8th St/218th Ave SE, 212th Ave SE – 218th Ave SE 4th St	Collector Arterial	<u>8,455</u> 9,420	<u>6,040</u> 6,400	9,420	6,400
17B	SE 8th St/218th Ave SE, SE 8th St/212th Ave SE – SE 4th St	Collector Arterial	<u>8,455</u> 9,420	<u>6,222</u> 6,400	9,420	6,400
45	Trossachs Blvd SE, SE 9th St – SE Duthie Hill Rd	Collector Arterial	<u>12,685</u> 22,010	<u>10,642</u> 9,600	22,010	19,400
46	218th Ave NE, SE 4th St – SE 8th St	Collector Arterial	13,680	11,600	13,680	11,600
50	Issaquah-Pine Lk Rd SE, SE 48th St – Issaquah-Fall City Rd	Principal Arterial	20,268	29,546	X	

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51	<u>Issaquah-Fall City Rd., Issaquah-Pine Lk Rd., -- 245<sup>th</sup> PI SE</u>	<u>Principal Arterial</u>	<u>32,389</u>	<u>29,996</u>	X
56	<u>256th Ave SE, Klahanie Blvd – Issaquah-Beaver Lk Rd</u>	<u>Collector Arterial</u>	<u>14,200</u>	<u>6,888</u>	
57	<u>E Main Dr, 244th Ave SE – eastern terminus</u>	<u>Collector Arterial</u>	<u>12,300</u>	<u>2,060</u>	
60	<u>NE 37th Way/205th Ave NE/NE 16th St, Sahalee Way – 216th Ave NE</u>	<u>Collector Arterial</u>	<u>12,132</u>	<u>4,796</u>	
61	<u>216th Ave NE, NE 16th St – NE Inglewood Hill Rd</u>	<u>Collector Arterial</u>	<u>12,300</u>	<u>5,804</u>	

Actions to Meet LOS Standards

~~Both the 2035 3-lane Sahalee Way NE and 2035 5-lane Sahalee-Way NE road networks experience some segment capacity and intersection LOS deficiencies. The LOS and segment capacity deficiencies may be slightly worse or not materialize at all based upon the accuracy of the travel demand model and 2035 land use forecast. The deficiency on Issaquah-Pine Lake Road in the city of Issaquah north of Issaquah-Fall City Road between Issaquah-Fall City Road and SE 48th Street may be mitigated by widening the 0.3-mile long section to 4 lanes. Continued coordination with the city of Issaquah will be necessary to complete this recommended improvement.~~

The deficiencies on 228th Ave SE are a result of significant institutional uses in a concentrated area along 228th Ave SE including, Town Center to the south, Sammamish City Hall, the Community Center, the King County Library, Skyline High School, Eastlake High School, Eastside Catholic High School and two churches. On a positive note the institutional nature of these uses lend themselves to Transportation Demand Management (TDM) strategies that smaller individual uses may not be able to achieve.

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~~Infrastructure improvements could also be considered to improve LOS including:~~

Background Table T-136 identified the following intersection LOS deficiencies with the 2035 ~~committed~~recommended improvements ~~and with both Sahalee Way NE widening alternatives.~~

- Within the city there are ~~thirteen~~seventeen intersections forecast to operate at LOS E or F ~~below minimum LOS standards after committed intersection improvement projects are constructed and above their LOS respective thresholds.~~ Monitoring programs are recommended at all key city intersections, including those projected to operate at failure to justify future improvement needs. Intersections that do not meet their LOS thresholds are outlined below along with recommended physical or strategic future improvement options:
  - ~~228<sup>th</sup> Ave SE at SE 8<sup>th</sup> Street operates at LOS F; LOS D threshold—add turn lanes or a connector roadway to SE 10<sup>th</sup> Street reduce the vehicle demand.~~
  - ~~228th Avenue SE at SE Issaquah-Pine Lake Rd SE operates at LOS F; LOS E threshold—add capacity to the south leg of the intersection.~~
  - ~~Issaquah-Pine Lake Road SE at SE Klahanie Boulevard operates at LOS E; LOS D threshold—add turn lanes.~~
  - ~~228th Avenue NE at NE 8th Street/NE Inglewood Hill Road operates at LOS E; LOS D threshold—add turn lanes or consider modifying the LOS threshold to keep intersection more pedestrian friendly.~~
  - ~~Issaquah-Pine Lake Road SE at SE 32nd Way operates at LOS E; LOS D threshold—add bypass lanes.~~
  - ~~228th Avenue NE at NE 4th Street operates at LOS E; LOS D threshold—through monitoring determine the future LOS when the actual Town Center land uses are identified.~~
  - SE 32nd Way and 244th Avenue SE operates at LOS F – convert to all-way stop control (AWSC), add eastbound left-turn lane, and add westbound right-turn lane.
  - 228th Avenue SE and SE 40th Street operates at LOS F – signalize the intersection.
  - Sahalee Way NE and NE 36th Lane operates at LOS F – signalize the intersection.
  - 228th Avenue SE and SE 8th Street operates at LOS F – widen and rechannelize the intersection to include northbound and westbound right-turn lanes.
  - 228th Avenue NE and NE 19th Drive will operate at LOS F – signalize the intersection.

- 216th Avenue NE and Inglewood Hill Road will operated at LOS D with minimum LOS C – add eastbound to southbound slip lane.
  - Sahalee Way NE and NE 37th Way operates at LOS E – optimize signal timing.
  - 228th Avenue SE and Issaquah-Pine Lake Road operates at LOS F – rechannelize the westbound approach and add a westbound right-turn overlap phase.
  - Issaquah-Pine Lake Road and SE Klahanie Boulevard operates at LOS F – optimize signal timing.
  - 256th Avenue SE/E Beaver Lake Drive SE and Issaquah-Beaver Lake Road operates at LOS F – intersection improvements to include signal or roundabout (RAB).
  - 228th Avenue NE and NE 14th Street operates at LOS F – intersection improvements to include signal or RAB.
  - Sahalee Way NE and NE 28th Way/223rd Avenue NE operates at LOS F – signalize the intersection.
  - Trossachs Boulevard SE and Duthie Hill Road operates at LOS E – optimize signal timing.
- SixFour intersections outside of the city limits operate ~~above~~below their LOS thresholds. Similar to intersections within the city limits, monitoring programs are also recommended and in addition the monitoring should be coordinated with adjacent agencies to facilitate long term improvement solutions, support enhanced transit service and consider community wide TDM education. Intersections s outside of the city limits operating at LOS E or F include:
    - Sahalee Way NE at NE Redmond-Fall City Road (SR202) operates at LOS F.
    - Issaquah-Pine Lake Road SE at SE Issaquah-Fall City Road operates at LOS F.
    - 244th Avenue NE at NE Redmond-Fall City Road (SR202) operates at LOS F. ~~under the 3-lane Sahalee Way NE and LOS E under the 5-lane Sahalee Way NE alternatives.~~

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- ~~East Lake Sammamish Parkway at Redmond-Fall City Road (SR202) operates at LOS F.~~
- ~~East Lake Sammamish Parkway at SE 56th Street operates at LOS F.~~
- ~~East Lake Sammamish Parkway at SE Issaquah-Fall City Road operates at LOS F.~~

Background Table T-17 identified no one road corridor capacity deficiencies with the 2035 recommended improvements, and with both Sahalee Way NE widening alternatives: Three roadway segment capacity deficiencies are identified:

- ~~Sahalee Way—228th Avenue North Corridor (North City Limits to 12th St) is overcapacity with the 3-lane Sahalee Way NE alternative and operates sufficiently under the 5-lane Sahalee Way NE alternative.~~
- ~~228th Avenue Central Corridor (NE 12th St to SE 20th St) is overcapacity—through monitoring determine future AWDT volume impacts when the actual Town Center land uses are identified.~~
- ~~228th Avenue South Corridor (SE 20th St—SE 43rd Way)—through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified.~~
- ~~SE Issaquah Fall City Road from SE Duthie Hill Road-Klahanie Drive SE—through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified and also consider additional improvements.~~
- 228th Avenue SE from SE 8th Street to SE 10th Street – through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified.
- 228th Avenue SE from SE 10th Street to SE 20th Street – through monitoring, determine the future AWDT volume impacts when the actual Town Center land uses are identified.
- Issaquah-Pine Lake Road from SE 48th Street to Issaquah-Fall City Road – through monitoring, determine the future AWDT volume impacts when the actual Town Center land uses are identified and also consider additional improvements in coordination with the city of Issaquah.
- SE 24<sup>th</sup> Street from 228<sup>th</sup> Avenue SE to 244<sup>th</sup> Avenue SE - through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified.

### 3 Lane and 5 Lane Sahalee Way NE Widening

The projected 2035 volumes exceed capacity of the 3-lane Sahalee Way NE section as proposed. A future 3-lane Sahalee Way NE

~~improvement does not meet city LOS standard for concurrency. This results in traffic diverting to other arterials and local streets.~~

~~The 5-lane Sahalee Way NE section has sufficient capacity to meet city LOS standards for 2035 and beyond. The additional capacity attracts traffic off of East Lake Sammamish Parkway, 244th Avenue NE and other residential collectors west of Sahalee Way NE. With the 5-lane Sahalee Way NE improvement alternative the following AWDT volume changes are projected when compared to the 3-lane alternative:~~

- ~~• Reduces AWDT volume on East Lake Sammamish Parkway north of Inglewood Hill Road by 850 vehicles per day (vpd)~~
- ~~• Reduces AWDT volume on 205th Place NE near Elizabeth Blackwell Elementary School by 1,000 vpd~~
- ~~• Reduces AWDT volume on 216th Avenue SE north of NE Inglewood Hill Road by 1,600 vpd~~

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- ~~Reduces AWDT volume on NE Inglewood Hill Road west of 228th Avenue NE by 1,400 vpd~~
- ~~Reduces AWDT volume on 244th Avenue NE north of NE 8th Street) by 450 vpd~~
- ~~Increases AWDT volume on 228th Avenue NE north of NE 8th Street by 4,900 vpd~~
- ~~Increases AWDT volume on 228th Avenue NE south of SE 4th Street by 650 vpd~~
- ~~Reduces traffic volumes in neighborhoods to the west of Sahalee Way NE~~

~~Additionally, the 5-lane Sahalee Way NE alternative reduces or eliminates the need for future improvements on East Lake Sammamish Parkway north of NE Inglewood Hill Road and on 244th Avenue NE north of NE 8th Street.~~

### Flexibility in Roadway Design Guidelines

Essential functions of streets in Sammamish include vehicle mobility, pedestrian access, bicycle access, and aesthetics. City standards specify lane widths of 11 feet. Left-turn lanes increase capacity, reduce vehicular collisions, and improve access to adjacent property. Bicycle lanes should be provided along major traffic corridors, and when striped should be a minimum of 5 feet in width. Sidewalk widths should be a minimum of 6 feet. Landscaped medians are especially important to soften wide expanses of pavement, to provide a haven for crossing pedestrians, and to provide aesthetic treatment to streets.

[The city's roadway design standards can be found in the following document: "2016 Public Works Standards", adopted by the Sammamish City Council in December 2016.](#)

Often when designing streets, obstacles are encountered that require modification in design approach. Impediments might include topographic features that make road construction difficult or very expensive; inadequate available right-of-way to allow for all desired features; or environmentally sensitive areas that require modification to avoid adverse impacts. Additionally, funding or grant sources may require specific features or dimensions.

### Traffic Calming Program

The City of Sammamish has a comprehensive traffic calming program in place with the Neighborhood Traffic Management Program (NTMP) described in the Existing Conditions section of this Transportation Element. Thus, it is recommended that the city continue the NTMP in its current form, as already adopted by City

ordinance.

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### Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switch from single-occupancy-vehicle (SOV) to HOV modes such as transit, vanpools or carpools,
- Travelers switch from driving to non-motorized modes such as bicycling or walking,
- Travelers change the time they make trips from more congested to less congested times of day,
- Travelers eliminate trips altogether through such means as compressed workweeks, consolidation of errands, or use of telecommunications.

Within the State of Washington, alternative transportation solutions are further necessitated by the objectives of the Commute Trip Reduction (CTR) Law. Passed in 1991 as a section of the Washington Clean Air Act (RCW 70.94), the CTR Law seeks to reduce workplace commute trips in the nine most populous counties in the state. This law requires that in designated high population counties, each city within the county adopt a commute trip reduction plan requiring private and public employers with 100 or more employees implement TDM programs. Programs provide various incentives or disincentives to encourage use of alternative transportation modes, other than the SOV. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution.

The city can promote TDM through policy and/or investments that may include, but are not limited to, the following:

- Public Education related to the benefits of TDM and individual actions to reduce vehicle trips
- Commute Trip Reduction (CTR) Ordinances
- Voluntary Compliance with CTR requirements by the city
- Managed access to facilities and activity centers
- Transit-oriented and pedestrian-friendly design
- Parking management

### Transit Service and Facilities

As supported by the Goals, Objectives and Policies of the Transportation Element, public transportation has long-range benefits for the community because it offers:

*See Volume I,  
Transportation Element  
Policy T.2.8–Policy  
T.2.10 on page 88.*

*See Volume I,  
Transportation Element  
Policy T.2.15–Policy  
T222 on page 89.*

- Primary mobility for those who cannot drive, including many of our youth, seniors, and citizens with disabilities,
- Mobility options for people who choose not to drive, either to avoid congestion, save money, or support the environment,
- Preservation of the quality of our environment by conserving energy, supporting better air quality, and reducing congestion on our roadways.

Central to the success of a public transportation system is the development of a compatible land use plan. Low-density suburbs and strip development are not designed to accommodate public transportation services. Changing the land use or traditional transit services is difficult and special attention is required to increase the effectiveness of transit by controlling development; modifying the existing arterial street system; and modifying pedestrian facilities to bring passengers to the transit system.

The City of Sammamish can influence compatibility with public transportation by considering the following development issues:

- Pedestrian access and facilities,
- Amount, cost, and location of parking,
- Location of higher density residential developments,
- Location and design of commercial and employment activities,
- Location of transit facilities,
- Location of community activity centers,
- Design of building complexes and their surroundings.

228th Avenue provides the primary corridor to support activity centers and more transit-oriented development. New development, redevelopment, or in-fill development that occurs in major activity centers can be designed to incorporate features that are compatible with public transportation. These features include:

- Land use that creates densities to support transit,
- Facilities that are oriented toward transit service,
- Walking distances that are on a reasonable pedestrian scale,
- Site design that encourages transit riders.

Zoning provisions are the primary means of implementing transportation-related land use policy. In order to accomplish this, the zoning code for major activity centers can be reviewed to ensure transit friendly design in these areas. Some factors that may be considered are:

- Encourage public transportation-compatible in-fill development on areas near transit routes and stops,

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- Support the development of park-and-ride lots along transit routes,
- Encourage pedestrian uses at street-level buildings to stimulate activity and interest,
- Support increased residential densities along transit routes,
- Support increased employment densities in activity centers.

*See Volume I,  
Transportation Element  
Policy T.2.8, Policy  
T.2.9 and Policy T.2.10  
on page 88.*

In addition, transit can be made more compatible with pedestrian travel by observing the following design guidelines:

- Provide sidewalks and safe crosswalks for access to the transit system,
- Include provisions for weather protection of the pedestrian,
- Eliminate barriers that discourage pedestrian access,
- Keep walking distances to a quarter-mile or less,
- Provide curb ramps and other facilities conforming to the Americans with Disabilities Act (ADA),
- Provide lighting to improve pedestrian safety and security,
- Provide design guidelines to foster and encourage pedestrian activity.

Special emphasis should be placed on the identification and public awareness of the transit system. Specific tasks could include improved signing, identification, and improved transit stops; route and schedule information provided at all transit stop sites; and shelters provided at some sites. Shelters provide a visual reminder of transit availability and provide an incentive for residents and visitors to use the transit system. Shelters can be installed only in locations with adequate public right-of-way and where appropriate pads can be constructed.

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with streets, bicycle facilities, and pedestrian facilities is critical to transit's success.

### Non-Motorized Plan

The Trails, Bikeways and Paths Plan is a comprehensive planning document for the City of Sammanish addressing a 20-year vision for development of recreational trails and non-motorized transportation facilities within the city. The dual focus on recreational trails and public right-of-way non-motorized facilities is an intentional effort to create a well-integrated system for pedestrians, bicyclists, equestrians, and other trail users in the city. The title of the plan is also a reflection of the desire for an

*See Volume I,  
Transportation Element  
Policy T.2.12 and Policy  
T.2.13 on page 89.*

integrated system. “Trails, Bikeways and Paths” is a melding of terminologies to de-emphasize the differences between recreation-based and transportation-based facilities, and to underscore the common themes and the benefits of an integrated system.

A vital aspect of the plan and a key part of the message is that this vision is for an integrated system. It was decided early on to pursue a system that avoided the historical, but somewhat arbitrary, distinctions between a non-motorized and a trails plan. This more holistic approach will provide additional flexibility in implementing the overall vision to connect key destinations that in many instances may not be possible to connect using one type of route or the other. It will also provide opportunities for interdepartmental coordination and will bring a greater efficiency to the effort. The benefits far outweigh the inconveniences of developing the plan in such a manner. The resulting system will be greatly enhanced as a result of this integrated approach.

This vision has been developed through a concentrated community outreach effort and through consistent dialogue and involvement of a citizen advisory committee called the Trails, Bikeways and Paths (TBP) Subcommittee. This advisory committee was formed to assist in guiding the development of this plan and reports to the Parks and Recreation Commission regarding the progress of the plan. In addition, community input was gathered at multiple points during the planning process and through the review and adoption process by the City Council.

The development of a vision for the future required an extensive effort to document existing trail and non-motorized facilities to provide a current picture and identify gaps in the system. An existing conditions inventory was completed for all trail and non-motorized facilities in the city, including private trail systems. Documentation of private trail systems was done to provide an understanding of how a proposed public system could integrate with private neighborhood facilities. In addition, key challenges and obstacles were identified to assist in developing proposed system improvements.

Key survey data was collected from the public regarding use of trails, destinations, locations, intensity of use, etc.

This information, along with feedback from the TBP Subcommittee and guidance from state and regional policy on non-motorized facilities, provided the basis for the development of TBP goals and policies. Then, basic overall trail corridors were identified to provide for east/west and north/south connectivity through the city.

## Exhibit 1

### T.94

Samamish Comprehensive Plan  
Transportation Background Information  
June 2017

With consideration of state, regional, and local design standards a hierarchy of pathways and trail types, as well as bicycle facility types, was created to specifically address the needs and conditions on the Sammamish Plateau. Each facility type description includes detailed information on facility width, height clearances, appropriate location, and surfacing.

The pathway and trail facility types range from paved multi-use trails to primitive soft surface trails, and also include all of the standard sidewalk facilities along streets and roadways. The bicycle facility types are consistent with state and regional standards for signed and striped bike lanes, designated shared bike routes, and multi-use shared paths.

Next, the identified corridors and field conditions were taken into consideration in assigning the hierarchy of facility types to all of the proposed routes. Considerations in this process included existing right-of-way and obstacles, topography, community destinations, and types of potential users. This process resulted in a 20-year pathways and trail system plan and bicycle system plan.

The overall vision is a direct reflection of the community's desire to use trails, bikeways, and paths for travel and recreation purposes. Please see the City of Sammamish *Trails, Bikeways and Paths Master Plan*.

### Concurrency

A Concurrency Management System (CMS) is a policy procedure designed to enable a City or County to determine whether adequate facilities are available to serve new development. The transportation element of the Growth Management Act (GMA) requires each City and County planning department to incorporate a Concurrency Management System into their comprehensive plan. In a Concurrency Management System, local jurisdictions must adopt and enforce ordinances that prohibit development approval if the development causes the LOS on a transportation facility to decline below the standard adopted in the Transportation Element of the Comprehensive Plan. Transportation improvements or strategies that accommodate the impacts of development can be made concurrent with the development. (State of Washington Growth Management Act, RCW 36.70A, 1990)

See Volume I,  
Transportation Element  
Policy T.1.1–Policy  
T.13 on page 85.

The City of Sammamish Concurrency Management System must be adopted as ordinance, and will involve the following components.

### Identification of facilities to be monitored

The City of Sammamish has identified both segments and intersections for concurrency monitoring. All intersections with functionally classified roadways within the city will be monitored. Additionally, all roadway segments, as identified in Background Figure T-9, will be monitored for concurrency.

### Establishment of LOS Standards

In order to monitor concurrency, the city must adopt standards by which deficiencies may be identified, which were presented earlier in this plan. While GMA requires that LOS standards be adopted for concurrency, it does not mandate how those standards should be defined. Thus, the city is free to adopt by ordinance whatever standards it deems appropriate. The LOS standards that will be used to evaluate the transportation impacts of long-term growth and concurrency are defined as follows:

- **Roadway intersections.** Intersection LOS is calculated using standard HCM analysis procedures and for the AM or PM peak hour, whichever is worse. For intersections, the city shall adopt a standard of LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterial or collector roadways.

Attaining LOS D at major intersections with high approach volumes can result in large intersections with exclusive right-turn lanes, double left-turn lanes and additional through lanes. These improvements improve LOS for vehicles, but result in very long crosswalks and increased potential for pedestrian-vehicle conflicts at free right turns.

The LOS for intersections with principal arterials should be LOS D, when LOS D can be attained with maximum of three approach lanes per direction. For example, a typical intersection of two five-lane roadways. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction.

- **Roadway segments.** Segment LOS is based on allowable AWDT on a roadway segment as a function of roadway characteristics, as described earlier in this Transportation Element. The AWDT thresholds for each of these roadway segments, based upon the roadway characteristics, are defined in Background Table T-7. These thresholds would be adopted as ordinance by the City Council.

## Exhibit 1 T.96

Sammamish Comprehensive Plan  
Transportation Background Information  
June 2017

- **Corridor LOS.** Roadway LOS will be based upon performance of key corridors.

Corridor LOS will be determined by averaging the incremental corridor segment volume over capacity (v/c) ratios within each adopted corridor. This has the effect of tolerating some congestion in a segment or more within a corridor while resulting in the ultimate completion of the corridor improvements. The average v/c of the segments comprising a corridor must be 1.00 or less for the corridor to be considered adequate. All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. Corridors comprised of one concurrency segment segments must have a v/c of 1.0 or less to be considered adequate.

The following corridors comprised of the concurrency segments shown on the Background Figure T-9 will be monitored:

- East Lake Sammamish Parkway North Corridor  
*Concurrency segments 1, 2, and 3*
- East Lake Sammamish Parkway Central Corridor  
*Concurrency segments 4, 5, and 6*
- East Lake Sammamish Parkway South Corridor  
*Concurrency segments 7 and 8*
- Louis Thompson Road – 212th Corridor  
*Concurrency segments 11, 12, 13A, 13B, and 14*
- Sahalee Way — 228th Avenue North Corridor  
*Concurrency segments 21A, 21B, 21C, 22, and 23*
- 228th Avenue Central Corridor  
*Concurrency segments 24A(1), 24A(2), 24B, 25A, and 25B*
- 228th Avenue South Corridor  
*Concurrency segments 26 and 27*
- Issaquah-Pine Lake Road Corridor  
*Concurrency segments 32, 33, 34A, and 34B*
- 244th Avenue North Corridor  
*Concurrency segments 35, 36, 37A, and 37B*
- Windsor Boulevard – 248th Avenue Corridor  
*Concurrency segments 38, 52A, and 52B*
- 244th Avenue South Corridor  
*Concurrency segments 39*
- Issaquah-Fall City – Duthie Hill Road Corridor  
*Concurrency segments 47, 48, and 49*
- NE Inglewood Hill Road Corridor  
*Concurrency segments 15 and 16*
- NE 8<sup>th</sup> Street Corridor  
*Concurrency segments 28A and 28B*
- 

See Volume I,  
Transportation  
Element Policy T.3.3  
on page 90.

- SE 32<sup>nd</sup> Way – Issaquah-Beaver lake Road Corridor  
*Concurrency segments [40A](#), [40B](#), [41](#) and [42](#)*
- SE Duthie Hill Road – Trossachs Boulevard Corridor  
*Concurrency segments [43](#), [44](#) and [45](#)*
- SE 4th Street [Corridor](#)  
*Concurrency segments ~~47~~[18A](#) and [18B](#)*
- SE 8th Street [Corridor](#)  
*Concurrency segments [29](#)*
- SE 20th Street [Corridor](#)  
*Concurrency segments [19](#) and [20](#)*
- SE 24th Street West Corridor  
*Concurrency segments [9](#) and [10](#)*
- SE 24th Street East Corridor  
*Concurrency segments [30](#) and [31](#)*
- [Klahanie Corridor](#)  
*Concurrency segments [53](#), [54](#), and [55](#)*
- [South Pine Lake Route Corridor](#)  
*Concurrency segments [58](#) and [59](#)*
- [218th SE Avenue – SE 8th Street Corridor](#)  
*Concurrency segments [17A](#) and [17B](#)*

### Monitoring

On a continuing basis, monitor and evaluate the adequacy of the concurrency policies and established LOS standards as new development occurs and as traffic levels grow. Analyze external influences on the Concurrency Management System. Make periodic adjustments to LOS standards as part of the annual Comprehensive Plan amendment process, based on the on-going evaluation.

### Mitigation Fee System

The City has adopted a transportation impact fee.

### Financing

*See Volume I,  
Transportation Element  
Policy T.3.12–Policy  
T.3.21 on page 92.*

The Growth Management Act requires that the transportation-related provisions of comprehensive plans address the financing of the local transportation system. The multiyear financing plans serve as the basis for the six-year street, road, or transit program for cities, counties, and public transportation systems and should be coordinated with the state's six-year transportation improvement program.

Total revenue available to the City of Sammamish for concurrency projects over a 20-year period is estimated in Background Table

## **Exhibit 1**

### **T.98**

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Sammamish Comprehensive Plan  
Transportation Background Information

T-18. The estimated revenue projection is \$237,000,000 (year 2015 dollars). The projected revenue presented in Background Table T-18 provides a revenue stream for the expenditures proposed for the next 20 years, based upon these preliminary estimates.

*Background Table T-18  
 Transportation Capital Improvement Funding: 2015-2035*

FUNDING SOURCE	AMOUNT (2015 DOLLARS)
Transportation Fund Revenue (REET)	25,000,000
Road Impact Fees (includes beginning fund balance)	35,000,000
Anticipated grants	15,000,000
Funding to be determined	162,000,000
<b>TOTAL REVENUE</b>	<b>237,000,000</b>

**Contingency Plans in the Event of Revenue Shortfall**

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration fee, general obligation bonds, and mitigation payments (which have not been enacted), and which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the city has several options: add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

*See Volume I,  
 Transportation  
 Element Policy T.3.19  
 on page 92.*

**Exhibit 1**  
**T.100**

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Sammamish Comprehensive Plan  
Transportation Background Information  
June 2017

**CITY OF SAMMAMISH  
WASHINGTON  
Resolution No. R2016-709**

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**A RESOLUTION OF THE CITY OF SAMMAMISH,  
WASHINGTON RELATED TO SETTING THE  
COMPREHENSIVE PLAN AMENDMENT DOCKET FOR  
2017**

WHEREAS, the City of Sammamish plans under Chapter 36.70A RCW, the Growth Management Act (“GMA”), which requires cities to adopt a comprehensive plan that is consistent with the GMA and with county and regional planning policies;

WHEREAS, the City Council initially adopted the City’s Comprehensive Plan in 2003 by Ordinance O2003-130, and has adopted various subsequent revisions; and

WHEREAS, the City Council updated the Sammamish Comprehensive Plan in accordance with RCW 36.70A.130 on October 26, 2015 (“2015 Comprehensive Plan”) by adopting Ordinance O2015-396; and

WHEREAS, Sammamish Municipal Code (SMC) Chapter 24.15.040 authorizes the City to consider site-specific land use map amendments and text amendments to the Comprehensive Plan on an annual basis; and

WHEREAS, City staff solicited Comprehensive Plan amendment proposals from citizens and City departments in August and September 2016; and

WHEREAS, a total of eight proposals were submitted and deemed complete, including four from the general public and four from City departments; and

WHEREAS, proposals that are included on the 2017 docket will be added to the City’s 2017 work plan, thoroughly analyzed, and returned to the Planning Commission and City Council for consideration; and

WHEREAS, on October 27, 2016 the Planning Commission held a work session on the proposals for the 2017 Comprehensive Plan docket; and

WHEREAS, on November 3, the Planning Commission held a public hearing on the proposals for the 2017 Comprehensive Plan docket, considered public comment, and made a recommendation to the City Council regarding which proposals to include on the 2017 docket; and

**Exhibit 2**

WHEREAS, on November 8, 2016 the City Council held a work session on the proposals for the 2017 Comprehensive Plan docket; and

WHEREAS, on November 15, 2016, the City Council held a public hearing on the proposals for the 2017 Comprehensive Plan docket in order to provide further opportunity for public comment and participation;

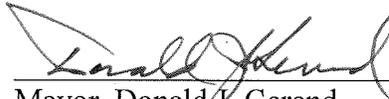
**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO RESOLVE AS FOLLOWS:**

Section 1. Docket Decision. The City Council of the City of Sammamish hereby approves the following proposals to be included on the 2017 Comprehensive Plan docket:

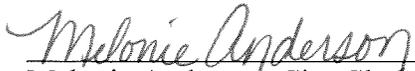
6. City of Sammamish – Department of Public Works
  - Amend Transportation element to update the City’s concurrency project list and the City’s Traffic Impact Fee, as well as other traffic model updates reflecting growth and the annexation of Klahanie.
7. City of Sammamish – Department of Public Works
  - Amend Comprehensive Plan to be consistent with revised Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards and Low Impact Development codes, among other minor edits.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 6<sup>th</sup> DAY OF DECEMBER, 2016.**

CITY OF SAMMAMISH

  
\_\_\_\_\_  
Mayor, Donald J. Gerend

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Michael R. Kenyon, City Attorney

**Exhibit 2**

Filed with the City Clerk: November 29, 2016  
Passed by the City Council: December 6, 2016  
Resolution No.: R2016-709

## Exhibit 2

Transportation Element 2017 Update Change Summary Matrix

FIGURE or TABLE #*	NAME	Page #* on Attachment A: Redlined Transportation Element	Priority Level	DESCRIPTION OF CHANGE(S) [Changes reviewed by Council on July 11, 2017]	DESCRIPTION OF CHANGE(S) [Changes made <u>after</u> July 11, 2017 --not reviewed by Council]
	Sound Transit	T.8	1	Added text description of Sound Transit 3's (ST3) proposed	N/A
Figure T-1	Roadway Functional Classification	T.10-14	2	MINOR ARTERIALS: Deleted 244th Ave. SE (SE 32nd to SE 8th); Deleted SE 4th St (218th to 228th); Added 244th Ave SE (SE 8th to NE 8th) COLLECTORS: Added NE 37th Way/205th Place NE/211th Way NE/NE 16th St (Sahalee to 216th); Added 216th Ave NE (16th to IWHRd); Added SE 4th St (218th to 228th); Added SE Windsor Blvd (SE 8th to SE 24th); Added SPLR (212th to 228th); Added 244th Ave SE (SE 32nd to SE 24th); Added Klahanie Blvd (IPLRd to IFCRd); Added SE 256th Ave (Klahanie to IBLRd). See text revisions pages T.10-13.	N/A
Table T-1	Miles of Roadway by Classification	T.14-T.15	2	Revised to reflect changes in Figure T-1 above.	N/A
	Roadway Design Standards	T.16	1	Updated text to reflect the city's Public Works Standards	N/A
Figure T-2	Traffic Signal Locations	T.18	1	Updated to 2016 status	N/A
Figure T-4	Roadway Design Standards	T.20	1	Updated to reflect the city's Public Works Standards adopted in December 2016.	N/A
Table T-2	2016 Average Weekday Traffic (AWDT's)	T.24-25	1	Updated to reflect both added roadway segments (Increased the number of traffic count locations from 21 to 78) and to reflect actual field gathered 2016 AWDT's	Revised AWDT for Site #65, Issaquah-Fall City Rd northeast of Issaquah-Pine Lake Rd. (Revision highlighted in yellow)
Figure T-7	2016 Average Weekday Traffic (AWDT's)	T.26	1	Updated to reflect both added roadway segments (Increased the number of traffic count locations from 21 to 78) and to reflect actual field gathered 2016 AWDT's	Revised AWDT for Issaquah-Fall City Rd northeast of Issaquah-Pine Lake Rd to match AWDT in revised Table T-2. (See bottom center of page T.26, revision highlighted in yellow and "starred" in purple).
	Intersection Level of Service (LOS) Criteria	T.27	1	Added text describing roundabout (RAB) LOS criteria	N/A
Table T-4	Level of Service (LOS) Criteria	T.29	1	Updated to include Roundabout (RAB) LOS criteria to be the same as that for signalized intersections	N/A
Table T-5	Level of Service (LOS) Criteria	T.29	1	Updated to eliminate RAB LOS criteria being the same as that for stop controlled intersection	N/A
Table T-6	2016 Intersection LOS	T.31-T.32	1/2	Updated to reflect intersection LOS based on 2016 field gathered traffic counts; increased the total number of included intersections from 30 to 48.	N/A

Exhibit 3

FIGURE or TABLE #*	NAME	Page #* on Attachment A: Redlined Transportation Element	Priority Level	DESCRIPTION OF CHANGE(S) [Changes reviewed by Council on July 11, 2017]	DESCRIPTION OF CHANGE(S) [Changes made <u>after</u> July 11, 2017 --not reviewed by Council]
Figure T-8	2016 Intersection LOS	T.33	1/2	Updated to reflect intersection LOS based on 2016 field gathered traffic counts; increased the total number of included intersections from 30 to 48.	Added intersections #44 (192nd Ave NE & SR 202) and #105 (Issaquah-Pine Lake Rd & Issaquah-Fall City Rd) to the Figure. (Revision highlighted in yellow and circled in purple)
	Text Revision	T.36	1	N/A	Revised text in next to last paragraph to match the information contained in revised Table T-7, pages T.39 - T.43. (Revisions highlighted in yellow)
Figure T-9	Concurrency Segments	T.37	2/3	Updated to include revised currency segments, both those that are new (Klahanie annexation and others - segment numbers 50 and above) and those existing segments that were split for the sake of more accurate concurrency calculations (these segments have a letter in their number); increased the total number of roadway segments from 49 to 73.	N/A
Table T-7	Roadway Segment Concurrency Thresholds & AWDT's	T.39-T.42	2/3	Updated to include revised currency segments, both those that are new (Klahanie annexation and others - segment numbers 50 and above) and those existing segments that were split for the sake of more accurate concurrency calculations (these segments have a letter in their number); increased the total number of roadway segments from 49 to 73.	N/A
Table T-8	Concurrency Threshold Definitions	T.44	3	Revised "Median" values to reflect a left turn constrained roadway; clarified "Walkway/Bikeway" threshold capacity values.	N/A
Table T-9	Collision Summary	T.45	1/3	Updated to 2012 - 2016 numbers	N/A
Figure T-10	Traffic Collisions	T.46	1/3	Updated to 2012 - 2016 numbers	N/A
	Traffic Calming	T.49	1/3	Updated text to conform with current city of Sammamish traffic calming locations and standards	N/A
Table T-10	2017-2022 Six Year TIP	T.49-T.50	1	Updated from 2016-2021 TIP to current 2017-2022 TIP	N/A
	Transit Service	T.52	1	Added text to describe the Microsoft "Connector" bus service for its employees who live in Sammamish.	N/A
	Travel Forecasting Model	T.55-T.58	1	Updated text to describe the 2016 updating of the travel demand forecast analysis	N/A
Table T-12	Committed CIP Projects	T.59	1	Updated to match Table T-10	Table struck, inserted text to direct readers to identical table in Capital Facilities element.
Table T-13	2035 Intersection LOS with Committed CIP Projects Only	T.60-T.61	2/3	Updated to include revised intersection list	N/A

FIGURE or TABLE #*	NAME	Page #* on Attachment A: Redlined Transportation Element	Priority Level	DESCRIPTION OF CHANGE(S) [Changes reviewed by Council on July 11, 2017]	DESCRIPTION OF CHANGE(S) [Changes made <u>after</u> July 11, 2017 --not reviewed by Council]
Figure T-14	2035 Intersection LOS with Committed CIP Projects Only	T.62	2/3	Updated to include revised intersection list from Table T-13	N/A
Table T-14	AWDT Thresholds & 2035 Segment Volumes	T.64-T.69	2/3	Updated to reflect added roadway concurrency segments (Klahanie annexation & others) and revised existing concurrency segments; updated with recalculated 2035 concurrency threshold capacities and traffic model projected 2035 AWDT traffic volumes.	Revised some Concurrency Thresholds, some 2035 AWDT volumes and Segments 7 & 51 and Corridor 7 failure. (Revisions highlighted in yellow)
	Recommended Transportation Improvements	T.70	1	Updated text to refer to 2016 and 2035 project needs vs. 2012 project needs.	N/A
Table T-15	Summary of Recommended Transportation Improvements	T.70-T.72	3	Updated to include revised list of recommended transportation improvements based on revised projected 2035 traffic volumes.	Revised project list to delete Project #14 (SE Belvedere Way: East Beaver Lake Rd to 263rd Place SE) and Project #15 (New Roadway Connection to East Beaver Lake Drive SE at 266th Way SE) - these roadway connections are not included in the city's traffic model. (Revisions highlighted in yellow)
	Text Revision	T.72	3	N/A	Revised text in last paragraph to match the information contained in revised Table T-17, pages T.78 - T.83. (Revisions highlighted in yellow)
Figure T-15	Recommended Transportation Improvements	T.73	3	Updated to reflect recommended transportation improvements listed in Table T-15.	Revised project list to delete Project #14 (SE Belvedere Way: East Beaver Lake Rd to 263rd Place SE) and Project #15 (New Roadway Connection to East Beaver Lake Drive SE at 266th Way SE) - these roadway connections are not included in the city's traffic model. (Revisions highlighted in yellow and circled in purple)
Table T-16	2035 Intersection LOS with Recommended Improvements	T.74-T.76	2/3	Updated to reflect 2035 intersection LOS based on recommended transportation improvements listed in Table T-15.	N/A
Figure T-16	2035 Intersection LOS with Recommended Improvements	T.77	2	Updated to reflect 2035 intersection LOS listed in Table T-16.	Added intersections #44 (192nd Ave NE & SR 202) and #105 (Issaquah-Pine Lake Rd & Issaquah-Fall City Rd) to the Figure. Revised LOS shown on Figure for intersections #102 (Sahalee way & SR 202) and #103 (244th Avenue NE & SR 202) to match the LOS information from Table T-16 on page T.75. (Revisions highlighted in yellow and circled in purple)
Table T-17	2035 Segment Concurrency Status with Recommended Improvements	T.78-T.83	2/3	Updated to reflect 2035 segment concurrency threshold status based on recommended transportation improvements listed in Table T-15.	Revised some Concurrency Thresholds, some 2035 AWDT volumes and segment 21A failure. (Revisions highlighted in yellow)

Exhibit 3

FIGURE or TABLE #*	NAME	Page #* on Attachment A: Redlined Transportation Element	Priority Level	DESCRIPTION OF CHANGE(S) [Changes reviewed by Council on July 11, 2017]	DESCRIPTION OF CHANGE(S) [Changes made <u>after</u> July 11, 2017 --not reviewed by Council]
	Text Revision	T.86	2/3	N/A	Revised text in first paragraph to match the information contained in revised Table T-17, pages T.78 - T.83. (Revisions highlighted in yellow)
	Text Revision	T.86	3	N/A	Revised list of roadway capacity deficiencies to include SE 24th Street between 248th Avenue SE and 244th Avenue SE with recommendation that since capacity deficiency is small city should monitor future segment AWDT's to see if future actual AWDT's match currently projected AWDT's.
	Concurrency Monitored Corridors	T.96-T.98	2/3	Updated list of those roadway corridors from Figure T-9 that will be monitored by the city for concurrency compliance.	N/A

Exhibit 3

\*Page numbers subject to change at final adopted version of Transportation Element amendment



# Memorandum

**Date:** July 11, 2017

**To:** City Council

**From:** Shanna Collins, Chair, Planning Commission  
Larry Crandall, Vice Chair, Planning Commission

**Re:** Summary of Planning Commission Recommendation on the 2017 Annual Amendment to the Transportation Element of the Comprehensive Plan

---

On behalf of the Planning Commission, we are pleased to forward to the City Council a recommendation on the proposed 2017 Annual Amendment of the Transportation Element of the Sammamish Comprehensive Plan. The amendment accomplishes the important objective of making consistency updates to the technical documentation of the Transportation Element, which will provide information on the actions needed to implement the City's policies related to transportation.

## **Project Scope**

The City docketed two of the eight proposed Comprehensive Plan Amendments submitted for the 2017 Docket by Resolution R2016-709. Both docketed proposals were submitted by the Department of Public Works, including the proposal to amend the Transportation Element of the Sammamish Comprehensive Plan to update the City's concurrency project list, the City's Traffic Impact Fee, and the City's traffic model to reflect growth. The proposal also incorporates data and information related to the annexation of Klahanie. The Department of Public Works is not proposing any policy changes to the Comprehensive Plan or to any existing City standards.

## **Project History**

The Planning Commission discussed the proposed Comprehensive Plan amendment over the course of two meetings:

1. On June 1, 2017 staff presented the Planning Commission with an overview of the Comprehensive Plan Annual Amendment process and an introduction to the proposed amendment. The Commission discussed several desired revisions to the language, which were then incorporated by City Staff, as appropriate, for further deliberation at the June 15<sup>th</sup> Planning Commission meeting.
2. On June 15, 2017 the Planning Commission held a public hearing on the proposed amendment to the Transportation Element. Following the public hearing and upon review and deliberation of the proposed amendment, the Planning Commission moved to:
  - a. Revise text on Page T-47 to state three instead of two park and ride facilities exist;
  - b. Add omitted pedestrian facilities on SE 24<sup>th</sup> Street between 228<sup>th</sup> Avenue SE and 244<sup>th</sup> Avenue SE to the Non-Motorized Map (Figure T-11; Page T-46); and
  - c. Add language stating that a right turn lane exists at the intersection of 244<sup>th</sup> Avenue SE and SE 24<sup>th</sup> Street on Page T-75.

## Exhibit 4

The Planning Commission voted 3:1 to recommend a version of the proposed amendment to the Transportation Element to City Council for deliberation and adoption.

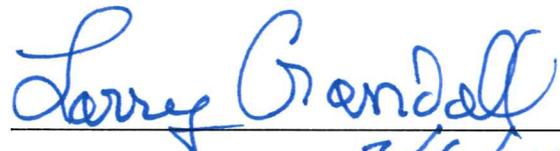
### Summary of Recommendation by Planning Commission

On June 15, 2017 the Planning Commission held a public hearing, deliberated on, and recommended to the City Council proposed amendment to the Transportation Element, which contains the following substantive changes:

- **Updated Traffic Model.** The amendment includes the incorporation of 2016 traffic volume data into the calibration of the City's traffic model. The updated data will help the City to better understand its road network and impacts resulting from new development across the City.
- **Updated Concurrency Project List.** The proposed amendment updates the recommended project list necessary to eliminate projected "failures" in the City's Level of Service (LOS) standards caused by future development in the City.
- **Minor Text Edits and Improvements to Maps.** A variety of minor text and map edits were made throughout the Transportation Element in an effort to improve consistency throughout the Transportation Element and the Comprehensive Plan and to update the Transportation Element to reflect conditions existing in 2016 rather than 2012/2014. Examples include updated technical data and the inclusion of the Klahanie annexation area.

The recommended amendment to the Transportation Element will allow the City to refine and improve its implementation of the Comprehensive Plan goals and policies related to transportation as well as provide an improved framework for the City to update its Traffic Impact Fee.

  
\_\_\_\_\_  
Shanna Collins                      7-3-2017  
Chair, City of Sammamish Planning Commission

  
\_\_\_\_\_  
Larry Crandall                      7/6/17  
Vice Chair, City of Sammamish Planning Commission

**Comprehensive Plan—2017 Transportation Element Update**  
Index of Tables and Figures

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(Attachment A-- Redlined Transportation Element)

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\*Page numbers subject to change at final adopted version of Transportation Element amendment



**Meeting Date:** October 3, 2017

**Date Submitted:** September 15, 2017

**Originating Department:** Community Development

**Clearances:**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Attorney                | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety           |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Finance & IT                     | <input checked="" type="checkbox"/> Public Works |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation               |  |

**Subject:** 2017 Comprehensive Plan Amendment Docket -- Environment and Conservation Element, Utilities Element, and Capital Facilities Element

**Action Required:** Complete Public Hearing and first reading of Ordinance

- Exhibits:**
1. Ordinance  
Attachment B: Redlined Environment and Conservation Element, Utilities Element, and Capital Facilities Element
  2. Resolution R2016-709 (2017 Docket)
  3. Summary Matrix of Proposed Changes
  4. Planning Commission Recommendation Memo

**Budget:** N/A

**Summary Statement:**

The City Council will complete a Public Hearing and first reading of an Ordinance for a proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan.

**Background:**

The Sammamish Municipal Code (SMC), in accordance with the Growth Management Act (GMA), allows the City to consider certain types of amendments to the Comprehensive Plan on an annual basis. These amendments fall into two categories: text amendments, which address technical updates and do not require substantive changes to policy language, and site-specific land use map amendments, which seek to change the future land use map zoning designation of an individual's or group of individuals' property.

The City docketed two of the eight proposed Comprehensive Plan Amendments submitted for the 2017 Docket by Resolution R2016-709 (Exhibit 2). The docket includes the following text amendment proposals:

1. City of Sammamish Department of Public Works – Amend the Transportation Element of the Sammamish Comprehensive Plan to update the City's concurrency project list and the City's

Traffic Impact Fee. Additional changes include an updated traffic model to reflect growth and the annexation of Klahanie.

2. City of Sammamish Department of Public Works – Amend the Sammamish Comprehensive Plan to be consistent with revised Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards, and Low Impact Development codes, among other minor edits.

**Process:**

The proposals included in the 2017 Docket will be reviewed separately by Planning Commission and City Council in succession, with review of the Environment and Conservation Element, Utilities Element, and Capital Facilities Element (Docket Item #2) coming second. The City Council must assess the cumulative impacts resulting from the docketed amendments to the Comprehensive Plan, in accordance with the GMA.

On July 20<sup>th</sup>, the Planning Commission held a public hearing on the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element and deliberated on the proposal. Following deliberation, the Planning Commission voted unanimously to recommend the proposed amendment with several Planning Commission-requested revisions. The revisions included the addition of the transportation improvement projects list (TIP) for the period of 2018 – 2023 in the Capital Facilities Element, the addition of the remaining transportation projects for the twenty-year period of 2018 – 2038, and the reformatting of the transportation inventory of existing facilities located on Page CF.12 of the Capital Facilities Element (these changes are shown in Attachment B of Exhibit 1 and Exhibit 3).

A schedule for City Council review of the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element has been set with the following dates:

- **October 3, 2017** - Public Hearing and First Reading of the Ordinance
- **October 17, 2017** - Second Reading of the Ordinance
- **November 21, 2017** - Third Reading of the Ordinance and anticipated adoption of the Consolidated Annual Amendment of the Comprehensive Plan

The City Council will not be voting on the proposed amendment at the October 17, 2017 meeting; instead the City Council deliberations on October 3 and October 17 will carry forward to the regular meeting of the City Council on November 21, 2017. At that meeting, there will be a third reading of the Ordinance and adoption of the Consolidated Annual Amendment of the Comprehensive Plan (i.e. simultaneous adoption of both Docket Item #1 and Docket Item #2). The reason the City Council will adopt a consolidated amendment of the Comprehensive Plan is to comply with RCW 36.70A.130(2)(a), which restricts amendments to the Comprehensive Plan to no more frequently than once every year, except under very specific circumstances. Since more than one proposed amendment was docketed (Exhibit 2), the consolidated amendment ordinance will ensure that the Comprehensive Plan is amended only once in 2017. Should the City Council decide to defer the proposed amendment, the next opportunity to adopt it would be Fall 2018 in conjunction with the 2018 Docket to comply with RCW 36.70A.130(2)(a), as described above.

**Analysis:**

The City Council adopted updated Public Works Standards, Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual and Sammamish Addendum, and Low Impact Development regulations in 2016. The Department of Public Works is now proposing amendments to the

Comprehensive Plan in order to make it consistent with the updated documents and to ensure clarity and consistency throughout all City plans. The proposal will also include the City’s updated 2017-2022 Surface Water CIP list and 2018-2023 Transportation CIP list in the Comprehensive Plan. No policy changes are proposed.

Department of Community Development (DCD) staff have reviewed the proposed amendment to the Environment and Conservation Element, Utilities, and Capital Facilities Element submitted by the Department of Public Works against criteria in SMC Title 24. Staff finds that the proposal is within the parameters of allowable amendments, pursuant to SMC 24.25.030. The proposal specifically meets provisions SMC 24.25.030(2)(a), (b), (g), and (k), which relate to technical amendments, amendments to the annual capital improvement plan, amendments to technical appendices, and other amendments initiated by the City, respectively.

<i>Meeting Date</i>	<i>Action requested of City Council</i>
<i>October 3, 2017</i>	Conduct public hearing and first reading of the Ordinance for adoption of the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan.
<i>October 17, 2017</i>	Conduct second reading of the Ordinance for adoption of the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan.
<i>November 21, 2017</i>	Conduct third reading of the Ordinance and adopt the Consolidated Annual Amendment of the Comprehensive Plan (i.e. adoption of both Docket Item #1 and #2).

**Financial Impact:**

None.

**Recommended Motion:**

Conduct the public hearing and first reading of the Ordinance.



**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2017-**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, AMENDING THE TRANSPORTATION  
ELEMENT, THE ENVIRONMENT AND CONSERVATION  
ELEMENT, THE UTILITIES ELEMENT, AND THE CAPITAL  
FACILITIES ELEMENT OF THE SAMMAMISH  
COMPREHENSIVE PLAN**

WHEREAS, the City of Sammamish City Council adopted an updated Comprehensive Plan on October 13, 2015 by Ordinance O2015-396, in accordance with RCW 36.70A.130; and

WHEREAS, the Washington State Growth Management Act (GMA) requires internal consistency among comprehensive plan elements and applicable regional plans; and

WHEREAS, to ensure that comprehensive plans remain relevant and up to date, the GMA requires each jurisdiction to establish procedures whereby amendments to the Plan are considered by the City Council (RCW 36.70A.130[2]), and limits adoption of these amendments to once each year unless an emergency exists; and

WHEREAS, the City of Sammamish has established a procedure for amending the Comprehensive Plan in Chapters 24.15 and 24.25 SMC, which limit adoption of amendments to the Comprehensive Plan to no more than once each year; and

WHEREAS, the City of Sammamish requires applications for amendment proposals to be submitted by September 30 of each year; and

WHEREAS, two Comprehensive Plan amendment applications were docketed on December 6, 2016 by Resolution R2016-709, including a proposal to amend the Transportation Element and a proposal to amend the Environment and Conservation Element, Utilities Element, and Capital Facilities Element; and

WHEREAS, the Planning Commission considered the proposed amendment to the Transportation Element during a work session held on June 1, 2017; and

WHEREAS, on June 15, 2017, the Planning Commission held a public hearing on the proposed amendment to the Transportation Element, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on May 12, 2017, the City submitted the proposed Comprehensive Plan amendment to the Transportation Element to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

## Exhibit 1

WHEREAS, an environmental review of the proposed Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), including review of a complete SEPA checklist; and

WHEREAS, on June 20, 2017, a SEPA threshold determination of non-significance (DNS) was issued for the proposed Comprehensive Plan amendment and no appeals were filed; and

WHEREAS, on July 11, 2017, the City Council held a public hearing on the proposed Comprehensive Plan amendment in order to provide further opportunity for public comment and participation; and

WHEREAS, the public hearing was continued to October 3, 2017 and additional public comment was received; and

WHEREAS, the Planning Commission considered the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element during a work session held on July 6, 2017; and

WHEREAS, on July 20, 2017, the Planning Commission held a public hearing on the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on June 22, 2017, the City submitted the proposed Comprehensive Plan amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendment was conducted in accordance with the requirements of SEPA, including review of a complete SEPA checklist; and

WHEREAS, on September 18, 2017, a SEPA threshold DNS was issued for the proposed Comprehensive Plan amendment and no appeals were filed; and

WHEREAS, on October 3, 2017, the City Council held a public hearing on the proposed Comprehensive Plan amendment in order to provide further opportunity for public comment and participation; and

WHEREAS, the City Council has assessed the cumulative effect of the docketed Comprehensive Plan amendment proposals, in accordance with RCW36.70A.130(2)(b);

WHEREAS, the City Council has determined that the proposed Comprehensive Plan

**Exhibit 1**

amendments meet the City’s goals and objectives in the Comprehensive Plan and comply with the criteria in SMC 24.15.040(2);

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DOES ORDAIN AS FOLLOWS:**

**Section 1. Transportation Element Amended.** The Transportation Element of the Sammamish Comprehensive Plan is hereby amended as set forth in Attachment A.

**Section 2. Environment and Conservation Element, Utilities Element, and Capital Facilities Element Amended.** The Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan are hereby amended as set forth in Attachment B.

**Section 3. Severability.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

**Section 4. Effective Date.** The Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:      Passed by the City Council: Date of Publication:

Public Hearing:                      Effective Date:

First Reading:

## Exhibit 1

## Exhibit 1

Exhibit 1 Attachment B  
Redlined Comp Plan  
(Excerpts)

## Exhibit 1

Environment and Conservation Element

## Exhibit 1

*Policy EC.5.47 Where commercial and industrial uses and high levels of vehicular traffic are established, seek to protect and enhance water quality. Store petroleum, solvents and other potential water pollutants in such a way as to prevent entry into the natural drainage systems or groundwater. Require car washes to use biodegradable, environmentally friendly soaps, cleansers and related materials. Encourage and promote water conservation and reuse.*



*Rain gardens at Sammamish Highlands*

*Policy EC.5.48 Continue to provide special attention to proper siting and maintenance of existing septic systems to preserve the valuable ecological functions and beneficial uses of water resources. Educate septic users and owners as to proper maintenance of septic systems.*

*Policy EC.5.49 Manage storm water runoff through a variety of methods, with the goal of:*

- a Limiting impacts to aquatic resources (including lake and stream life forms), and*
- b Promoting groundwater recharge.*

*Include temporary erosion and sediment control, flow control facilities, water quality facilities as required by the [City's current Surface Water Design Manual and Sammamish Addendum](#), and [Best Management Practices as described in the Storm Water Pollution Control Manual as methods of storm water management](#). These documents are available on the [City's website at: www.sammamish.us/government/departments/public-works/](#)*



*LID stormwater control at Sammamish Highlands*

*Manage runoff caused by development to prevent adverse impacts to water resources. Develop regulations that favor non-structural storm water control measures when feasible including: vegetation retention and management, seasonal clearing limits, limits on impervious surface, preservation of open space and limits on soil disturbance.*

The **2009 King County Surface Water Design Manual** is available online at: <http://your.kingcounty.gov/dnrp/library/water-and-land/stormwater/surface-water-design-manual/SWDM-2009.pdf>.

The **City of Sammamish Surface Water Design Manual Addendum** is available online at: [www.sammamish.us/pdfs/departments/publicworks/O2011-304%20-%20Attachment%20B%20Surface%20Water%20Design%20Manual%20Addendum%206-2-11.pdf](http://www.sammamish.us/pdfs/departments/publicworks/O2011-304%20-%20Attachment%20B%20Surface%20Water%20Design%20Manual%20Addendum%206-2-11.pdf).

The **Storm Water Pollution Prevention Manual** is available online at: <http://your.kingcounty.gov/dnrp/library/water-and-land/stormwater/stormwater-pollution-prevention-manual/SPPM-Jan09.pdf>.

**Exhibit 1**

Utilities Element

## Exhibit 1 UT.10

Sammamish Comprehensive Plan  
Utilities Background Information  
October 2015

### Stormwater

*See Volume I, stormwater  
Policy UT.1.5.*

The built infrastructure that conveys, detains, and treats surface and stormwater runoff in Sammamish is a mix of open ditches, closed pipes, culverts, streams and a variety of stormwater facilities that have been installed prior to and post-Sammamish incorporation. According to King County GIS records, at least 100 of the stormwater facilities constructed in Sammamish were built before 2000, and 30% of those were constructed prior to 1990. Stormwater facilities including ponds, vaults, swales, catch basins, pipes, and ditches are currently being mapped in GIS, but known system components include approximately:

- ~~21877~~+ miles of pipe;
- ~~938,120~~+ ~~structures (e.g. catch basins)~~;
- ~~6495~~ miles of open ditches ~~and swales~~;
- ~~396425~~+ publicly owned and maintained surface water facilities; and
- ~~12018~~+ privately owned and maintained surface water facilities.

In 2001, a *Stormwater Management Comprehensive Plan* was developed by the City in compliance with the regulatory requirements of the Growth Management Act, the National Pollutant Discharge Elimination System (NPDES) Phase II Rule, and the Puget Sound Water Quality Management Plan. The updated NPDES Phase II Permit for 2013–2018 became effective on August 1, 2013. The City ~~is updated in~~ the [Plan in 2015 and renamed it the Storm and Surface ~~Water~~ Management Comprehensive Plan in 2015](#).

**Exhibit 1**

Capital Facilities Element

# Exhibit 1

## CF.10

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

### Police

#### Inventory of Existing Facilities

The Sammamish Police Station is located at City Hall which is described above (see General Government Facilities).

#### Forecast of Future Needs

The City does not forecast needs for future capital facilities for police.

#### Capital Projects

There are no capital projects for capital facilities for police.

#### Funding

No funding is projected because there are no capital projects for police.

### Surface Water

#### Inventory of Existing Facilities

Stormwater facilities including ponds, vaults, swales, catch basins, pipes, and ditches are currently being mapped in GIS, but known system components include approximately:

- 218+ miles of pipe
- 8,120+ structures (e.g. catch basins)
- 64 miles of open ditches and swales
- 425+ publicly owned and maintained surface water facilities,  
and
- 120+ privately owned and maintained surface water facilities

There are 299 residential surface water sites, 100 commercial surface water sites, and 22 regional (King County) surface water sites in Sammamish.

#### Forecast of Future Needs

In 2001, a Stormwater Management Comprehensive Plan was developed by the City in compliance with the regulatory requirements of the Growth Management Act, the National Pollutant Discharge Elimination System (NPDES) Phase II Permit Rule,

and the Puget Sound Water Quality Management Plan. The City updated the plan in 2015 and renamed it the Storm and Surface Water Management Comprehensive Plan. For more detailed information related to future needs for surface water facilities serving the City of Sammamish, consult the Utilities element of

# Exhibit 1

## CF.11

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

the City of Sammamish Comprehensive Plan and the Storm [and Surface](#) ~~W~~ater Management Comprehensive Plan.

[Background Table CF-5 lists the 2017-2022 Stormwater Capital Improvement Projects. Please see the City's adopted budget for the most current list of stormwater CIP projects.](#)

# Exhibit 1

## CF.10

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

### Capital Projects

Background Table CF-5

Adopted Surface Water Capital Improvement Projects: 2013-2018

CIP	PROJECT TITLE	Est COST (\$) 2013- 2021
<b>CAPITAL PROJECTS</b>		
SW-01	Towncenter Regional Stormwater Plan	300,000
SW-02	Louis Thompson Hill Rd High Density Polyethylene Storm Pipe <del>Inglewood Neighborhood Drainage Project</del>	<del>2,200,000</del> 218,000
SW-03	Zackuse Creek Fish Passage Culvert and Stream Restoration <del>Inglewood Neighborhood Water Quality Retrofit</del>	1,200,000 <del>900,000</del>
SW-04	Ebright Creek Fish Passage Culvert Project	850,000
SW-05	George Davis Creek Fish Passage Culvert Project	1,300,000
SW-06	Sahalee Way Stormwater Tightline	387,000
SW-07	Zackuse Creek Basin Plan	150,000
SW-08	Pine Lake Creek Basin Plan	125,000
SW-09	Laughing Jacobs Creek Basin Plan	300,000
SW-10	Evans Creek Basin Plan	150,000
SW-11	Hazel Wolf Culvert Improvement Project	75,000
SW-12	Tamarack Neighborhood Drainage & Water Quality Retrofit	<del>227,540</del> 49,000
	<u>SUBTOTAL</u>	<u>5,809,000</u>
<b>STORM PROGRAMS</b>		
SW-A	Stormwater Property Acquisition Fund	1,500,000
SW-B	Stormwater Opportunity Fund	500,000
SW-C	Basin Plan Project Implementation Placeholder	900,000
SW-D	Neighborhood Drainage Capital Resolutions	1,200,000
SW-E	Beaver Management Program	90,000
	<u>SUBTOTAL</u>	<u>4,190,000</u>
<b>OTHER</b>		
SW-F	KC Contract 1999 Principal & Interest	<del>118,000</del> 137
SW-G	KC Contract 2001 Principal & Interest	<del>51,000</del> 279
SW-H	Interfund Loan Repayment	<u>1,113,200</u>
		<u>00</u>

continued on the following page

# Exhibit 1

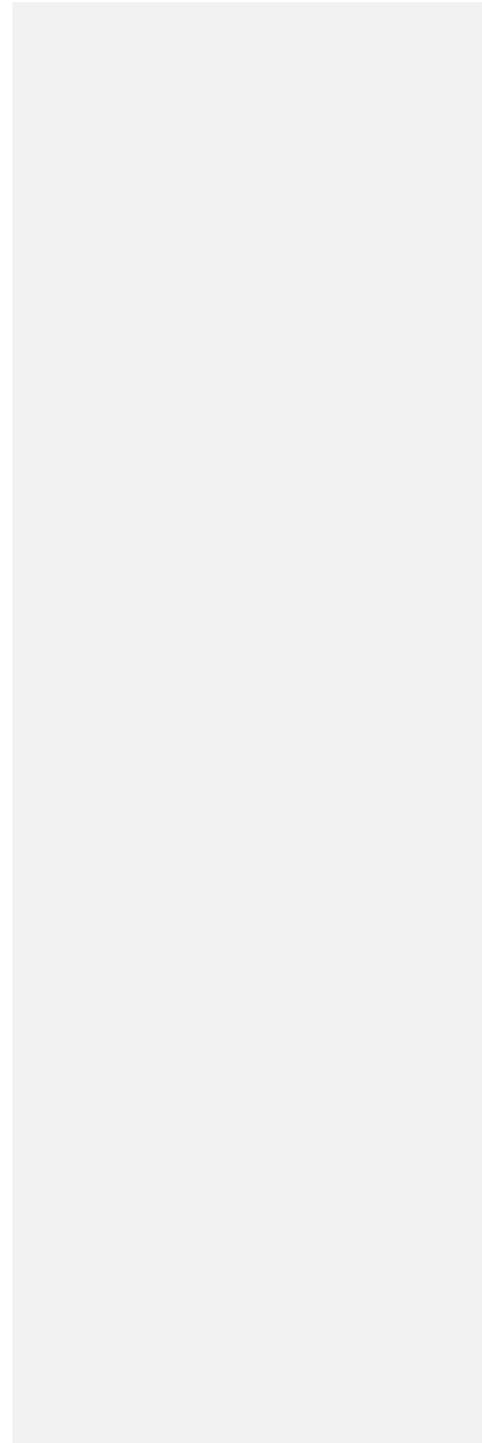
## CF.11

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Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

*continued from the previous page*

*STORM COMPONENT OF TRANSPORTATION CIP PROJECTS*



# Exhibit 1

## CF.10

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

TR-01	SE 4 <sup>th</sup> Street: 218 <sup>th</sup> to 228 <sup>th</sup> Ave SE	4287,000517
TR-02	Issaquah Pine Lake Rd: Klahanie Blvd to SE 32 <sup>nd</sup> Way	3554,000520
TR-05	Sahalee Way NE: 25 <sup>th</sup> Way NE to North City Limits	488,000427
TR-07	Issaquah Fall City Rd: 42 <sup>nd</sup> Ave SE to Klahanie Dr SE	2076,000795
TR-10	212 <sup>th</sup> Ave SE "Gap" Project: SE 24 <sup>th</sup> St to Crossings Subdivision	76,000
TR-20	SE 1th St Extension: Lawson Park Plat to 248 <sup>th</sup> Ave SE	410,000865
TR-25	212 <sup>th</sup> Way (Snake Hill) Improvements	2,170,00017
	<i>SUBTOTAL</i>	3,765,000
3	TOTAL SE 24th Way Neighborhood Drainage Project	15,0465,0009572,800,000
3A	SE 24th Way Neighborhood Water Quality Retrofit	950,000
4	Salmon Passage Projects Zaccuse or Ebright Improvements	2,500,000
5	Issaquah Pine Lake Rd—SE 48th to Klahanie Blvd Stormwater Component	3,580,000
6	218th Ave SE—SE 4th St to E Main St Stormwater Component	150,000
7	228th Ave SE—SE 32nd St to Issaquah—Pine Lake Rd Stormwater Component	120,000
8	244th Ave SE—SE 32nd St to SE 24th St Provide non-motorized facilities—Stormwater Component	190,000
9	Non-motorized Transportation Projects Sidewalks, Trails, Bikeways, and Paths, etc.—Stormwater Component	1,550,000
10	Stormwater Improvements to the Pedestrian Underpass at 187th	65,000
11	West Beaver Lake Drive Culvert Improvement between Hazel Wolfe wetland and Beaver Lake	490,000
12	Culvert Under 229th near Deerfield Park	99,000
13	Wetland 17 Outlet Beaver Deceiver	55,000
14	Major Stormwater Repairs	2,125,000
15	Sidewalk Program	400,000
16	Beaver Management	250,000
17	Basin Planning Pine Lake Creek Basin	400,000
18	Basin Planning Laughing Jacobs Creek Basin	400,000
19	Issaquah Pine Lake Rd—Klahanie Blvd to SE 32nd Stormwater Component	1,653,000
	TOTAL	22,197,000

## Exhibit 1

# Exhibit 1

## CF.12

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

### Funding

Background Table CF-6

Surface Water Capital Improvement Funding: 20137-201822

FUNDING SOURCE	AMOUNT (\$)
	20137- 202218
20137 Beginning Fund Balance	1,100,00472,000
Surface Water Fund	7,225,000900,000
System Development Charges to Developers	3,712,500600,000
Anticipated grants	1,807,000300,000
Funding To Be Determined	1,565,50020,825,000
<b>TOTAL</b>	<b>22,197,000</b>

### Transportation

The description of the existing transportation system, deficiencies and future needs are identified in the Transportation Element of this Comprehensive Plan.

#### Inventory of Existing Facilities

Inventory of the City's transportation infrastructure includes:

- There are 11 miles<sup>1</sup> of principal arterial roads in the City of Sammamish, and,
- 16 miles of minor arterials,
- 10 miles of collector roads, and,
- 141 miles of local access roads,
- three bridges,-
- 20 traffic signals, and
- 300-500 street lights.

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CF.13

Samamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

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It is estimated that 50% of local access roads have sidewalks.  
~~There are also three bridges, 20 traffic signals, 300-500 street lamps.~~

**Forecast of Future Needs**

As the City continues to grow, and population increases, the demand for transportation infrastructure increases. The City has adopted Level of Service (LOS) Standards that assure transportation demands due to development within Sammamish are met. The improvements triggered by the City's adopted LOS standards are focused on arterials.

The City has many locations that were not constructed to urban standards. This leaves many gaps in the non-motorized transportation system. As the City continues to grow there will be a higher demand to expand the non-motorized network beyond the improvements triggered by the City's adopted LOS Standards.

<sup>1</sup>"Miles" means centerline miles. One centerline mile of a two-lane road equals 2 lane miles, and one center line mile of a four-lane road equals 4 lane miles.

# Exhibit 1

## CF.14

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

### Capital Projects

Background Table CF-7

Transportation Capital Improvement Projects: 2015-2037

5

CIP	PROJECT LOCATION		TOTAL PROJECT COST ESTIMATE	NEEDED TO MEET INTERSECTION N-LOS**	CONCUR RENCY FAILURE
<b>ADOPTED 2018-2023 TRANSPORTATION PROJECTS</b>					
<b>TIP Concurrency Projects</b>					
<b>TR-01</b>	SE 4th Street: 218th Avenue SE to 228th Avenue SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	17,409,921	NO	NO
<b>TR-05</b>	Sahalee Way NE: NE 25th Way to North City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	15,890,000	YES	NO
<b>TR-34</b>	228th Avenue SE & SE 8th Street Intersection	Improve intersection LOS by widening/adding lanes or installing 2 lane roundabout or revise LOS	4,600,000	NO	N/A
<b>TR-03</b>	Issaquah-Pine Lake Road: SE 48th Street to Klahanie Boulevard	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	20,190,000	NO	NO
<b>TR-04</b>	East Lake Sammamish Parkway SE / SE 24th Street Intersection	Construct traffic signal, turn lanes, curb, gutter and sidewalk	3,660,000	NO	N/A
<b>Subtotal Estimated Total Project Costs</b>			<b>61,749,921</b>		
<b>General Transportation Projects</b>					
<b>TR-06</b>	228th Avenue SE: SE 32nd Street to Issaquah-Pine Lake Road	Provide additional southbound through lane	602,000	NO	NO
<b>TR-07</b>	Issaquah-Fall City Road: 42nd Avenue SE to Klahanie Drive SE	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	27,806,795	NO	YES**
<b>TR-20</b>	SE 14th Street Improvements: Approx. 243rd Avenue SE to 248th Avenue SE	Provide 2 lane roadway with walking path on north side of street, interim connection.	280,000	N/A	N/A
<b>TR-19</b>	Intelligent Transportation System	Add Phase 2 through 228th Avenue/Sahalee Way ITS Project from NE 12th Street to SR 202	3,200,000	N/A	N/A
<b>TR-18</b>	SE 8th Street / 218th Avenue SE: 212th Avenue SE to SE 4th Street	Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	14,900,000	N/A	NO

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# Exhibit 1

## CF.15

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

<b>TR-10</b>	212th Avenue SE "Gap" Project: SE 24th Street to Crossings Subdivision	Provide non-motorized facilities, curb, gutter and sidewalk	685,000	N/A	N/A
<b>TR-42a</b>	218th Avenue SE / 216th Avenue NE: SE 4th Street to Inglewood Hill Road NE Study (Implementation is post 2023)	Install turn lanes, traffic calming, curb, gutter and sidewalk and bike lanes.	150,000	N/A	N/A
<b>Subtotal Estimated Total Project Costs</b>			<b>46,336,795</b>		
<b>To Be Funded</b>					
<b>TR-02</b>	Issaquah-Pine Lake Road: Klahanie Boulevard to SE 32nd Way	Widen to 3 lanes with bike lanes, curb, gutter, sidewalk and improve existing roundabout	13,340,000	YES	NO
<b>TR-08</b>	Issaquah-Fall City Road: Klahanie Drive SE to Issaquah-Beaver Lake Road	Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	17,000,000	NO	YES**
<b>Subtotal Estimated Total Project Costs</b>			<b>30,340,000</b>		
<b>Other TIP</b>					
<b>TR-A</b>	Public Works Trust Fund Loan Repayment	228th Ave NE Improvements	10,546,000	N/A	N/A
<b>TR-B</b>	Non-motorized Transportation Projects	Sidewalks, trails, bikeways and paths, etc.	4,500,000	N/A	N/A
<b>TR-C</b>	Sidewalk Projects	Various sidewalk projects, includes gap projects, extensions, safety improvements.	960,000	N/A	N/A
<b>TR-D</b>	Intersection and Safety Improvements	Intersection/other safety improvements, including channelization, signing, signalization, and/or other traffic control devices.	1,200,000	N/A	N/A
<b>TR-E</b>	Neighborhood CIP	Safety improvements including gap projects, bike routes, pedestrian safety and school zone safety.	600,000	N/A	N/A
<b>TR-F</b>	Street Lighting Program	Street Lighting Program Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting	90,000	N/A	N/A
<b>TR-G</b>	School Zone Safety Improvements	In conjunction with Issaquah & Lake Washington School Districts, provide safety improvements in the City's various school zones.	300,000	N/A	N/A
<b>TR-H</b>	Capital Contingency Reserve Placeholder	Capital Contingency Reserve Placeholder Reserve fund for capital projects and to address other unforeseen circumstances that may arise.	3,000,000	N/A	N/A
<b>Subtotal Estimated Total Project Costs</b>			<b>21,196,000</b>		
<b>2024-2037 PLANNED TRANSPORTATION PROJECTS</b>					

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## CF.16

Sammamish Comprehensive Plan  
Capital Facilities Background Information

<b>TR-17</b>	<u>244th Avenue NE: NE 8th Street to NE 20th Street</u>	<u>Widen to 3 lanes with bike lanes, curb, gutter and sidewalk</u>	<u>TBD</u>	<u>NO</u>	<u>NO</u>
<b>TR-18</b>	<u>SE 8th Street / 218th Avenue SE: 212th Avenue SE to SE 4th Street</u>	<u>Widen to 3 lanes with bike lanes, curb, gutter and sidewalk</u>	<u>14,9,000</u>	<u>N/A</u>	<u>N/A</u>

*\*Based on 2016 traffic counts*

*\*\*Within a concurrency failing corridor*

*N/A indicates projects not evaluated for LOS/Concurrency*

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<u>CIP</u>	<u>PROJECT LOCATION</u>	<u>DESCRIPTION</u>	<u>TOTAL PROJECT COST ESTIMATE</u>	<u>NEEDED TO MEET INTERSECTION LOS?*</u>	<u>CONCURRENCY FAILURE?*</u>
<b>TR-19</b>	<u>Intelligent Transportation System</u>	<u>Add Phase 2 of three 228th Avenue/Sahalee Way ITS project from NE 12th Street to SR 202</u>	<u>3,2,000</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-20</b>	<u>SE 14th Street Improvements: Approx. 243rd Avenue SE to 248th Avenue SE</u>	<u>Provide 2 lane roadway with walking path on north side of street, interim connection</u>	<u>2,000</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-21</b>	<u>228th Avenue NE: NE 12th Street to NE 25th Way</u>	<u>Widen to 3 lanes with bike lanes, curb, gutter and sidewalk</u>	<u>TBD</u>	<u>YES</u>	<u>NO</u>
<b>TR-23</b>	<u>East Lake Sammamish Parkway SE: 212th Avenue SE to South City Limits</u>	<u>Widen to 3 lanes with bike lanes, curb, gutter and sidewalk</u>	<u>10,935,000</u>	<u>NO</u>	<u>NO</u>
<b>TR-25</b>	<u>212th Way SE (Snake Hill): East Lake Sammamish Pkwy SE to 212th Ave SE</u>	<u>Improve 2 lanes with new retaining walls</u>	<u>5,766,000</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-27</b>	<u>Issaquah-Pine Lake Road SE: SE Issaquah-Fall City Road to SE 48th Street***</u>	<u>Widen to 5 lanes with bike lanes, curb, gutter and sidewalk</u>	<u>8,772,800</u>	<u>NO</u>	<u>NO</u>
<b>TR-28</b>	<u>228th Avenue SE: Issaquah-Pine Lake Road SE to SE 43rd Way</u>	<u>Widen to 5 lanes with bike lanes, curb, gutter and sidewalk</u>	<u>20,774,800</u>	<u>YES</u>	<u>NO</u>
<b>TR-29</b>	<u>SE Belvedere Way: East Beaver Lake Road to 263rd Place SE</u>	<u>New roadway connection - extend SE Belvedere Way to East Beaver Lake Drive SE</u>	<u>63640,000</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-30</b>	<u>New Road Connection to East Beaver Lake Drive SE at 266th Way SE</u>	<u>Extend 266th Way SE to East Beaver Lake Drive SE and widen East Beaver Lake Drive SE from 266th Way SE to Beaver Lake Way SE</u>	<u>4,879,006</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-31</b>	<u>228th Avenue SE: SE 4th Street to SE 20th Street</u>	<u>Improve roadway segment LOS by widening/adding</u>	<u>TBD</u>	<u>NO</u>	<u>NO</u>

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# Exhibit 1

## CF.17

### Sammamish Comprehensive Plan Capital Facilities Background Information

		lanes, adding bile lanes or revise LOS			
<b>TR-32</b>	228th Avenue SE: SE 20th Street to Issaquah-Pine Lake Road SE	Improve roadway segment LOS by widening/adding lanes, adding bile lanes or revise LOS	TBD	NO	NO
<b>TR-33</b>	228th Avenue SE & SE 4th Street Intersection	Improve intersection LOS by widening/adding lanes or installing 2 lane roundabout or revise LOS	4,500,000	NO	N/A
<b>TR-34</b>	228th Avenue SE & SE 8th Street Intersection	Improve intersection LOS by widening/adding lanes or installing 2 lane roundabout or revise LOS	4,600,000	NO	N/A
<b>TR-35</b>	228th Avenue NE & NE 8th Street / NE Inglewood Hill Road Intersection	Improve intersection LOS by widening/adding lanes or installing 2 lane roundabout or revise LOS	4,500,000	NO	N/A
<b>TR-35</b>	228th Ave NE & NE 8th St/NE Inglewood Hill Road Intersection	Improve intersection LOS by widening/adding lanes or installing 2 lane roundabout or revise LOS	4,500,000	NO	NO

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CIP	PROJECT LOCATION		TOTAL PROJECT COST ESTIMATE	NEEDED TO MEET INTERSECTION LOS?*	CONCURRENT FAILURE?
	SE 24th Street: 228th Avenue SE to 244th Avenue SE	Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	TBD	NO	NO
<b>TR-37</b>	228th Avenue NE & NE 4th Street Intersection	Improve intersection LOS by widening/adding lanes or installing 2 lane roundabout or revise LOS	TBD	NO	N/A
<b>TR-38</b>	212th Avenue SE & SE 24th Street Intersection Improvement	Install roundabout at this intersection.	TBD	N/A	N/A
<b>TR-39</b>	Issaquah-Beaver Lake Road SE & 256th Avenue SE Intersection Improvement	Install roundabout at this intersection.	1,2300,000	Y	N/A
<b>TR-40</b>	SE Duthie Hill Road & 266th Avenue SE (High Country) Intersection Improvement	Install roundabout at this intersection.	TBD	N/A	N/A
<b>TR-41</b>	SE 48th Street: Issaquah-Pine Lake Road SE to 227th Place SE	Install curb, gutter, sidewalk and bike lanes.	TBD	N/A	N/A
<b>TR-42</b>	218th Avenue SE / 216th Avenue NE: SE 4th Street to Inglewood Hill Road NE	Install turn lanes, traffic calming, curb, gutter and sidewalk and bike lanes.	7,050,000	N/A	N/A

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# Exhibit 1

## CF.18

Sammamish Comprehensive Plan  
Capital Facilities Background Information

<b>TR-43</b>	<u>212th Avenue SE &amp; SE 20th Street Intersection Improvement</u>	<u>Install single lane roundabout at this intersection.</u>	<u>2,367,400,000</u>	<u>NO</u>	<u>N/A</u>
<b>TR-44</b>	<u>SE 32nd Street / SE 33rd Place Traffic Calming</u>	<u>Install traffic calming along route via city's Neighborhood Traffic Management Program</u>	<u>TBD</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-45</b>	<u>244th Avenue SE &amp; SE 32nd Street Intersection</u>	<u>Install single lane roundabout at this intersection</u>	<u>2,768,000,000</u>	<u>YES</u>	<u>N/A</u>
<b>TR-46</b>	<u>228th Avenue: NE 12th Street to SE 4th Street</u>	<u>Improve roadway segment LOS by widening/adding lanes, adding bike lanes or revise LOS</u>	<u>TBD</u>	<u>NO</u>	<u>NO</u>
<b>TR-47</b>	<u>Sahalee Way : North City Limits to NE 36th Street</u>	<u>Add 1 additional southbound travel lane/climbing lane/right turn lane</u>	<u>4,706,500,000</u>	<u>YES</u>	<u>NO</u>
<b>TR-48</b>	<u>Sahalee Way: SR 202 to North City Limits</u>	<u>Widen as necessary to extend left turn lanes; add additional travel lane/climbing lane</u>	<u>4,720,000</u>	<u>N/A</u>	<u>N/A</u>
<b>TR-49</b>	<u>West Beaver Lake Drive</u>	<u>Widen as necessary to include shoulders / multi-use pathway or sidewalks</u>	<u>TBD</u>	<u>N/A</u>	<u>N/A</u>
<b><u>SUBTOTAL ESTIMATED TOTAL PROJECT COSTS</u></b>			<b><u>61,860,000</u></b>		
<b><u>TOTAL ESTIMATED TOTAL PROJECT COSTS</u></b>			<b><u>228,532,716</u></b>		

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## CF.19

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

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<u>CIP</u>	<u>PROJECT LOCATION</u>	<u>COST ESTIMATE</u>	<u>NEEDED TO MEET LOS?*</u>	<u>CONCURRENCY FAILURE</u>	
<u>TR-A</u>	<u>Public Works Trust Fund Loan Repayment</u>	<u>228th Ave NE Improvements</u>	<u>10,546,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-B</u>	<u>Non-motorized Transportation Projects</u>	<u>Sidewalks, trails, bikeways and paths, etc.</u>	<u>4,500,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-C</u>	<u>Sidewalk Projects</u>	<u>Various sidewalk projects, includes gap projects, extensions, safety improvements.</u>	<u>960,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-D</u>	<u>Intersection and Safety Improvements</u>	<u>Intersection/other safety improvements, including channelization, signing, signalization, and/or other traffic control devices.</u>	<u>1,200,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-E</u>	<u>Neighborhood CIP</u>	<u>Safety improvements including gap projects, bike routes, pedestrian safety and school zone safety.</u>	<u>600,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-F</u>	<u>Street Lighting Program</u>	<u>Street Lighting Program Provide street lighting at high-priority locations with significant safety issues that can be addressed through better street lighting</u>	<u>90,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-G</u>	<u>School Zone Safety Improvements</u>	<u>In conjunction with Issaquah &amp; Lake Washington School Districts, provide safety improvements in the City's various school zones.</u>	<u>300,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TR-H</u>	<u>Capital Contingency Reserve Placeholder</u>	<u>Capital Contingency Reserve Placeholder Reserve fund for capital projects and to address other unforeseen circumstances that may arise.</u>	<u>3,000,000</u>	<u>N/A</u>	<u>N/A</u>
<u>TOTAL</u>					

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*^ 2018-2023 Transportation Capital Improvement Plan Project*

*\*Based on 2016 traffic counts*

*\*\*Within a concurrency failing corridor*

*\*\*\* Currently outside City limits*

*N/A indicates projects not evaluated for LOS/Concurrency*

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<u>CIP</u>	<u>PROJECT LOCATION</u>	<u>COST (\$2014)</u>	<u>NEEDED FOR LOS?</u>
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# Exhibit 1

## CF.20

Samamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

18	Sidewalk Projects	Various sidewalk projects, includes gap projects, extensions, safety improvements.	5,000,000	N/A
19	Transit Program	Provides funding for capital project matching funds and/or provide for additional transit service.	10,000,000	N/A
20	Neighborhood CIP	Various capital improvements including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements.	2,000,000	N/A
21	Street Lighting Program	Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting	400,000	N/A
22	Intersection Improvements	Various intersection and other spot improvements as needed, including channelization, signing, safety improvements, signalization, or other traffic control devices.	5,000,000	N/A
TOTAL EXPENDITURES			151,945,000	

# Exhibit 1

## CF.21

Samamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

### Funding

*Background Table CF-8*

*Transportation Capital Improvement Funding: 2015-2035*

FUNDING SOURCE	AMOUNT (\$) 2015-2035
Transportation Fund Revenue (REET)	31,902,500,000
Road Impact Fees (includes beginning fund balance)	50,378,526,000
Anticipated grants	231,600,000
<b>TOTAL REVENUE</b>	<b>151,945,000</b>

# Exhibit 1

## CF.22

Sammamish Comprehensive Plan  
Capital Facilities Background Information  
October 2015

Based on concerns that Duthie Hill Road is not continuous within the City of Sammamish and concerns that King County may not be willing or able to construct improvements within their jurisdictional boundaries, the City Council adopted policy in 2013 that would add the Duthie Hill Rd improvements to the City's concurrency project list at such time that Sammamish is in control of the entire

corridor between Issaquah-Beaver Lake Road and Trossachs Blvd SE or when a coordinated and continuous project can be developed in partnership with King County.

Background Table CF-9

Transportation Capital Improvement Funding: 2015-2035

CIP	PROJECT LOCATION		COST (\$2014)	NEEDED FOR LOS?	
8	SE Duthie Hill Rd—SE Issaquah-Beaver Lake Rd to "notch"	Widen to 3' lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side	13,716,000	YES	
9	SE Duthie Hill Rd—West side of "notch" to Trossachs Blvd SE	Widen to 3' lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side	13,230,000	YES	
CIP	PROJECT LOCATION		COST ESTIMATE	NEEDED TO MEET LOS?	CONCURRENCY FAILURE
TR-24	SE Duthie Hill Rd—SE Issaquah-Beaver Lake Rd to "notch"	Widen to 3' lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side	8,564,000	NO	NO
TR-26	SE Duthie Hill Rd—West side of "notch" to Trossachs Blvd SE	Widen to 3' lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side	4,485,000	NO	NO

## Fire & Emergency Medical Response Services

Eastside Fire and Rescue ("EF&R") serves the City of Sammamish with a full-range of fire suppression and emergency medical services.

### Inventory of Existing Facilities

The City of Sammamish owns the fire stations and apparatus that are operated by EF&R. The City owns 3 stations, 8 pumpers, 6 rescue and/or aid vehicles, and 4 SUVs and automobiles.

### Forecast of Future Needs

The City does not forecast needs for future capital facilities for fire and emergency medical response.

**Exhibit 1**

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## Water and Sewer

Water facilities serving the City of Sammamish are provided primarily through the Sammamish Plateau Water and Sewer District. The northern portion of the city is served by the Northeast Sammamish Sewer and Water District. The City of Sammamish is provided sewer service through the same two districts.

For more detailed information on water and sewer facilities serving the City of Sammamish consult the Sammamish Plateau Water and Sewer District Comprehensive Water Plan, the Northeast Sammamish Sewer and Water District Water Comprehensive Plan and the Utilities Element of the City of Sammamish Comprehensive Plan.

### Northeast Sammamish Sewer and Water District

#### Inventory of Existing Facilities

##### Water System

The District has five wells, three reservoirs, two booster pump stations, nine pressure reducing stations and six interties with adjacent water systems. The District also has one treatment plant for arsenic and hydrogen sulfide removal

##### Sewer System

The District has nine sewer lift stations and approximately 80 grinder pumps.

#### Forecast of Future Needs

The District has adequate water supply and sewer capacity for the build-out of the District. No new major sewer or water facilities are necessary. The District will continue with ongoing infrastructure maintenance and replacement.

#### Capital Projects, 2015–2020

[See Background Table CF-13](#) and Background Table CF-14 at right.

#### Funding, 2015–2020

All projects are anticipated to be funded with existing reserves and rate revenue.

**Exhibit 1**

**CITY OF SAMMAMISH  
WASHINGTON  
Resolution No. R2016-709**

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**A RESOLUTION OF THE CITY OF SAMMAMISH,  
WASHINGTON RELATED TO SETTING THE  
COMPREHENSIVE PLAN AMENDMENT DOCKET FOR  
2017**

WHEREAS, the City of Sammamish plans under Chapter 36.70A RCW, the Growth Management Act (“GMA”), which requires cities to adopt a comprehensive plan that is consistent with the GMA and with county and regional planning policies;

WHEREAS, the City Council initially adopted the City’s Comprehensive Plan in 2003 by Ordinance O2003-130, and has adopted various subsequent revisions; and

WHEREAS, the City Council updated the Sammamish Comprehensive Plan in accordance with RCW 36.70A.130 on October 26, 2015 (“2015 Comprehensive Plan”) by adopting Ordinance O2015-396; and

WHEREAS, Sammamish Municipal Code (SMC) Chapter 24.15.040 authorizes the City to consider site-specific land use map amendments and text amendments to the Comprehensive Plan on an annual basis; and

WHEREAS, City staff solicited Comprehensive Plan amendment proposals from citizens and City departments in August and September 2016; and

WHEREAS, a total of eight proposals were submitted and deemed complete, including four from the general public and four from City departments; and

WHEREAS, proposals that are included on the 2017 docket will be added to the City’s 2017 work plan, thoroughly analyzed, and returned to the Planning Commission and City Council for consideration; and

WHEREAS, on October 27, 2016 the Planning Commission held a work session on the proposals for the 2017 Comprehensive Plan docket; and

WHEREAS, on November 3, the Planning Commission held a public hearing on the proposals for the 2017 Comprehensive Plan docket, considered public comment, and made a recommendation to the City Council regarding which proposals to include on the 2017 docket; and

**Exhibit 2**

WHEREAS, on November 8, 2016 the City Council held a work session on the proposals for the 2017 Comprehensive Plan docket; and

WHEREAS, on November 15, 2016, the City Council held a public hearing on the proposals for the 2017 Comprehensive Plan docket in order to provide further opportunity for public comment and participation;

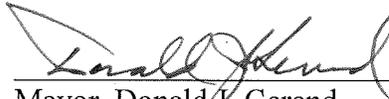
**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO RESOLVE AS FOLLOWS:**

Section 1. Docket Decision. The City Council of the City of Sammamish hereby approves the following proposals to be included on the 2017 Comprehensive Plan docket:

6. City of Sammamish – Department of Public Works
  - Amend Transportation element to update the City’s concurrency project list and the City’s Traffic Impact Fee, as well as other traffic model updates reflecting growth and the annexation of Klahanie.
7. City of Sammamish – Department of Public Works
  - Amend Comprehensive Plan to be consistent with revised Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards and Low Impact Development codes, among other minor edits.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 6<sup>th</sup> DAY OF DECEMBER, 2016.**

CITY OF SAMMAMISH

  
\_\_\_\_\_  
Mayor, Donald J. Gerend

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Michael R. Kenyon, City Attorney

## Exhibit 2

Filed with the City Clerk: November 29, 2016  
Passed by the City Council: December 6, 2016  
Resolution No.: R2016-709

## Exhibit 2

PAGE #*	SECTION	EXPLANATION OF CHANGE: JULY 6, 2017	EXPLANATION OF REVISION: JULY 20, 2017	EXPLANATION OF REVISION: OCTOBER 3, 2018
63	Environment & Conservation Element Policy EC.5.49	The City adopted the 2016 King County Surface Water Design Manual and Sammamish Addendum in December, 2015 so the text was revised to reflect that change. There is a highlighted box in the 2015 Comp Plan that lists the 2009 King County Surface Water Design Manual, Sammamish Addendum and the King County Storm Water Pollution Prevention Manual along with a link to where the reader could find them online. All of those documents have been superseded by the current manuals so the box was deleted.	No change	No change
UT.10	Stormwater	Updated inventory of existing storm water facilities. The City also updated the 2001 Stormwater Management Comprehensive Plan in 2015 and renamed it to the Storm and Surface Water Management Comprehensive Plan.	No change	No change
CF.10	Surface Water Inventory of Existing Facilities	Updated inventory of existing storm water facilities.	No change	No change
CF.10-11	Forecast of Future Needs	The City updated the 2001 Stormwater Management Comprehensive Plan in 2015 and renamed it to the Storm and Surface Water Management Comprehensive Plan.	No change	No change
CF.10	Forecast of Future Needs	Background Table CF-5 was updated to reflect the current adopted 2017-2022 6-year Surface Water CIP.	No change	No change
CF.##	Capital Projects Background Table CF-5	Background table was updated to reflect the current adopted 2017-2022 Surface Water CIP.	No change	No change
CF.##	Funding Background Table CF-6	Table was updated to match the adopted 2017-2022 Surface Water CIP.	No change	No change
CF.##	Transportation Capital Projects Background Table CF-7	Background Table CF-7 was updated to reflect the current adopted 2017-2022 6-year Transportation CIP. The last column heading was changed to "Concurrency Project?" to be more clear which project was eligible for Traffic Impact Fees.	No change	No change
CF.##	Transportation Capital Projects Background Table CF-8	Table was updated to match the adopted 2017-2022 Transportation CIP. Categories of funding sources were changed to more accurately reflect how funds are tracked and reported.	No change	No change
CF.##	Transportation Inventory of Existing Facilities			The Inventory of Existing Transportation Facilities was reformatted to a bulleted list for consistency with other inventories in the CFP.
CF.##	Capital Projects Background Table CF-7			Table CF-7 shows the approved 2018-2023 Transportation CIP as it was presented to the City Council.
CF.##	Capital Projects Background Table CF-7			Added transportation capital projects that are planned between 2024-2038 to provide a 20-year outlook. Also added "Concurrency Failure" column and "Intersection" to LOS column in Table CF-7

\*Note: Page numbers will be finalized at adoption





# Memorandum

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**Date:** October 3, 2017

**To:** City Council

**From:** Shanna Collins, Chair, Planning Commission  
Larry Crandall, Vice Chair, Planning Commission

**Re:** Summary of Planning Commission Recommendation on the 2017 Annual Amendment to the Environment and Conservation Element, Utilities, and Capital Facilities Element of the Comprehensive Plan

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On behalf of the Planning Commission, we are pleased to forward to the City Council a recommendation on the proposed 2017 Annual Amendment of the Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan. The amendment accomplishes several objectives, including consistency updates to the terminology used as well as consistency for the transportation and stormwater capital projects lists.

## Project Scope

The City docketed two of the eight proposed Comprehensive Plan Amendments submitted for the 2017 Docket by Resolution R2016-709. Both docketed proposals were submitted by the Department of Public Works, including the proposal to amend the Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan. The Department of Public Works is not proposing any policy changes to the Comprehensive Plan or to any existing City standards.

## Project History

The Planning Commission discussed the proposed Comprehensive Plan amendment over the course of two meetings:

1. On July 6, 2017 staff presented the Planning Commission with an overview of the Comprehensive Plan Annual Amendment process and an introduction to the proposed amendment. The Commission discussed several desired revisions to the language, which were then incorporated by City Staff, as appropriate, for further deliberation at the July 20<sup>th</sup> Planning Commission meeting.
2. On July 20, 2017 the Planning Commission held a public hearing on the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element. Following the public hearing and upon review and deliberation of the proposed amendment, the Planning Commission moved to:
  - a. Revise the transportation improvement projects list (TIP) for the period of 2018 – 2023 in the Capital Facilities Element so that they are at the top of the list 20-year list;
  - b. Add the remaining transportation projects for the twenty-year period of 2018 – 2038 to complement the six-year TIP and provide a more comprehensive view of future transportation projects; and

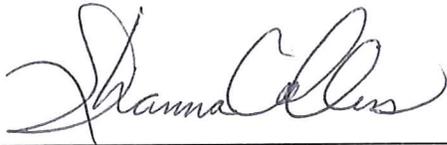
**Exhibit 4**

- c. Reformat the transportation inventory of existing facilities located on Page CF.12 of the Capital Facilities Element for consistency purposes.

The Planning Commission voted 6:0 to recommend the revised version of the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element to City Council for deliberation and adoption in 2017.

**Summary of Recommendation by Planning Commission**

The recommended version of the Comprehensive Plan Amendment will improve consistency with revised Storm and Surface Water Management Comprehensive Plan, 2016 King County Surface Water Design Manual, Sammamish Addendum, Public Works Standards, and Low Impact Development codes, which were adopted at the end of 2016. Consistency between the Comprehensive Plan and implementing programs and plans is paramount to the successful implementation of the City's goals and policies.



Shanna Collins

9-20-2017

Chair, City of Sammamish Planning Commission



Larry Crandall

Vice Chair, City of Sammamish Planning Commission



**Meeting Date:** October 3, 2017

**Date Submitted:** 8/18/2017

**Originating Department:** Finance IT

**Clearances:**

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Attorney     | <input type="checkbox"/> Community Development   | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services          | <input checked="" type="checkbox"/> Finance & IT | <input type="checkbox"/> Public Works  |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation      |  |

**Subject:** 1st Reading of an Ordinance increasing salaries of Councilmembers and the Mayor effective January 1, 2020 and establishing a formula for future annual salary adjustments.

**Action Required:** None required at this time, this is the 1<sup>st</sup> Reading of the Ordinance

- Exhibits:**
1. Ordinance Option A
  2. Salary calculation: 4-year CPI-U rolling average
  3. Ordinance Option B
  4. Salary calculation: June to June CPI-U
  5. Council compensation comparison chart

**Budget:** No effect on the 2017-2018 biennial budget.

**Summary Statement:** The current salaries of the Councilmembers and the Mayor were last reviewed and established on January 1, 2002. In a survey of surrounding cities performed by the City of Bellevue in 2016 the salaries of the City of Sammamish's Councilmembers and the Mayor were found to be significantly lower than those of comparable cities.

**Background:** The salaries of Councilmembers, \$850.00 per month, and the Mayor, \$950.00 per month, have remained the same since January 1, 2002 and are significantly lower than those of comparable cities. The average Councilmember salaries for the comparable Washington cities is \$1,618.00 per month and the average Mayor's salary is \$2,278.00.

At the April 4, 2017 City Council meeting, Council directed staff to work with the Finance Committee on options to consider. The Finance Committee discussed this and agreed to recommend two options for Council consideration. Option A is using a 4-year Consumer Price Index-Urban (CPI-U) rolling average. Option B is using the annual June to June CPI-U.

**OPTION A:** Adoption of this ordinance will bring the Councilmembers' and Mayor's salaries to the amounts they would have been had the Council received the same cost of living (COLA) adjustments as City employees, and will adjust their salaries each January 1<sup>st</sup> by the same COLA as the employees receive.

As of January 1, 2017, the Councilmember salaries would have been \$1,167.00 per month and the Mayor's salary would have been \$1,304.00 per month had they received the same COLA as employees since their salaries were set for January 1, 2002. This ordinance applies COLA adjustments to the salaries as calculated for 2017 each year until the new salaries take effect in 2020. The estimated salaries on January 1, 2020, assuming a COLA of 2% per year, are \$1,238.00 for Councilmembers and \$1,384.00 for the Mayor.

**OPTION B:** Adoption of this ordinance will bring the Councilmembers' and Mayor's salaries to the amounts they would have been had the Council received annual cost of living (COLA) adjustments based on the June to June CPI-U and will adjust their salaries each January 1<sup>st</sup> by the same annual June to June CPI-U.

As of January 1, 2017, the Councilmember salaries would have been \$1,169.00 per month and the Mayor's salary would have been \$1,307.00 per month had they received an annual COLA based on the June to June CPI-U since their salaries were set for January 1, 2002. This ordinance applies COLA adjustments to the salaries as calculated for 2017 each year until the new salaries take effect in 2020. The estimated salaries on January 1, 2020, assuming a COLA of 2% per year, are \$1,241.00 for Councilmembers and \$1,387.00 for the Mayor.

Per RCW 35.13.040 the salaries of Councilmembers may be revised by ordinance but shall not become effective until the expiration of the term being served by the incumbent. To avoid a two-tiered system and to ensure all Councilmembers earn the same salary at the same time, the first date the new salaries could become effective is January 1, 2020.

**Financial Impact:** The financial impact for Option A is estimated to be \$0.00 through 2019 and \$33,144.00 for 2020 and for Option B is estimated to be \$0.00 through 2019 and \$33,396.00 for 2020, based on a COLA increase of 2% per year.

**Recommended Motion:** None required at this time, this is the 1<sup>st</sup> Reading of the Ordinance.

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE No. O2017-XXX**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, REPEALING ORDINANCE NO. 2001-89;  
AMENDING THE SALARIES PAYABLE TO ALL CITY  
COUNCILMEMBERS; ESTABLISHING A FORMULA TO  
ANNUALLY ADJUST COUNCILMEMBER SALARIES;  
PROVIDING FOR SEVERABILITY; AND ESTABLISHING  
AN EFFECTIVE DATE.**

**WHEREAS**, RCW 35A.13.040 states the salaries of councilmembers, including the mayor, shall be fixed by ordinance and may be revised from time to time by ordinance, but any increase or reduction in the compensation attaching to an office shall not become effective until the expiration of the term then being served by the incumbent: PROVIDED, however, that compensation of councilmembers may not be increased or diminished after their election nor may the compensation of the mayor be increased or diminished after the mayor has been chosen by the council; and

**WHEREAS**, the current salaries of councilmembers and the mayor were last reviewed and established on January 1, 2002; and

**WHEREAS**, it has been the City's policy to pay competitive salaries for all City officers and employees, and the salaries of the City's councilmembers and the mayor are significantly lower than those of comparable cities;

**NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Repealer.** Ordinance No. O2001-89, adopted September 19, 2001, establishing salaries for councilmembers and the mayor, is hereby repealed.

**Section 2. Salary levels established.** Effective January 1, 2020, each councilmember shall be paid a monthly salary equal to the sum of \$1,167 per month plus cost of living adjustments applied on January 1, 2018, January 1, 2019, and January 1, 2020. Each such cost of living adjustment shall be calculated by using an average of the preceding four-year CPI-U, for the period June to June, for the Seattle-Tacoma-Bremerton (Seattle-Tacoma-Bellevue beginning with January 1, 2019) areas as published by the Bureau of Labor Statistics ("COLA"). Effective January 1, 2020, the mayor shall be paid a monthly salary equal to \$1,304 plus COLAs calculated in the same manner as calculated for councilmembers under this section.

**Exhibit 1**

**Section 3. Annual salary adjustments.** Effective January 1, 2021, and on each succeeding January 1 thereafter, all councilmembers and the mayor shall receive a COLA adjustment to their salaries in an amount as calculated for a COLA in Section 2, above.

**Section 4. Severability.** The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

**Section 5. Effective date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**PASSED BY THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON ON THIS \_\_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

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Mayor Bob Keller

Attest:

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Melonie Anderson, City Clerk

Approved as to form:

---

Michael Kenyon, City Attorney

## Exhibit 1

1<sup>st</sup> Reading: XXX, 2017

2<sup>nd</sup> Reading: XXX, 2017

Date Adopted:

Date of Publication:

Effective date:

**Exhibit 1**

**Exhibit 2**

**Council Salaries-Same Increase Received by Employees**

COLA Year	CPI-U Year	Previous June-June CPI-U	COLA	CC Salary w/COLA from 2003	Mayor's Salary w/COLA from 2003	
2000	1999	3.1%	3.1%			
2001	2000	3.8%	3.8%			
2002	2001	4.0%	4.0%	850.00	950.00	
2003	2002	1.7%	1.7%	864.45	966.15	
2004	2003	1.2%	1.2%	874.82	977.74	
2005	2004	1.9%	1.9%	891.45	996.32	
2006	2005	2.3%	2.3%	911.95	1,019.24	
2007	2006	4.2%	4.2%	950.25	1,062.04	CPI-U
2008	2007	3.5%	3.5%	983.51	1,099.22	
2009	2008	5.8%	5.8%	1,040.55	1,162.97	CPI-U
2010	2009	(0.4%)	0.0%	1,040.55	1,162.97	
2011	2010	(0.5%)	(0.5%)	1,035.35	1,157.16	CPI-U
2012	2011	3.2%	3.2%	1,068.48	1,194.18	
2013	2012	2.7%	1.25%	1,081.84	1,209.11	4 Yr. Rolling Avg.
2014	2013	1.4%	1.70%	1,100.23	1,229.67	
2015	2014	2.0%	2.33%	1,125.86	1,258.32	
2016	2015	1.6%	1.93%	1,147.59	1,282.60	
2017	2016	1.8%	1.70%	<b>1,167.10</b>	<b>1,304.41</b> **	

**\*\*2017 Council monthly salary if Council had received the same COLA as employees since 2003.**

At incorporation in 1999 the City Council salaries were set at \$400 per month.  
 Effective 1/1/2002 the City Council salaries were increased to \$850.00 per month.

**Exhibit 2**

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE No. O2017-XXX**

---

**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, REPEALING ORDINANCE NO. 2001-89;  
AMENDING THE SALARIES PAYABLE TO ALL CITY  
COUNCILMEMBERS; ESTABLISHING A FORMULA TO  
ANNUALLY ADJUST COUNCILMEMBER SALARIES;  
PROVIDING FOR SEVERABILITY; AND ESTABLISHING  
AN EFFECTIVE DATE.**

**WHEREAS**, RCW 35A.13.040 states the salaries of councilmembers, including the mayor, shall be fixed by ordinance and may be revised from time to time by ordinance, but any increase or reduction in the compensation attaching to an office shall not become effective until the expiration of the term then being served by the incumbent: **PROVIDED**, however, that compensation of councilmembers may not be increased or diminished after their election nor may the compensation of the mayor be increased or diminished after the mayor has been chosen by the council; and

**WHEREAS**, the current salaries of councilmembers and the mayor were last reviewed and established on January 1, 2002; and

**WHEREAS**, it has been the City's policy to pay competitive salaries for all City officers and employees, and the salaries of the City's councilmembers and the mayor are significantly lower than those of comparable cities;

**NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Repealer.** Ordinance No. O2001-89, adopted September 19, 2001, establishing salaries for councilmembers and the mayor, is hereby repealed.

**Section 2. Salary levels established.** Effective January 1, 2020, each councilmember shall be paid a monthly salary equal to the sum of \$1,169 per month plus cost of living adjustments applied on January 1, 2018, January 1, 2019, and January 1, 2020. Each such cost of living adjustment shall be equal to the preceding CPI-U, for the period June to June, for the Seattle-Tacoma-Bremerton (Seattle-Tacoma-Bellevue beginning with January 1, 2019) areas as published by the Bureau of Labor Statistics ("COLA"). Effective January 1, 2020, the mayor shall be paid a monthly salary equal to \$1,307 plus COLAs calculated in the same manner as calculated for councilmembers under this section.

**Exhibit 3**

**Section 3. Annual salary adjustments.** Effective January 1, 2021, and on each succeeding January 1 thereafter, all councilmembers and the mayor shall receive a COLA adjustment to their salaries in an amount as calculated for a COLA in Section 2, above.

**Section 4. Severability.** The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

**Section 5. Effective date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**PASSED BY THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON ON THIS \_\_\_ DAY OF \_\_\_\_\_ 2017.**

CITY OF SAMMAMISH

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Mayor Bob Keller

Attest:

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Melonie Anderson, City Clerk

Approved as to form:

---

Michael Kenyon, City Attorney

### Exhibit 3

1<sup>st</sup> Reading: XXX, 2017

2<sup>nd</sup> Reading: XXX, 2017

Date Adopted:

Date of Publication:

Effective date:

## Exhibit 3

**Exhibit 4**

**Council Salaries-Annual CPI-U Increase**

COLA Year	CPI-U Year	Previous June-June CPI-U	CPI-U COLA	CC Salary w/COLA from 2003	Mayor's Salary w/COLA from 2003
2000	1999	3.1%	3.1%		
2001	2000	3.8%	3.8%		
2002	2001	4.0%	4.0%	850.00	950.00
2003	2002	1.7%	1.7%	864.45	966.15
2004	2003	1.2%	1.2%	874.82	977.74
2005	2004	1.9%	1.9%	891.45	996.32
2006	2005	2.3%	2.3%	911.95	1,019.24
2007	2006	4.2%	4.2%	950.25	1,062.04
2008	2007	3.5%	3.5%	983.51	1,099.22
2009	2008	5.8%	5.8%	1,040.55	1,162.97
2010	2009	(0.4%)	(0.4%)	1,036.39	1,158.32
2011	2010	(0.5%)	(0.5%)	1,031.21	1,152.53
2012	2011	3.2%	3.2%	1,064.21	1,189.41
2013	2012	2.7%	2.7%	1,092.94	1,221.52
2014	2013	1.4%	1.4%	1,108.24	1,238.62
2015	2014	2.0%	2.0%	1,130.41	1,263.40
2016	2015	1.6%	1.6%	1,148.49	1,283.61
2017	2016	1.8%	1.8%	<b>1,169.17</b>	<b>1,306.71</b> **

**\*\*2017 Council monthly salary if Council had received an annual COLA based on CPI-U since 2003.**

At incorporation in 1999 the City Council salaries were set at \$400 per month.  
Effective 1/1/2002 the City Council salaries were increased to \$850.00 per month.

**Exhibit 4**

# Exhibit 5

City Council Monthly Pay and Benefit Comparison (March 2017)

Info Source	City	Type of Govt.	FT/PT Council	Population	Mo Salary	Council Mayor/Chair	**Health Insurance	Other Benefits
(1)	Spokane	Mayor-Council	Full-time	214,500	\$2,600	\$4,886	\$1,414	Employee & dependent life; EAP, \$150 car allow., \$45 phone stipend
(1)	Tacoma	Council-Manager	Full-time	206,100	\$3,732	\$8,230	\$1,490	Meals at study sessions; mileage reimbursement
(1)	Vancouver	Council-Manager	Part-time	173,500	\$1,872	\$2,392	\$1,652	Life insurance; phone stipend up to \$45; mileage reimbursement
(1)	Bellevue	Council-Manager	Part-time	139,400	\$2,394	\$2,829	\$1,910	457 plan; FSA; EAP; life insurance; AD&D; LTD; \$273 car allow.; phone stipend up to \$97.50; meals at weekly meetings
(1)	Kent	Mayor-Council	Part-time	124,500	\$1,204 with 2.5% annual increase	\$1,269 with 2.5% annual increase	\$551	Def. comp;FSA;EAP;Mayor -mgmt benefits valued at \$2,187; mileage to conferences
(1)	Everett	Mayor-Council	Part-time	108,300	\$2,292	\$2,980	\$1,696	Life insurance; AD&D; LTD; Mayor-car allow.; cell phone provided
(1)	Renton	Mayor-Council	Part-time	101,300	\$1,250	\$1,450	\$645	457 plan with 4% contribution
(1)	Federal Way	Mayor-Council	Part-time	93,670	\$1,185	\$1,185	\$0	Meals at special meetings; mileage reimbursement
(1)	Yakima	Council-Manager	Part-time	93,410	\$1,075	\$1,375	\$0	Life insurance; mileage; Council may participate in benefits by paying 100% of the premium
(1)	Bellingham	Mayor-Council	Part-time	84,850	\$2,069 with 3% annual increase per the City Charter	\$2,069 with 3% annual increase per the City Charter	\$658	457 plan-no match
(1)	Kirkland	Council-Manager	Part-time	84,680	\$1,144	\$1,457	\$505	FSA; life insurance; \$225 car allow.; may waive health benefits and receive \$300
	<b>Sammamish</b>	<b>Council-Manager</b>	<b>Part-time</b>	<b>61,250</b>	<b>\$850</b>	<b>\$950</b>	<b>\$228</b>	<b>457 plan; expense reimbursement; mileage</b>
(1)	Redmond	Mayor-Council	Part-time	60,560	\$1,000	\$1,000	\$959	457 plan; life insurance; AD&D; LTD; EAP; mileage; \$50 phone stipend; eligible for dental & vision-must pay 100% of premium
(3)	Bothell	Council-Manager	Part-time	43,980	\$1,000 with annual COLA of 100% of CPI-W	\$1,200 with annual COLA of 100% of CPI-W	\$0	457 plan
(2)	Issaquah	Mayor-Council	Part-time	34,590	\$1,250	\$1,450	\$0	457 plan; cell phone reimbursement \$20/month; \$600 per year internet reimbursement
E-mail	Mercer Island	Council-Manager	Part-time	23,660	\$200	\$400	\$0	No benefits provided

**Sources**

- (1) City of Bellevue website.
- (2) City of Issaquah website.
- (3) City of Bothell web page

**Definitions:**

- FSA-flexible spending account
- EAP-employee assistance program
- AD&D-accidental death and dismemberment insurance
- LTD-long term disability
- 457 plan-voluntary retirement plan

**\*\* Benefit provided varies by city-may include medical and/or dental and/or vision**

The state constitution provides that the salary of a councilmember cannot be increased or decreased during the term of office or after their election. The idea is that councilmembers receiving a change in salary must face the voters prior to receiving any change in salary.

## Exhibit 5