AGENDA

City Council Joint Study Session with Planning Commission

6:30 PM - Monday, June 4, 2018
City Hall Council Chambers, Sammamish, WA

Page		Estimated Time
	CALL TO ORDER	**6:30 pm**
	TOPICS	
2 - 14	1. **Update**: Solid Waste & Recycling View Agenda Item	
15 - 239	2. **Discussion:** Transportation Concurrency and LOS Emergency Comprehensive Plan Amendment to the Glossary and Transportation Element and related code revisions View Agenda Item	
	ADJOURNMENT	**8:30 pm**

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.

Agenda Bill

City Council Joint Meeting
June 04, 2018

SUBJECT:	Solid Waste & Recycling Update
DATE SUBMITTED:	May 29, 2018
DEPARTMENT:	Public Works
NEEDED FROM COUNCIL:	☐ Action ☑ Direction ☐ Informational
RECOMMENDATION:	Hear update and provide direction to proceed with signing an advisory letter for transmittal of the King County Solid Waste Comprehensive Plan.
EXHIBITS:	1. Exhibit 1 - Solid Waste & Recycling Update Presentation

BUDGET:

Total dollar amount	$0
Fund(s)	N/A

☐ **Approved in budget**
☐ **Budget reallocation required**
☑ **No budgetary impact**

WORK PLAN FOCUS AREAS:

☐ Transportation
☐ Communication & Engagement
☐ High Performing Government
☑ Environmental Health & Protection
☐ Community Safety
☐ Community Livability
☐ Culture & Recreation
☐ Financial Sustainability

NEEDED FROM COUNCIL:

Should the City sign an advisory letter in support of the King County Solid Waste Comprehensive Plan?

KEY FACTS AND INFORMATION SUMMARY:

The City of Sammamish has collaborated with King County on development of a draft Solid Waste Comprehensive Plan. The Plan guides how to prevent, recycle, and dispose of regional waste in efficient, cost-effective, and environmentally sound ways. The City has an ongoing agreement with King County for cooperative management of regional solid waste activities, and is a voting member of the King County Municipal Solid Waste Management Advisory Committee (MSWMAC). Sammamish may join with other MSWMAC members to sign an advisory letter accompanying transmittal of the Plan to the King County Council and State Department of Ecology. By signing the letter, Sammamish indicates its general support and intent to approve the Plan once approved by the King County Council.

The County Solid Waste Inter-Local Agreement requires the Plan be approved by cities representing at least three-quarters of the population of King County, not including Seattle.

Solid Waste Comprehensive Plan Background

The King County Solid Waste Comprehensive Plan provides strategic guidance for a regional solid waste system serving 1.4 million people throughout King County. This system includes six urban transfer stations, four rural transfer facilities, nine closed landfills, and one operating landfill (Cedar Hills). The Plan includes information about the existing solid waste system, financial forecasting and operational data, county-wide recycling activities, transfer and processing of waste, and landfill management.

Highlights of the Solid Waste Comprehensive Plan includes strategies to achieve a 70% recycling rate. The current county-wide recycling rate is 54%. Another highlight of the Plan outlines a strategy to modernize transfer station facilities to process more waste with greater efficiency. Additionally, the Plan explores options for waste disposal once Cedar Hills landfill reaches capacity, projected to occur in 2028. County staff are finalizing recommendations for further development of the Cedar Hills landfill.

Other Solid Waste & Recycling Updates

The City continues to sponsor community recycling events funded primarily by grants from King County and the Washington State Department of Ecology. New for 2018 are five (5) styrofoam-only recycling events at Discovery Elementary, in addition to the twice yearly larger recycling events. These events provide a valued service for Samammish residents, who live further away from a County transfer station than most.

The City solid waste collection contract with Republic turned one year old in January. This year has been an interesting one for curbside recycling, with international markets for some plastics and most paper products disappearing overnight. The City has temporarily allowed Republic to dispose of non-marketable recycling material that cannot be sold or stored. To date, this has been only a portion of mixed paper collected. Staff will sunset this variance by September 2018 and re-evaluate the need at that time. Republic will provide more information on how recycling market fluctuations are impacting Sammamish as part of a scheduled presentation to Council in mid-July.

FINANCIAL IMPACT:

No financial impact associated with this item.

OTHER ALTERNATIVES CONSIDERED:

If the City has concerns with the draft Solid Waste Comprehensive Plan, Sammamish may refrain from signing the MSWMAC advisory letter.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

City of Sammamish Comprehensive Plan - Environment and Conservation Element

- Goal EC.1 – Serve as a leader in environmental stewardship of the natural environment for current and future generations.
    - Policy EC.1.9 - Strive to minimize the City's waste stream by reducing purchases, reusing and recycling material and promoting programs to encourage reduction, reuse and recycling.

- Policy EC.1.10 - Promote the disposal of all waste in a safe and responsible manner

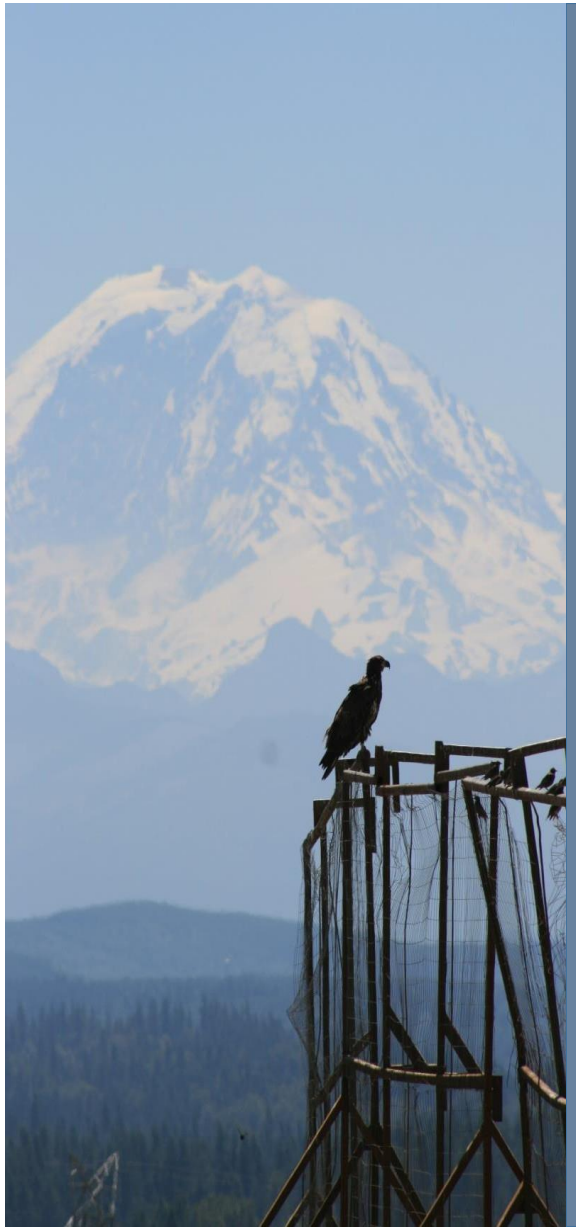
Public Works

Solid Waste & Recycling Update

City Council Study Session

June 4, 2018

City of Sammamish Washington



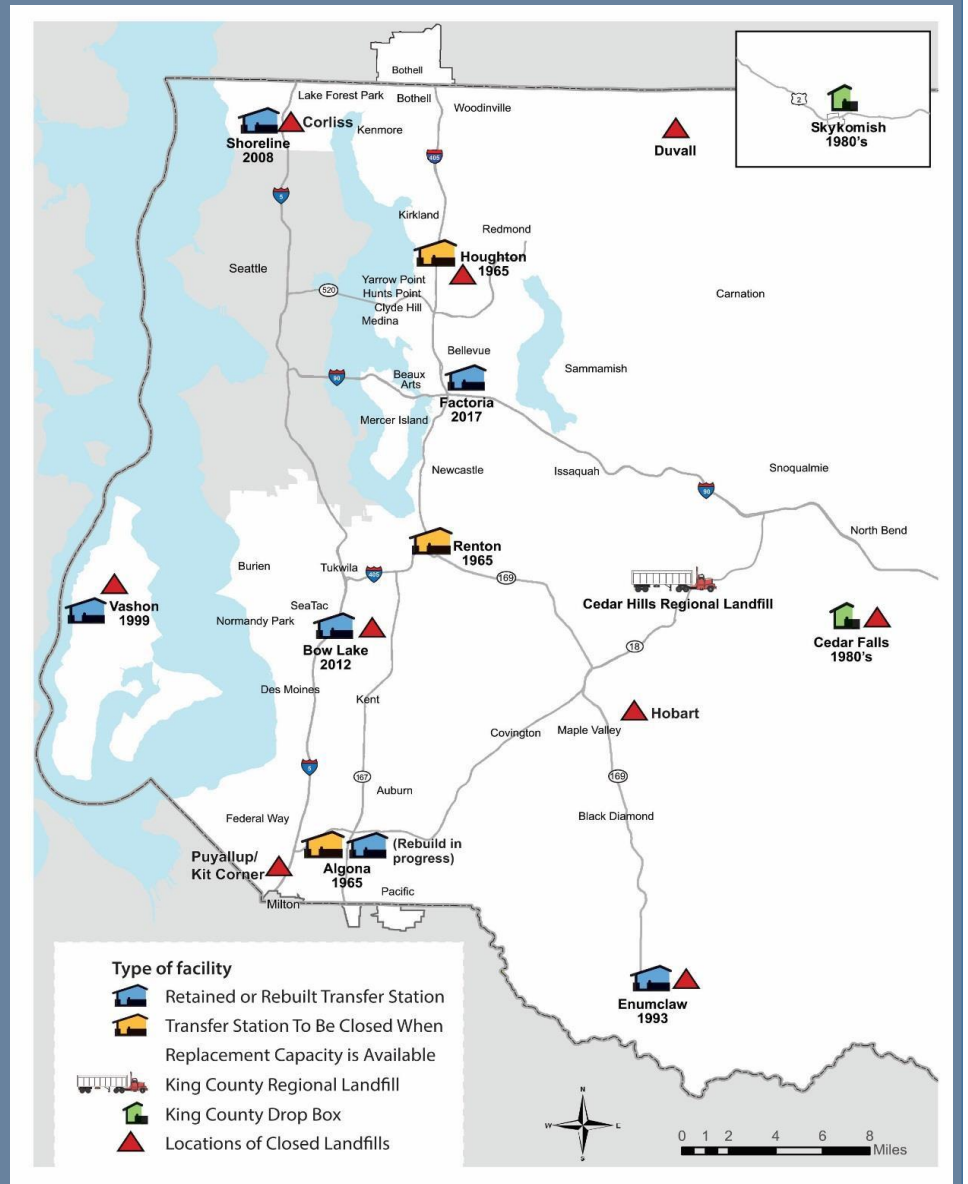
King County Solid Waste Comprehensive Plan: A Policy Roadmap for the Regional System

- The Plan guides how to prevent, recycle, and dispose waste in ways that are efficient, cost effective and protect the environment
- State law and agreements with 37 partner cities require the Plan.
- Sammamish will have an opportunity to formally approve in early 2019.

Regional Solid Waste System

Serving 1.4 million people

- King County *regional service provider*
- 37 cities *all but Seattle & Milton*
- 6 urban transfer stations
- 4 rural transfer facilities
- 9 closed landfills
- 1 open landfill



Six Major Planning Elements

Existing Solid Waste System

Forecasting & Data

Sustainable Materials Management (Recycling)

Transfer & Processing

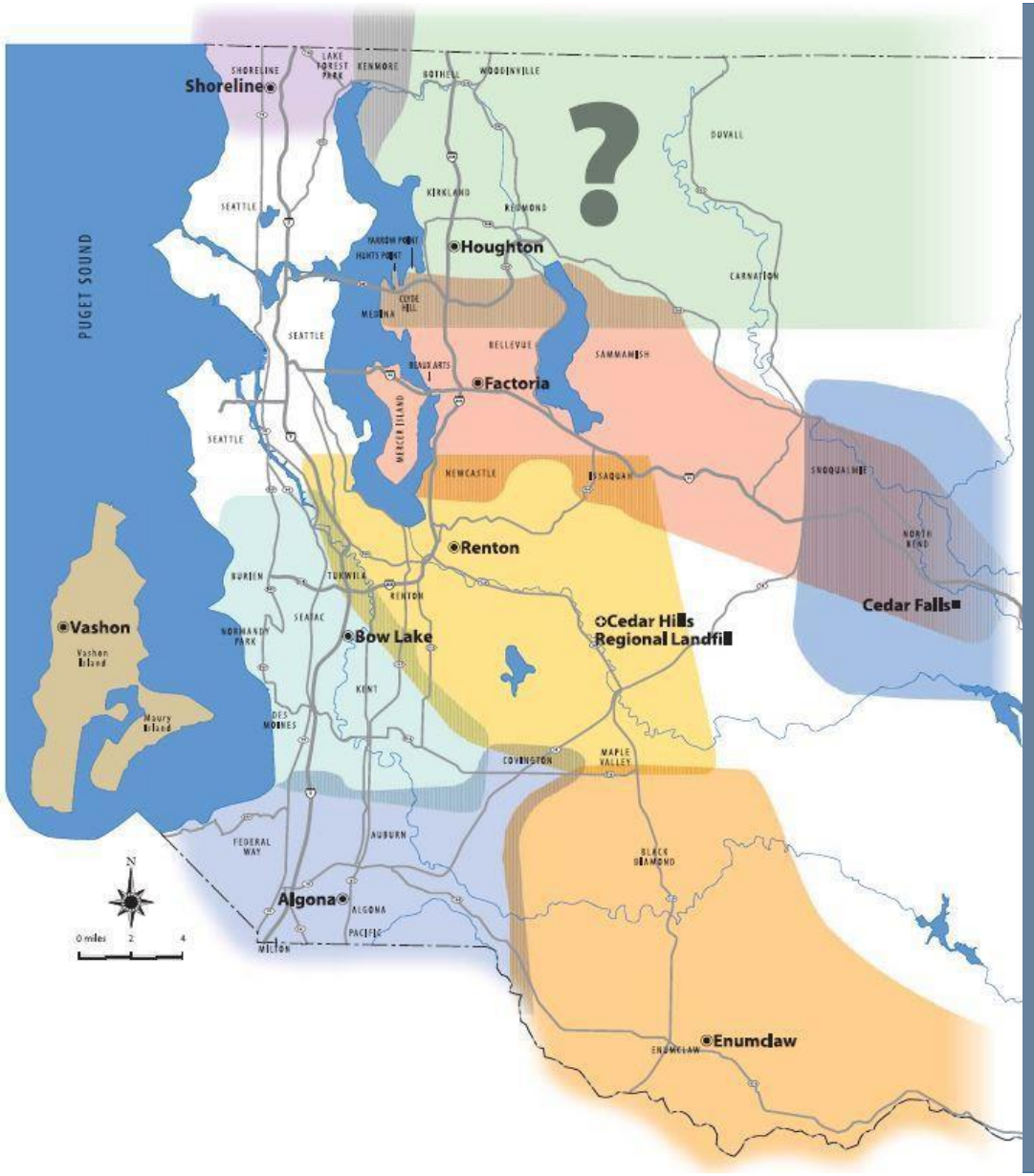
Disposal & Landfill Management

Finance

How do we achieve 70% recycling?

- Plan includes a menu of actions including:
  - Waste prevention and reuse
  - Product stewardship
  - Recycling and composting
  - Education
  - Incentives
  - Mandates
  - Infrastructure improvements

King County Waste Transfer System

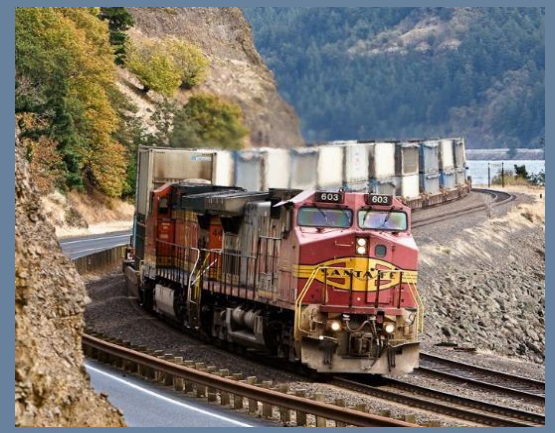


How should service be provided in the NE area?

- Houghton “as is”
- New NE station
- ✓ Combination of facilities

Plan Identifies Three Disposal Options for Beyond 2028

- ✓ Further develop Cedar Hills landfill
- Export waste by rail to an out-of-county landfill
- Build a waste to energy facility in King County



KCSWD Comprehensive Plan

- Should the City sign an advisory letter from MSWMAC (Metropolitan Solid Waste Management Advisory Committee) supporting Plan approval?

Other Updates

2018 recycling events:

- –Spring & Fall events
- –5 Styrofoam-only

Other Updates

City Collection Contract

- Temporary variance to dispose of non-marketable recycling material anticipated to continue through August 31, 2018.
- Republic will provide recycling market update presentation to Council in July.

Agenda Bill

City Council Joint Meeting
June 04, 2018

SUBJECT:	Transportation Concurrency and LOS Emergency Comprehensive Plan Amendment to the Glossary and Transportation Element and related code revisions
DATE SUBMITTED:	May 30, 2018
DEPARTMENT:	Public Works
NEEDED FROM COUNCIL:	☐ Action ☐ Direction ☑ Informational
RECOMMENDATION:	Review proposed concurrency and level of service code revisions and draft emergency amendment to the Comprehensive Plan Glossary and Transportation Element, and provide feedback prior to the June 21, 2018 Planning Commission public hearing and prior to the July 17, 2018 City Council public hearings.
EXHIBITS:	1. Exhibit 1 - 20180604 Revised Glossary 2. Exhibit 2 - 20180604 Draft TE Policies clean 3. Exhibit 3 - 20180604 Draft TE Policies redlined 4. Exhibit 4 - 20180604 Draft TE Background clean 5. Exhibit 5 - 20180604 Draft TE Background redlined 6. Exhibit 6 - 20180604 SMC 14A clean version 7. Exhibit 7 - 20180604 SMC 14A redlined 8. Exhibit 8 - 20180604 SMC 21A clean version 9. Exhibit 9 - 20180604 SMC 21A redlined 10. Exhibit 10 - 20180604 SMC Table of changes 11. Exhibit 11 - Q&A 12. Exhibit 12 - 20180604 Presentation

BUDGET:

Total dollar amount N/A

Fund(s)

☐ **Approved in budget**
☐ **Budget reallocation required**
☑ **No budgetary impact**

WORK PLAN FOCUS AREAS:

☑ Transportation
☐ Communication & Engagement
☑ Community Safety
☑ Community Livability

☐	High Performing Government	☐	Culture & Recreation
☐	Environmental Health & Protection	☐	Financial Sustainability

NEEDED FROM COUNCIL:

Draft emergency Comprehensive Plan Glossary and Transportation Element amendments, and concurrency and level of service related code revisions

KEY FACTS AND INFORMATION SUMMARY:

On April 30th, City staff and Fehr & Peers presented proposed draft amendments to the Comprehensive Plan Transportation Element Policy and Background chapters to a joint session of the City Council and Planning Commission. The scope of the edits was limited to only those items that relate to the emergency action on the City's transportation level of service and concurrency policies and program.

The project team returned on May 15th at another joint session to present draft code revisions necessary to implement the proposed changes to the concurrency and LOS policies. The changes were pursuant to the Council's direction in R2018-789, which affirmed the preferred transportation concurrency policy and level of service (LOS) approach. Council also directed staff at that meeting to revise the future forecast section of the Transportation Element Background chapter to reflect the proposed intersection-only LOS concurrency policy, including the proposed 2019-2024 intersection concurrency projects; verify the 2013-2016 intersection turning movement field counts; present the video drone footage of four of the failing intersections; and to continue to refine the traffic models.

Draft final revisions to the Transportation Element and associated codes will be presented at the third and final joint session on June 4. Titles 20, 21B or 27A are not included in this packet since there are no additional updates that need to be made from the May 15th meeting materials. In conducting a final review of the Comprehensive Plan to ensure that all proposed changes had been identified, staff realized there were two terms in the Glossary section of the Plan that need to be updated as a result of the change in concurrency and LOS policies. These are shown in Exhibit 1. Also attached are the following exhibits:

- Exhibits 2 and 3: Clean and redlined versions of the Transportation Element Policy chapter
- Exhibits 4 and 5: Clean and redlined versions of the Transportation Element Background chapter
- Exhibits 6 and 7: Clean and redlined versions of Title 14A SMC
- Exhibits 8 and 9: Clean and redlined versions of Title 21A SMC
- Exhibit 10: Code change matrix
- Exhibit 11: Questions & Answers from Council and Planning Commission
- Exhibit 12: PowerPoint

Please note that the changes shown in plain redlined text are edits that were presented at the April 30th and May 15th meetings. The yellow highlighted redlined text are edits made based on feedback from those meetings. The following is a summary of the key revisions made to the policy and background chapters since the previous two joint meetings.

Policy Chapter

Removed reference to 7-8AM and 4:45-5:45PM peak hours.

Background Chapter

- All text and tables describing or showing concurrency segments and corridors and 2015 concurrency intersections have been deleted.
- Tables have been updated to show 2016 intersection LOS by AM and PM peak hour.
- Fixed inconsistencies of the Transportation Analysis Zones map between clean and redlined versions (Background Figure T-11)
- Six year Transportation Improvement Program (TIP) has been updated to reflect the proposed 2019-2024 TIP as it will have been adopted by the time the Council holds its hearings on adoption of the Transportation Element. The list includes the projected failing intersections based on the proposed intersection-only LOS.
- The long range list of capital projects is based on the analysis of 2016 and 2024 traffic operations using the proposed LOS, and the 2035 LOS analysis performed as part of the 2015 Comprehensive Plan. Note that the costs in the six year TIP capital list and the 2035 capital list for the same projects aren't always the same because staff did not have enough time to true them up. The Capital Facilities Chapter is currently proposed to be updated at the end of this year and it will have current cost estimates for each project.

Title 14A

Added two new terms - "City's traffic model AM peak hour" and "City's traffic model PM peak hour" to acknowledge that the city's traffic model uses a single AM and PM peak hour for the city's whole transportation system. Developers are required to analyze each intersection's actual peak hour (AM and PM).

Title 21A

Deleted "Direct traffic impact" definition as the term does not appear anywhere in the code or Comprehensive Plan. Development requirements to mitigate any traffic impacts are addressed in 14A.10 Concurrency and 14A.15 Street Impact Fees.

FINANCIAL IMPACT:

N/A

OTHER ALTERNATIVES CONSIDERED:

None, as this implements Council's previous direction regarding revising the city's transportation concurrency and LOS policies.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

Comprehensive Plan - Transportation Element

Concurrency: Concurrency is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted Level of Service standards) at the time ~~the impacts~~ of ~~new~~ development ~~occur~~.

Congestion: Congestion results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week and even the time of day. Also, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events.

Connectivity: The state or extent of being connected or interconnected for all modes of transportation.

Context-sensitive Infill: Infill development designed to be compatible with the existing community character. Compatible implies a response to basic neighborhood patterns—such as green street edges of front yards and street trees or frontage patterns, forms and orientation of buildings—whose continuation allows change to be accommodated while preserving cherished aspects of neighborhood character. The continuation of these patterns can accommodate a diversity of architectural styles, while providing an underlying sense of cohesion and "place" that helps define the character of neighborhoods.

Cottage Housing: Detached bungalow scale houses clustered around a common open space and/or private spaces aggregated together in a commons arrangement.

Critical Areas: Include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas (RCW 36.70A.030(5)).

Density Averaging: Density averaging, also known as lot size averaging, allows the size of individual lots within a development to vary from the zoned maximum density, provided that the average density in the development as a whole meets that maximum.

Erosion Hazard Areas: Erosion hazard areas means those areas in the City underlain by soils that are subject to severe erosion when disturbed. Such soils include, but are not limited to, those classified as having a severe or very severe erosion hazard according to the USDA Soil Conservation Service, the 1973 King County Soils Survey or any subsequent revisions or addition by or to these sources.

Fair Housing: Fair Housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability—these are the "protected classes" under state and federal law. (Some places also protect age, sexual orientation, or having a Section 8 voucher). Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons, including individuals with disabilities. Sammamish's fair housing practices are evaluated periodically by King County as part of a countywide report to the federal government.

Floodplain: Floodplain means the total area subject to inundation by the base flood, i.e., a flood having a one percent chance of being equaled or exceeded in any given year, often referred to as the 100-year flood.

Functional Plans: "Functional plans" are detailed plans for facilities and services and action plans for other governmental activities such as parks, surface water, streets, etc. Functional plans should be consistent with the Comprehensive Plan.

Geologically Hazardous Areas: Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns (RCW 36.70A.030(9)).

Goal: A general statement expressing a desired result consistent with the vision and towards which policies and objectives aim.

Habitat Area : An ecological or environmental area that is inhabited by a particular species of animal or plant. A place where a living thing lives is its habitat. It is a place where it can find food, shelter, protection and mates for reproduction.

Heritage Tree: See the Sammamish Municipal Code for a definition of heritage trees.

Historically Significant Housing: Used in this plan, historically significant housing is intended to indicate housing that has a unique physical, social, cultural and environmental quality that contributes to Sammamish's history and sense of place.

Human Scale: Human scale means that the size of the building relates to the approximate dimensions of the human body.

Infill: Urban infill is defined as new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development. The term "urban infill" itself implies that existing land is mostly built-out and what is being built is in effect "filling in" the gaps. The term most commonly refers to building single-family homes in existing neighborhoods but may also be used to describe new development in commercial, office or mixed-use areas.

Landmark Tree: See the Sammamish Municipal Code for a definition of landmark trees.

Landslide Hazard Areas: Landslide hazard areas means those areas in the City of Sammamish potentially subject to risk of mass movement due to a combination of geologic, topographic and hydrologic factors. These areas are typically susceptible to landslides because of a combination of factors including: bedrock, soil, slope gradient, slope aspect, geologic structure, groundwater, or other factors.

Legacy Development : Development that existed, was underway or approved for development prior to incorporation of the City of Sammamish.

~~**Level of Service:** Level of Service (LOS) is a qualitative measurement which describes traffic conditions based on service measures such as speed, travel time freedom to maneuver, traffic interruptions, comfort and convenience. Level of Service is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.~~

Location Efficient Housing: Location-efficient housing refers to homes that have easy or inexpensive access to workplaces, schools, shopping and other necessary destinations. Housing locations are efficient to the most people when the ways to these destinations are easily walkable, don't require the resident to own an automobile and can be reached in 20 minutes or less.

Low Impact Development: Design concepts including a variety of strategies and techniques to address the negative impacts associated with stormwater runoff, such as, but not limited to:

- Reduce the street width and road network within a development.
- Replace impervious roadways, driveways and sidewalks with more pervious materials where feasible.
- Reduce lot size and setbacks/frontage requirements through cluster designs.

Land development and use contributes to increased phosphorus loadings to downstream water resources in several ways. Erosion of disturbed areas on construction sites can result in sediment transport to surface waters, which can cause algal blooms. Over-application of fertilizers and the discharge of detergents containing phosphates to the storm drainage system can also increase watershed loading of phosphorus-

Shall: When "shall" is used in a policy, such language requires that the City take steps to accomplish the purpose of the policy.

Should: When "should" is used in a policy, such language indicates the City has the option to take steps to accomplish the purpose of the policy.

Single Family Dwelling: A building containing one dwelling unit which is not attached to any other dwelling by any means except fences, has a permanent foundation and is surrounded by open space or yards.

Special Needs Housing: Special needs housing in this plan includes homes suitable for and occupied by people with one or more self-help limitations, such as physical or mental disability, long-term illness, or alcohol or drug issues. The housing may or may not incorporate supportive services, and may be permanent or transitional. Examples include adult family homes, assisted living facilities and group homes for people with developmental disabilities.

Sustainable Community : In a sustainable community, resource consumption is balanced by resources assimilated by the ecosystem. The sustainability of a community is determined by the availability of resources and by the ability of natural systems to process its wastes. A community is unsustainable if it consumes resources faster than they can be renewed, produces more wastes than natural systems can process or relies upon distant sources for its basic needs (based on City of Sammamish Sustainability Strategy, March 2011).

Transfer of Development Rights: Transfer of Development Rights (TDR) means the transfer of the right to develop or build from sending sites to receiving sites. The sending site is the parcel of land from which development rights will be transferred. After transferring the development rights from the sending parcel, future development is limited. Receiving sites are sites to which development rights are transferred. Typically, these are parcels of land in urban areas where the existing services and infrastructure can accommodate additional growth. Development rights that are "sent" off of a sending site are placed on a receiving site.

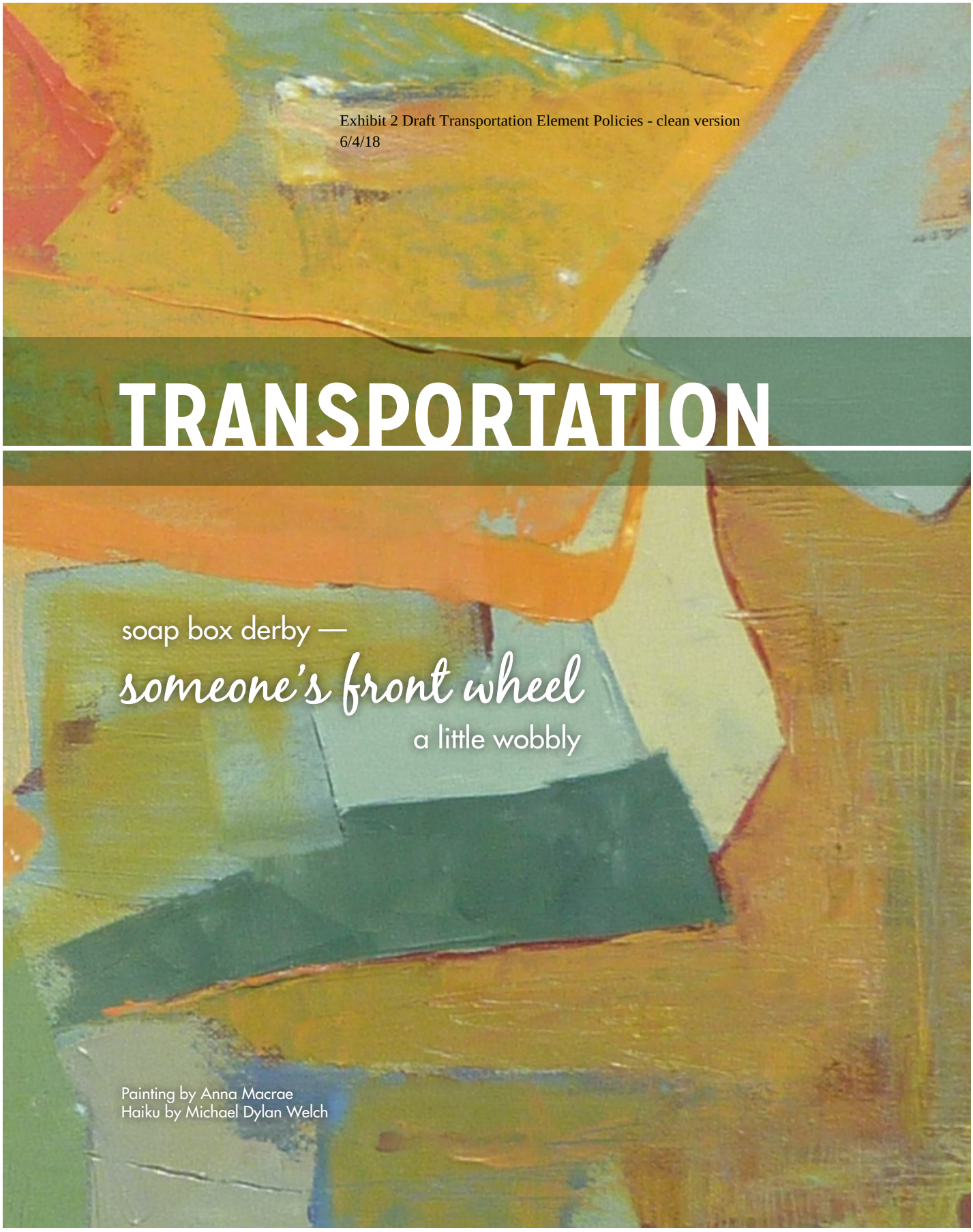
Transit Oriented Development: Transit-oriented development (TOD) describes a mix of housing, office, retail and amenities integrated into a walkable neighborhood and anchored by high quality public transit.

Transportation Level of Service: Level of Service (LOS) measures average peak hour delay for vehicles at key intersections. LOS is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.

Total Maximum Daily Load: A Total Maximum Daily Load (TMDL) is a regulatory term in the U.S. Clean Water Act, describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards.

Exhibit 2 Draft Transportation Element Policies - clean version
6/4/18

TRANSPORTATION



Transportation Goals

Goal T.1 **Supporting Growth**
Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

Goal T.2 **Greater Options and Mobility**
Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.

Goal T.3 **Operations, Maintenance, Management and Safety**
As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Goal T.4 **Sustainability**
Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

TRANSPORTATION

Introduction

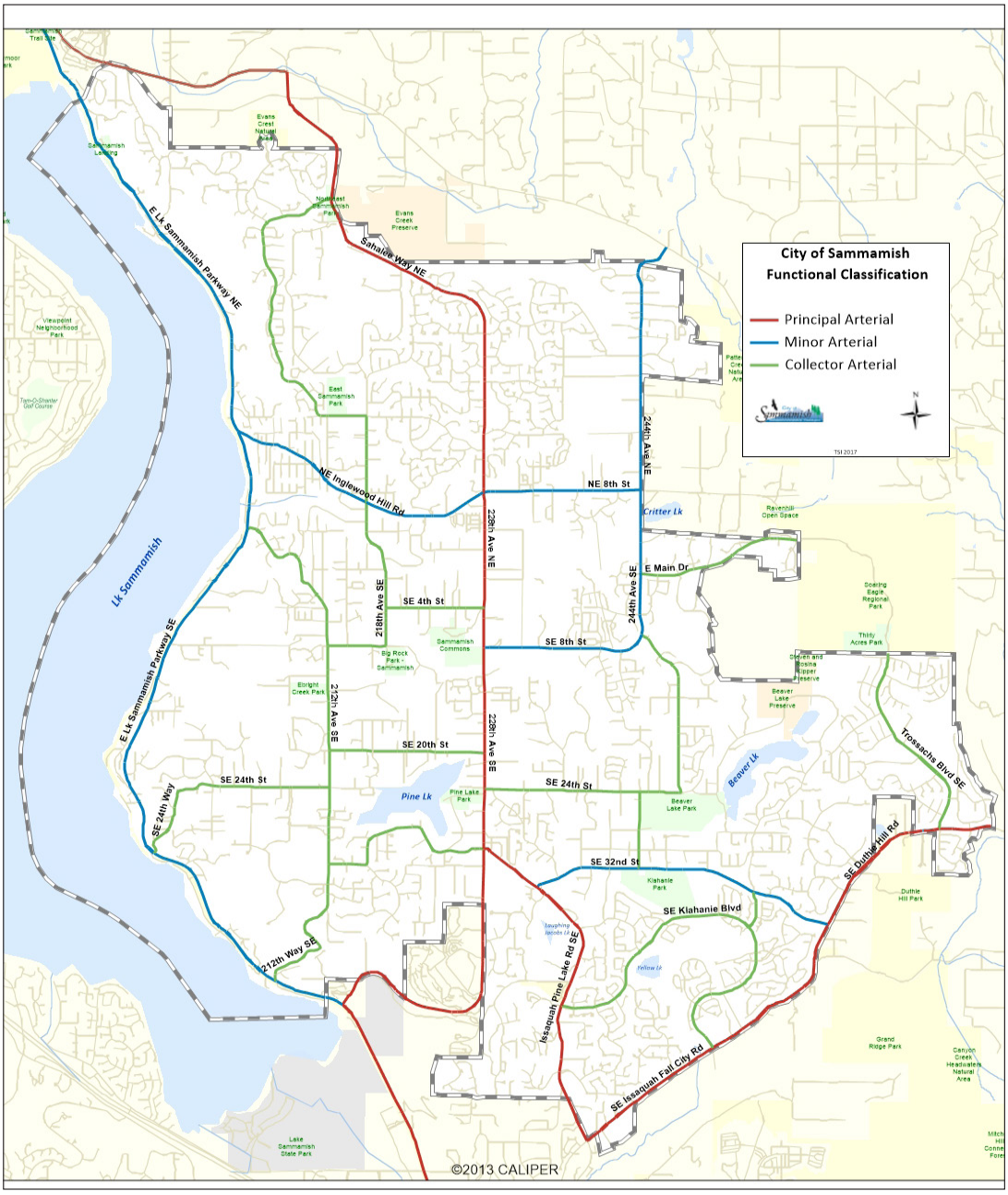
The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. Current challenges faced by the City include a relatively unconnected street system, limited transit service, and a hilly topography that makes active modes of transportation difficult for many users. These factors combine to create a car-centric transportation system that funnels drivers onto only a few streets (see Figure T–1). In order to address these challenges, goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a shift to other times of day.

228th Ave NE

The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation. As part of promoting active transportation and mobility, the Transportation Element supports goals and policies in the Parks Element that address the public trail system. Goals and policies related to non-motorized transportation are also consistent with guidance in the Sammamish *Parks, Recreation and Open Space (PROS) Plan*.

Please look for this icon for goals and policies that focus specifically on sustainability and healthy communities.

Figure T–1
Street Classification Map



As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.

The Transportation Element Supporting Analysis contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

Based on the assumptions described in the Land Use Element, the City has development capacity to meet the adopted 2035 targets of 4,640 houses and 2,088 jobs.

***Concurrency** is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted Level of Service standards) at the time the impacts of new development occur.*

Goals and Policies

Goal T.1 Supporting Growth

Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

The discussion of concurrency is integrated throughout Volume II.T, Transportation. For a summary, please see page T.28.

Concurrency

Policy T.1.1 *Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and ensures that level-of-service standards are met within required timeframes. Focus level-of-service standards for transportation on the performance of key intersections during the AM and PM peak periods.*

Policy T.1.2 *Address non-motorized, pedestrian, and other multimodal types of transportation options.*

Bike lane on SE 8th Street

Intersection Level of Service (LOS)

For more information, see the Intersection Level of Service Criteria Section in Volume II.T, page T.24.

Policy T.1.3 *Calculate intersection LOS using traffic volumes during the AM and PM peak hours.*

Intersection LOS measures average peak hour delay for vehicles at key intersections.

Coordination

Policy T.1.4 *Coordinate planning efforts for all transportation issues and problems directly with adjacent jurisdictions and through regional transportation planning organizations to develop and operate a highly efficient transportation system that addresses all city transportation needs.*

Freight

For more information, see the Freight Routes Section in Volume II.T, page T.14.

Policy T.1.5 *Ensure the freight system meets the needs of local distribution.*

Level of Service (LOS) *is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.*

Congestion *results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events.*

Goal T.2 Greater Options and Mobility

Invest in transportation systems that offer greater options, mobility and access in support of the city's growth strategy.

Multimodal travel options

Mobility Options

Policy T.2.1 *Encourage an increase in the proportion of trips made by transportation modes other than driving alone.*

Policy T.2.2 *Encourage the integration of transportation systems to make it easy for people to move from one mode or technology to another.*

Policy T.2.3 *Encourage the promotion of the mobility of people and goods through a multi-modal transportation system consistent with regional priorities and Vision 2040.*

Policy T.2.4 *Address the needs of non-driving populations in the development and management of local and regional transportation systems.*

Policy T.2.5 *Encourage siting and designing transit facilities to enable access for pedestrian and bicycle patrons, where appropriate.*

Policy T.2.6 *Encourage local street connections between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, autos and emergency vehicles.*

Policy T.2.7 *Support regional efforts to effectively manage regional air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities and users.*

Sammamish youth walking to the bus stop after school

Transportation Demand Management

Policy T.2.8 *Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities, including: broadband communication systems, providing for flexible work schedules, public and private transit, vanpool systems and public transit subsidies.*

Bike parking at Sammamish Highlands

For more information, see the Transportation Demand Management Section in Volume II.T, page T.44.

Policy T.2.9 *Support local transportation demand management programs (education and/or local regulations) to reduce the impacts of high traffic generators not addressed by the Washington State Commute Trip Reduction Act including: city offices, recreational facilities, schools, and other high traffic generating uses. The City of Sammamish should serve as a model to the community by striving to comply with the requirements of the State Commute Trip Reduction Act, CTR. The City should work with schools to reduce vehicular traffic.*

Policy T.2.10 *Support the reduction of vehicle dependence in the city by supporting "ride share" and on demand car/bike services.*

Design

Policy T.2.11 *Promote developments that are designed in a way that improves overall mobility and accessibility to and within such development.*

Policy T.2.12 *Design, construct, operate, and maintain transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists and transit users. Pedestrian crossings should be consistent with the citizens' desire to develop and maintain a pedestrian-friendly, walkable community.*

Policy T.2.13 *Consider paving materials that are safe and quiet for all users (pedestrians, bicycle riders, wheelchairs, etc.) when mixed use of the pavement is expected.*

Policy T.2.14 *Encourage noise reduction on roadways in innovative ways other than the use of noise walls.*

For more information on non-motorized transportation, see Volume II.T, T.32, the Non-Motorized Plan Section in Volume II.T, page T.47, Background Figure T–9 on page T.34, and Background Figure T–12 on page T.44.

Transit

Policy T.2.15 *Work with public and private employer based transit service providers to expand local transit service designed to connect to adjacent jurisdictions and to serve employment centers and local activity patterns.*

Policy T.2.16 *Encourage transit oriented development in the town center, commercial use centers and joint-use park-and-ride facilities, where appropriate.*

Policy T.2.17 *Park-and-ride facilities should include safe and convenient access for automobiles, buses, pedestrians and bicycles.*

Policy T.2.18 *New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit where appropriate. The location of bus stops and shelters should be incorporated into a project's development design.*

Policy T.2.19 *Where appropriate, adopt road design standards, site-access guidelines, and land use regulations that support transit.*

Policy T.2.20 *Through cooperation with other jurisdictions, work regionally to promote transit services that are dependable, maintain regular schedules and provide an adequate LOS throughout the day, weekends and holidays.*

King County Metro Route 216

Policy T.2.21 *Encourage a transit system that can serve mixed use centers with frequent, regular transit service.*

Policy T.2.22 *Explore options for expanding both intracity and intercity transportation services, such as expanded King County Metro service, city-sponsored shuttle or other private/public partnership options.*

For more information, see the Transit Service and Facilities Section in Volume II.T, page T.45.

King County METRO SOUNDTRANSIT

Goal T.3 Operations, Maintenance, Management and Safety

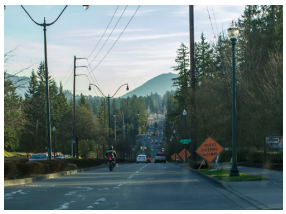
As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

South Sammamish Park-and-Ride

Maintenance and Preservation

Policy T.3.1 *Maintain and operate the city's transportation systems to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.*

Construction on Pine Lake Transit Access Road



Construction on 228th Ave SE

Policy T.3.2 *Prioritize safety improvements to the existing transportation system to protect mobility and lower overall life-cycle costs.*

Transportation Systems Management

Policy T.3.3 *Maintain a citywide traffic monitoring system to collect AM, PM and daily traffic volumes periodically to determine how transportation investments are performing over time.*

Policy T.3.4 *Design or redesign arterial and connector streets, including retrofit projects, to improve traffic flow, accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.*

For more information, see the discussion of monitoring on page T.50.

Policy T.3.5 *Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, reduce maintenance requirements, and reduce the need for new infrastructure.*

For more information, see the Roadway Design Standards Section in Volume II.T, page T.14 and Background Figure T–5 on page T.19.

Policy T.3.6 *Strive to increase the efficiency of the current transportation system to move goods, services, and people to, from and within the city by means such as expanded left and right turn lanes and bus turnouts where suitable before adding additional capacity.*

Policy T.3.7 *Protect the transportation system against major disruptions by third party infrastructure projects and maintenance.*

Policy T.3.8 *Develop disaster response plans, which include strategies to prevent damage to transportation facilities as a result of disaster and plans for repairing, reopening, and operating transportation facilities after disasters.*

Traffic circle at NE 16th St and 220th Pl NE

Safety

Policy T.3.9 *Continue to improve the safety of the transportation system to achieve the state's goal of zero deaths and disabling injuries.*

Policy T.3.10 *Provide education on safe non-motorized travel.*

Policy T.3.11 *Enforce motorized and non-motorized safety laws.*

Policy T.3.12 *Create and support a multi-modal traffic safety and management plan specific to Sammamish's location and geography as a long term strategy to reduce traffic accidents and potential fatalities using street designs that emphasize safety, predictability, and the potential for human error, along with targeted education and data-driven enforcement.*

For more information, see the Utilities Element, Policy UT.2.1.

For more information, see the Collision Analysis Section in Volume II.T, page T.29 and Background Figure T–8 on page T.30.

Financial

Policy T.3.13 *Consider transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within commercial and mixed use areas and along corridors served by transit.*

For more information, see the Financing Section in Volume II.T, page T.50.

228th Ave NE

Policy T.3.14 *Consider prioritizing investments in transportation facilities and services that support compact, pedestrian- and transit-oriented development.*

Policy T.3.15 *Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.*

Policy T.3.16 *Encourage public and private sector partnerships to identify and implement improvements to personal mobility.*

Policy T.3.17 *Utilize transportation financing methods that sustain maintenance, preservation, and operation of facilities.*

Policy T.3.18 *Consider transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth.*

Policy T.3.19 *Consider city financing methods that sustain or expand local transit service.*

Policy T.3.20 *Maintain a balance between available revenue and needed capital facilities. If funding is inadequate, to finance needed capital facilities, seek to identify additional funding, adjust the level-of-service standards, and, lastly, adjust land use assumptions.*

For more information, see the Contingency Plans in the Event of Revenue Shortfall Section in Volume II.T, page T.51.

Policy T.3.21 *A multiyear financing plan should serve as the basis for the six-year transportation improvement program and should be coordinated with the state's six-year transportation improvement program.*

Goal T.4 Sustainability

Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

Sustainability and Natural Environment

Policy T.4.1 *Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate, natural environment and residents.*

Policy T.4.2 *Require where feasible the use of rain gardens and other techniques to reduce pollutants in storm drains.*

Policy T.4.3 *Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, support regional and national efforts and improve vehicular traffic flow, and overall system flow and performance.*

240th Ave NE

Policy T.4.4 *Encourage transportation system development that minimizes existing tree canopy removal and replaces any necessary tree removal along traffic rights of way.*

Policy T.4.5 *Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environment including features, such as natural drainage, native plantings, and local design themes.*

Policy T.4.6 *Where financially feasible, promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and encouraging the establishment of electric vehicle charging stations throughout the city where appropriate.*

Electric vehicle charging station at City Hall

Policy T.4.7 *Plan and develop a transportation system that reduces greenhouse gas emissions by shortening average trip length by encouraging trip consolidation and improving arterial traffic flows. Where practical, encourage replacement of vehicle trips with other modes of transportation to decrease vehicle miles traveled.*

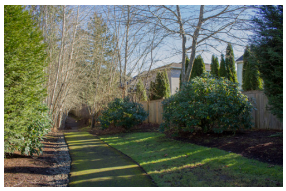
Residents walking in northwest Sammamish

Human Health and Safety

Policy T.4.8 *Integrate the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.*

Policy T.4.9 *Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.*

Policy T.4.10 *Ensure continued maintenance and preservation of existing equestrian/pedestrian trails in Sammamish.*

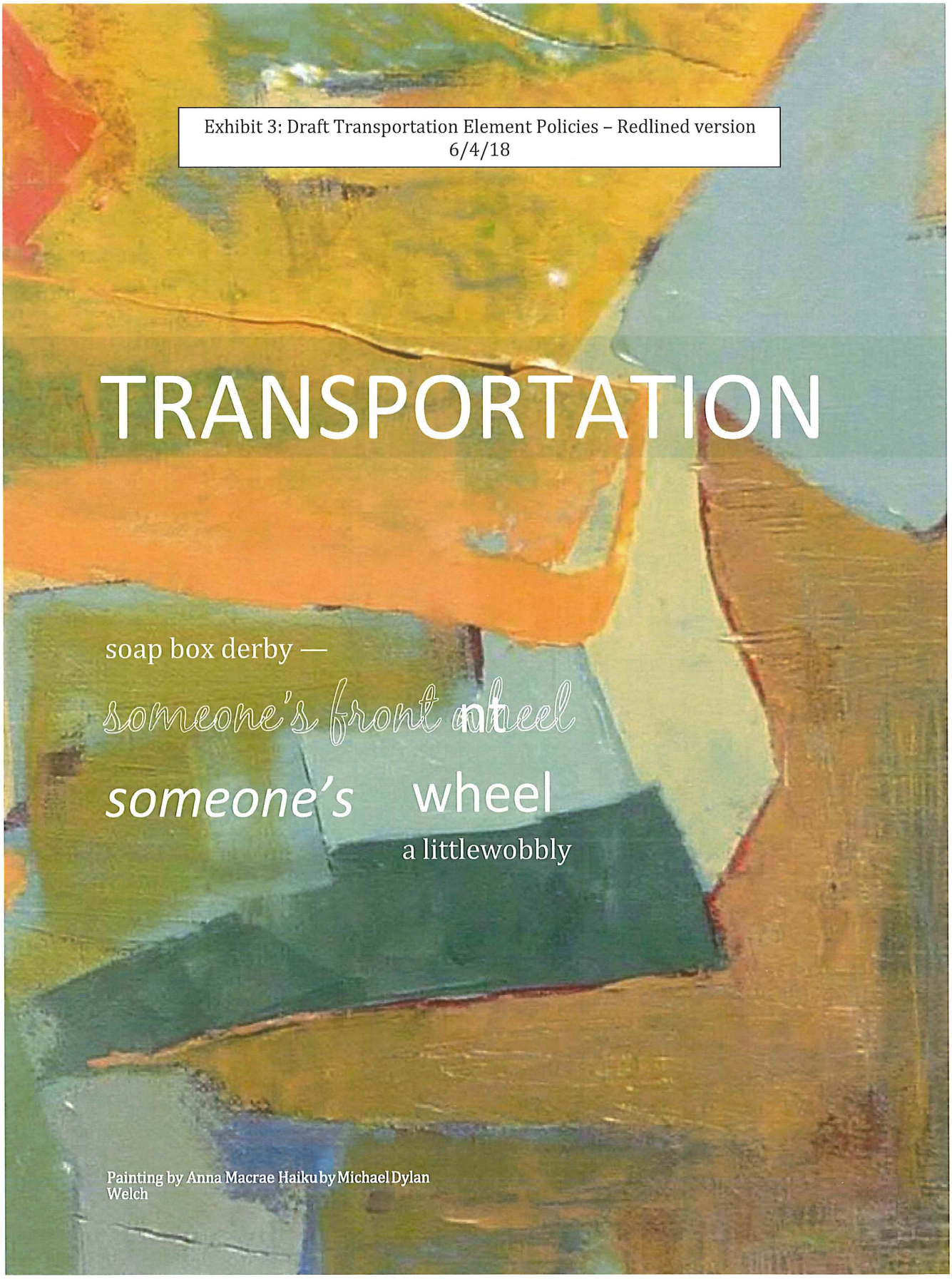


Trails connect neighborhoods to local parks throughout Sammamish

Balancing Costs and Human Impacts of Transportation

Policy T.4.11 *Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.*

Exhibit 3: Draft Transportation Element Policies – Redlined version
6/4/18



Transportation Goals

Goal T.1 **Supporting Growth**
Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

Goal T.2 **Greater Options and Mobility**
Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.

Goal T.3 **Operations, Maintenance, Management and Safety**
As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Goal T.4 **Sustainability**
Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

TRANSPORTATION

Introduction

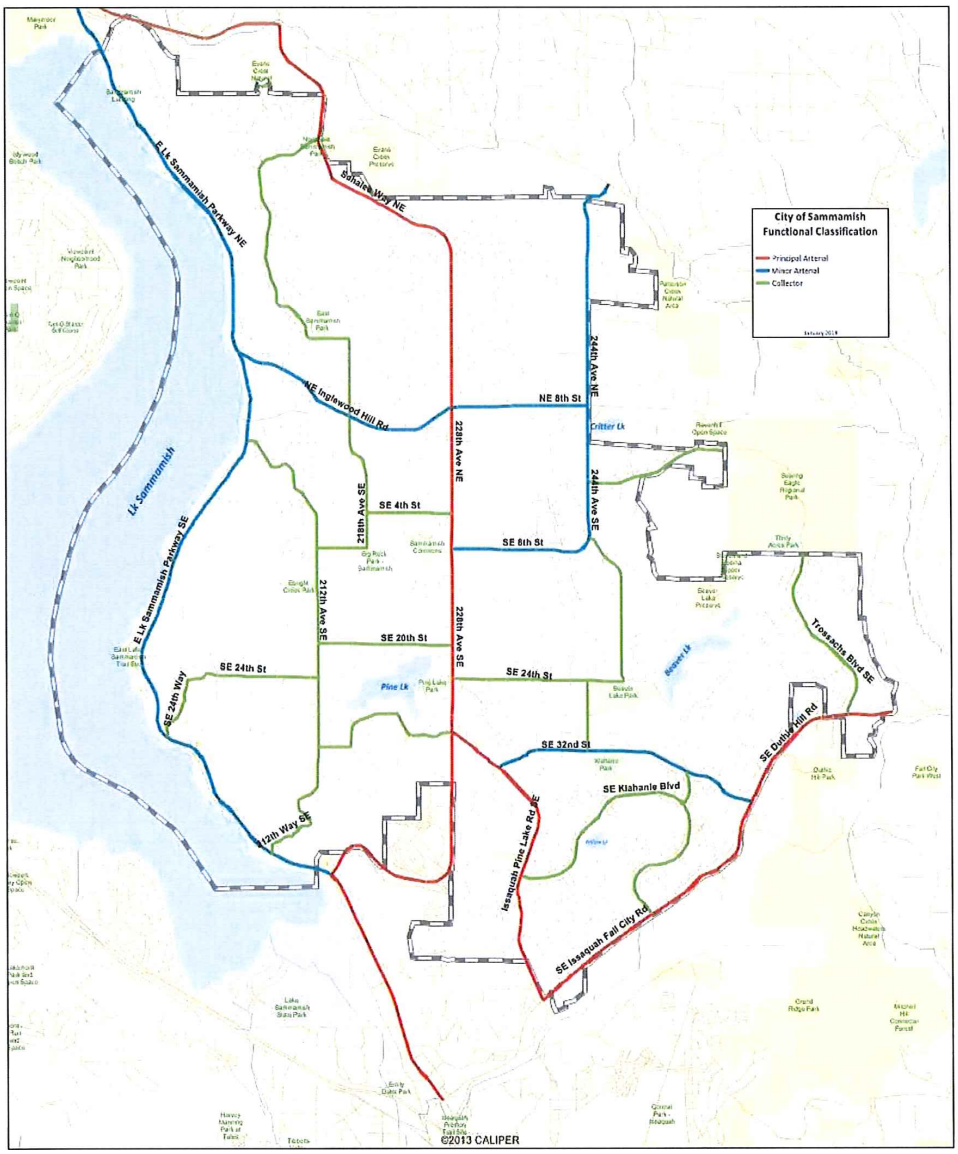
The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. Current challenges faced by the City include a relatively unconnected street system, limited transit service, and a hilly topography that makes active modes of transportation difficult for many users. These factors combine to create a car-centric transportation system that funnels drivers onto only a few streets (see Figure T–1). In order to address these challenges, goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a shift to other times of day.

228th Ave NE

The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation. As part of promoting active transportation and mobility, the Transportation Element supports goals and policies in the Parks Element that address the public trail system. Goals and policies related to non-motorized transportation are also consistent with guidance in the Sammamish *Parks, Recreation, and Open Space (PROS) Plan* ~~*Trails, Bikeways and Paths Master Plan*~~.

Please look for this icon for goals and policies that focus specifically on sustainability and healthy communities.

Figure T-
Street Classification Ma


City of Sammamish
Functional Classification
Principal Arterial
Minor Arterial
Collector
E Lk Sammamish Parkway NE
Sahalee Way NE
NE Inglewood Hill Rd
NE 8th St
228th Ave NE
244th Ave NE
Critter Lk
218th Ave SE
SE 4th St
SE 6th St
E Lk Sammamish Parkway SE
212th Ave SE
SE 20th St
228th Ave SE
244th Ave SE
Trossachs Blvd SE
SE 24th St
SE 24th Way
Pine Lk
SE 32nd St
SE Klahanie Blvd
SE Duthie Hill Rd
12th Way SE
Issaquah Pine Lake Rd SE
SE Issaquah Fall City Rd
©2013 CALIPER

As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.

The Transportation Element Supporting Analysis contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

Based on the assumptions described in the Land Use Element, the City has development capacity to meet the adopted 2035 targets of 4,640 houses and 2,088 jobs.

***Concurrency** is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted Level of Service standards) at the time the impacts of new development occur.*

Goals and Policies

Goal T.1 **Supporting Growth**

Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

Concurrency

Policy T.1.1 *Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and ensures that level-of-service standards are met within required timeframes. Focus level-of-service standards for transportation on the performance of key intersections during the AM and PM peak periods. ~~movement of people and goods instead of only on the movement of vehicles.~~*

Policy T.1.2 *Address non-motorized, pedestrian, and other multimodal types of transportation options. ~~in the city's concurrency program—both in assessment and mitigation of transportation impacts.~~*

The discussion of concurrency is integrated throughout Volume II.T, Transportation. For a summary, please see page T.69–T.72.

Bike lane on SE 8th Street

~~Arterial Corridor Level of Service (LOS)~~

~~*For more information, see the Traffic Level-of-Service Analysis Section in Volume II.T, page T.18.*~~

~~Policy T.1.3 Arterial capacity is based upon the number and size of travel lanes, turning lanes shoulders and/ or bike lanes and sidewalks. Fully improved streets that provide for all modes have a higher capacity than streets that do not. Key arterial corridors are defined according to functional classification. The longer corridors are divided into segments that reflect likely improvement limits and similar operations conditions. The LOS arterial corridors is determined by averaging the forecast traffic volume over the arterial capacity (v/c) ratios of the segments within each corridor. This provides an average LOS for the 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 just one concurrency segment must have a v/c of 1.0 or less to be considered adequate. Segments at or near capacity should be reviewed closely and innovative localized solutions should be considered and encouraged.~~

~~***Level of Service (LOS)*** *is a qualitative measurement which describes traffic conditions based on service measures such as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.*~~

~~***Congestion*** *results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events.*~~

~~*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.*~~

Intersection Level of Service (LOS)

Policy T.1.~~4~~3 *Calculate ~~iOn a case by case basis calculate I~~intersection LOS ~~is calculated~~ using traffic volumes during the AM and PM peak hours.~~. Alternatives may be considered and utilized on a case by case basis.~~*

Intersection LOS measures average peak hour delay for vehicles at key intersections. ~~AM peak hour is defined from 7:00 to 8:00 am and PM peak hour is defined as 4:45 to 5:45 pm.~~

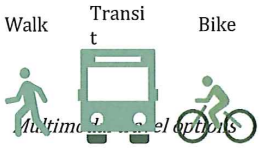
Coordination

Policy T.1.~~5~~4 *Coordinate planning efforts for all transportation issues and problems directly with adjacent jurisdictions and through regional transportation*

planning organizations to develop and operate a highly efficient transportation system that addresses

all city transportation needs.

For more information, see the Intersection Level of Service Criteria Section in Volume II.T, page T.23.



Multimodal travel options

Freight

Policy T.1.~~6~~5 *Ensure the freight system meets the needs of local distribution.*

For more information, see the Freight Routes Section in Volume II.T, page T.14 and Background Figure T–3 on page T.16.

Goal T.2 **Greater Options and Mobility**

Invest in transportation systems that offer greater options, mobility and access in support of the city's growth strategy.

Mobility Options

Policy T.2.1 *Encourage an increase in the proportion of trips made by transportation modes other than driving alone.*

Policy T.2.2 *Encourage the integration of transportation systems to make it easy for people to move from one mode or technology to another.*

Policy T.2.3 *Encourage the promotion of the mobility of people and goods through a multi-modal transportation system consistent with regional priorities and Vision 2040.*

Policy T.2.4 *Address the needs of non-driving populations in the development and management of local and regional transportation systems.*

Policy T.2.5 *Encourage siting and designing transit facilities to enable access for pedestrian and bicycle patrons, where appropriate.*

Sammamish youth walking to the bus stop after school

Bike parking at Sammamish Highlands

Policy T.2.6 *Encourage local street connections between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, autos and emergency vehicles.*

Policy T.2.7 *Support regional efforts to effectively manage regional air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities and users.*

Transportation Demand Management

For more information, see the Transportation Demand Management Section in Volume II.T, page T.65.

Policy T.2.8 *Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities, including: broadband communication systems, providing for flexible work schedules, public and private transit, vanpool systems and public transit subsidies.*

Policy T.2.9 *Support local transportation demand management programs (education and/or local regulations) to reduce the impacts of high traffic generators not addressed by the Washington State Commute Trip Reduction Act including: city offices, recreational facilities, schools, and other high traffic generating uses. The City of Sammamish should serve as a model to the community by striving to comply with the requirements of the State Commute Trip Reduction Act, CTR. The City should work with schools to reduce vehicular traffic.*

Policy T.2.10 *Support the reduction of vehicle dependence in the city by supporting "ride share" and on demand car/bike services.*

Design

For more information on non-motorized transportation, see Volume II.T, T.31, the Existing Non-Motorized Conditions Section in Volume II.T, page T.38, the Non-Motorized Plan Section in Volume II.T, page T.67, Background Figure T–11 on page T.40 and Background Figure T–14 on page T.49.

Policy T.2.11 *Promote developments that are designed in a way that improves overall mobility and accessibility to and within such development.*

Policy T.2.12 *Design, construct, operate, and maintain transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists and transit users. Pedestrian crossings should be consistent with the citizens' desire to develop and maintain a pedestrian-friendly, walkable community.*

Policy T.2.13 *Consider paving materials that are safe and quiet for all users (pedestrians, bicycle riders, wheelchairs, etc.) when mixed use of the pavement is expected.*

Policy T.2.14 *Encourage noise reduction on roadways in innovative ways other than the use of noise walls.*

Transit

Policy T.2.15 *Work with public and private employer based transit service providers to expand local transit service designed to connect to adjacent jurisdictions and to serve employment centers and local activity patterns.*

Policy T.2.16 *Encourage transit oriented development in the town center, commercial use centers and joint-use park- and-ride facilities, where appropriate.*

Policy T.2.17 *Park-and-ride facilities should include safe and convenient access for automobiles, buses, pedestrians and bicycles.*

Policy T.2.18 *New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit where appropriate. The location of bus stops and shelters should be incorporated into a project's development design.*

Policy T.2.19 *Where appropriate, adopt road design standards, site-access guidelines, and land use regulations that support transit.*

Policy T.2.20 *Through cooperation with other jurisdictions, work regionally to promote transit services that are dependable, maintain regular schedules and provide an adequate LOS throughout the day, weekends and holidays.*

Policy T.2.21 *Encourage a transit system that can serve mixed use centers with frequent, regular transit service.*

Policy T.2.22 *Explore options for expanding both intracity and intercity transportation services, such as expanded King County Metro service, city-sponsored shuttle or other private/public partnership options.*

King County Metro Route 216

For more information, see the Transit Service and Facilities Section in Volume II.T, page T.65.

King County METRO SOUNDTRANSIT

South Sammamish Park-and-Ride

Construction on Pine Lake Transit Access Road

For more information, see the discussion of monitoring on page T.71.

For more information, see the Roadway Design Standards Section in Volume II.T, page T.14 and Background Figure T–4 on page T.17.

Goal T.3 **Operations, Maintenance, Management and Safety**

As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functionalstate.

Maintenance and Preservation

Policy T.3.1 *Maintain and operate the city's transportation systems to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.*

Policy T.3.2 *Prioritize safety improvements to the existing transportation system to protect mobility and lower overall life-cycle costs.*

Transportation Systems Management

Policy T.3.3 *Maintain a citywide traffic monitoring system to collect AM, PM and daily traffic volumes periodically to determine how transportation investments are performing over time.*

Policy T.3.4 *Design or redesign arterial and connector streets, including retrofit projects, to improve traffic flow, accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.*

Policy T.3.5 *Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, reduce maintenance requirements, and reduce the need for new infrastructure.*

Policy T.3.6 *Strive to increase the efficiency of the current transportation system to move goods, services, and people to, from and within the city by means such as expanded left and right turn lanes and bus turnouts where suitable before adding additional capacity.*

Traffic circle at NE 16th St and 220th Pl NE

Policy T.3.7 *Protect the transportation system against major disruptions by third party infrastructure projects and maintenance.*

For more information, see the Utilities Element, Policy UT.2.1.

Policy T.3.8 *Develop disaster response plans, which include strategies to prevent damage to transportation facilities as a result of disaster and plans for repairing, reopening, and operating transportation facilities after disasters.*

Safety

Policy T.3.9 *Continue to improve the safety of the transportation system to achieve the state's goal of zero deaths and disabling injuries.*

For more information, see the Collision Analysis Section in Volume II.T, page T.35 and Background Figure T–10 on page T.36.

Policy T.3.10 *Provide education on safe non-motorized travel.*

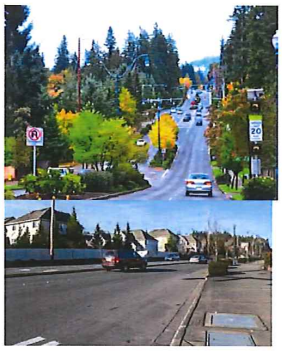
Policy T.3.11 *Enforce motorized and non-motorized safety laws.*

Policy T.3.12 *Create and support a multi-modal traffic safety and management plan specific to Sammamish's location and geography as a long term strategy to reduce traffic accidents and potential fatalities using street designs that emphasize safety, predictability, and the potential for human error, along with targeted education and data-driven enforcement.*

Financial

For more information, see the Financing Section in Volume II.T, page T.72.

Policy T.3.13 *Consider transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within commercial and mixed use areas and along corridors served by transit.*



228th Ave NE

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Policy T.3.18 *Consider transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth.*

Policy T.3.19 *Consider city financing methods that sustain or expand local transit service.*

For more information, see the Contingency Plans in the Event of Revenue Shortfall Section in Volume II.T, page T.73.

Policy T.3.20 *Maintain a balance between available revenue and needed capital facilities. If funding is inadequate, to finance needed capital facilities, seek to identify additional funding, adjust the level-of-service standards, and, lastly, adjust land use assumptions.*

Policy T.3.21 *A multiyear financing plan should serve as the basis for the six-year transportation improvement program and should be coordinated with the state's six-year transportation improvement program.*

Goal T.4 **Sustainability**

Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

Sustainability and Natural Environment

Policy T.4.1 *Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate, natural environment and residents.*

Policy T.4.2 *Require where feasible the use of rain gardens and other techniques to reduce pollutants in storm drains.*

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240th Ave NE

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Policy T.4.5 *Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environment including features, such as natural drainage, native plantings, and local design themes.*

Policy T.4.6 *Where financially feasible, promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and encouraging the establishment of electric vehicle charging stations throughout the city where appropriate.*

Electric vehicle charging station at City Hall

Policy T.4.7 *Plan and develop a transportation system that reduces greenhouse gas emissions by shortening average trip length by encouraging trip consolidation and improving arterial traffic flows. Where practical, encourage replacement of vehicle trips with other modes of transportation to decrease vehicle miles traveled.*

Residents walking in northwest Sammamish

Human Health and Safety

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Policy T.4.9 *Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.*

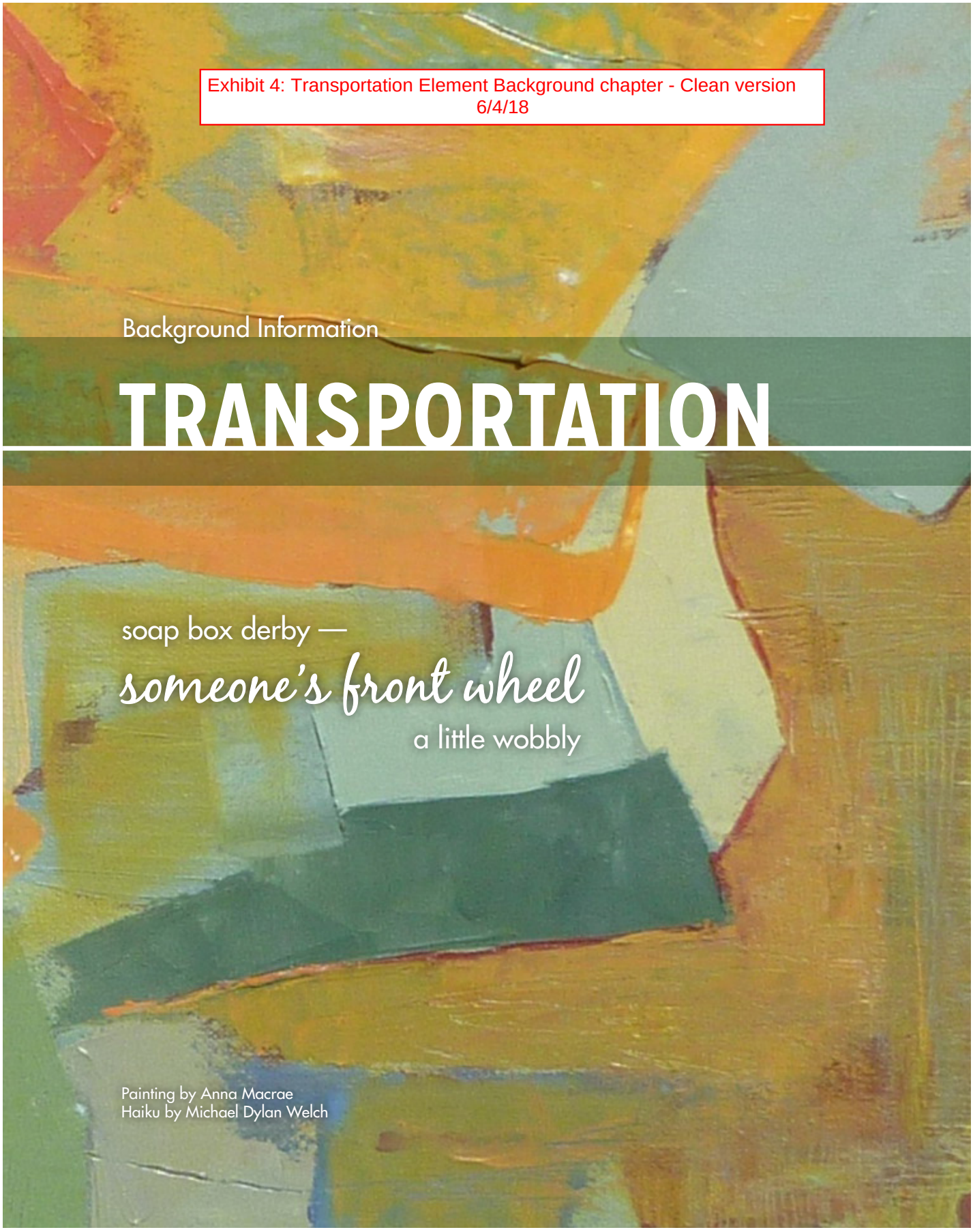
Policy T.4.10 *Ensure continued maintenance and preservation of existing equestrian/pedestrian trails in Sammamish.*

Trails connect neighborhoods to local parks throughout Sammamish

Balancing Costs and Human Impacts of Transportation

Policy T.4.11 *Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.*

Exhibit 4: Transportation Element Background chapter - Clean version
6/4/18



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.

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 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).

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 and 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).

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 Sammamish city limits. However, three State-controlled highways, Interstate 90 (I-90), State Route 520 (SR 520), and State Route 202 (SR 202) provide 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 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

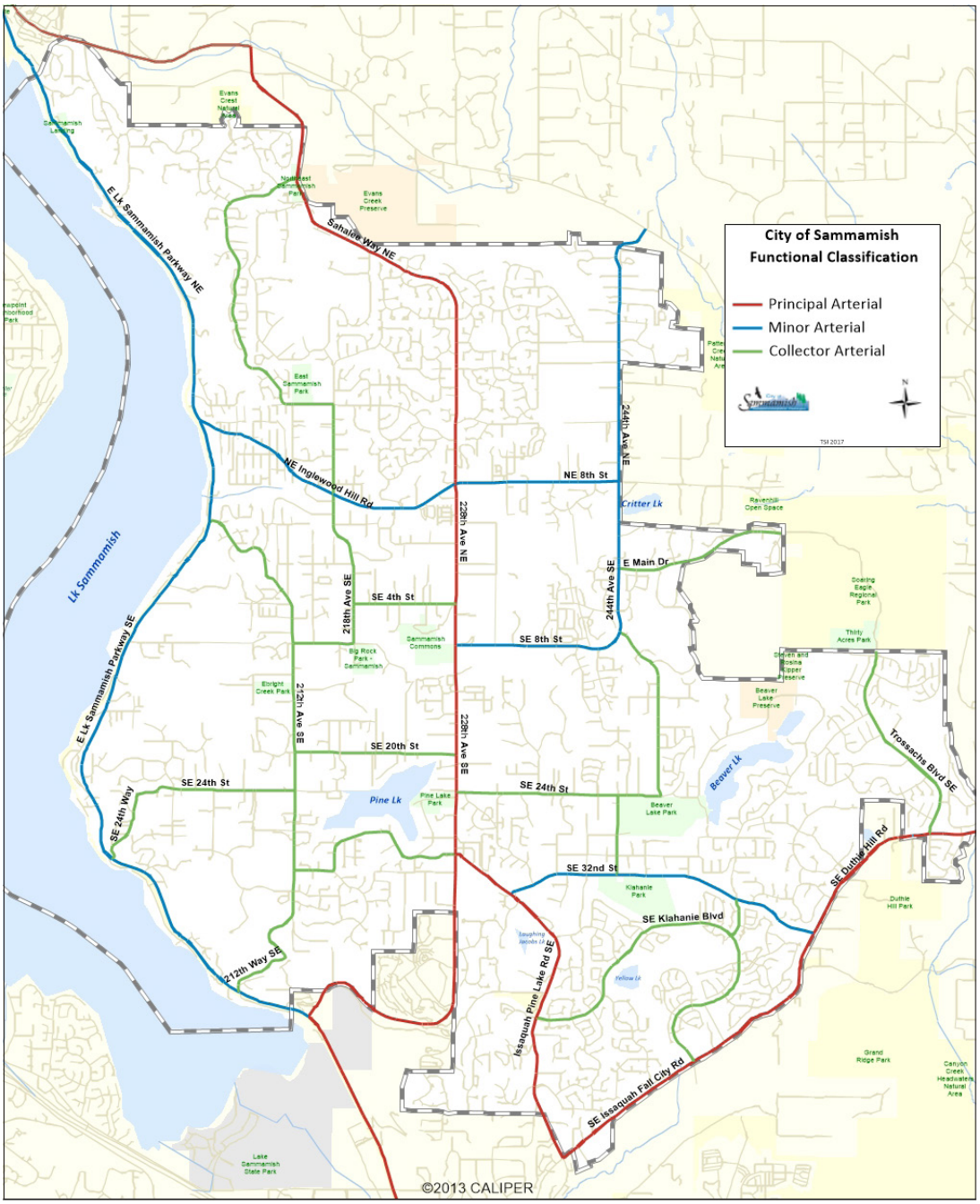
the relative degree to which they provide these functions. Land use policies and street standards typically vary according to the street function. For example, most jurisdictions designate minimum right-of-way requirements, stopping and entering sight distances, roadway width, design speed, design traffic 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;
  - Issaquah-Pine Lake Rd SE, between city limits and 228th Ave SE;
  - SE Issaquah-Fall City Rd, between city limits and SE

Background Figure T–1
Existing Roadway Inventory and Functional Classifications



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 road 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 SE 8th St and E Main Dr;
  - 244th Ave SE, between SE 8th St and the north city limits;
  - SE 32nd Way/SE 32nd St-SE Issaquah Beaver Lk Rd, between Issaquah-Pine Lake Rd SE and SE Issaquah-Fall City Rd/SE Duthie Hill Rd.

- **Collector Arterials** 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, collector arterials provide direct access to services and residential areas, local parks, churches and areas with similar uses of the land. Collector arterials may be separated into principal and minor designations according to the degree of travel between areas and the expected traffic volumes. The following is a list of roadways currently designated as collector arterials in the City of Sammamish:
  - NE 37th Way-205th Pl NE/NE 16th St, between Sahalee

Way NE and 216th Ave NE;
- 216th Ave NE, between NE Inglewood Hill Rd and NE 16th St;
- Louis Thomson Rd, between 212th Ave SE and East Lake Sammamish Pkwy NE;
- 212th Ave, between E Lk Sammamish Pkwy SE 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 212th Ave SE;
- SE 24th St, between 228th Ave SE and 248th Ave SE;
- Trossachs Boulevard SE, between SE Duthie Hill Rd and the north city limits;
- SE Windsor Blvd, between SE 8th St and SE 14th St;
- South Pine Lake Route (SE 32nd St-216th Ave SE-SE 28th St-222nd Pl 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;
- 256th Ave SE, between SE Issaquah-Beaver Lake Rd and SE Klahanie Blvd; and
- 218th Ave SE-217th Ave NE-216th Ave NE, between SE 4th St to Inglewood Hill Rd.

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[1]	TYPICAL RANGE OF PERCENTAGE OF TOTAL ROADWAY[2]	TYPICAL RANGE OF MILES BASED UPON FHWA GUIDELINES
Freeway & Principal Arterial	14	5%–10%	10–20
Minor Arterial	16	10%–15%	16–24
Collector Arterial	21	5%–10%	8–16
Non-Arterial Street	157	—	135–167
TOTAL	208	—	207

Traffic Signal and Roundabout Intersection Inventory

An inventory of the signalized and roundabout intersections, and those with four way flashers within and nearby the City of Sammamish was conducted. The locations are illustrated in Background Figure T–2, and are the intersections that most directly affect City of Sammamish residents' travel patterns.

Freight Routes

See Volume I, Transportation Element Policy T.1.5 on page 86.

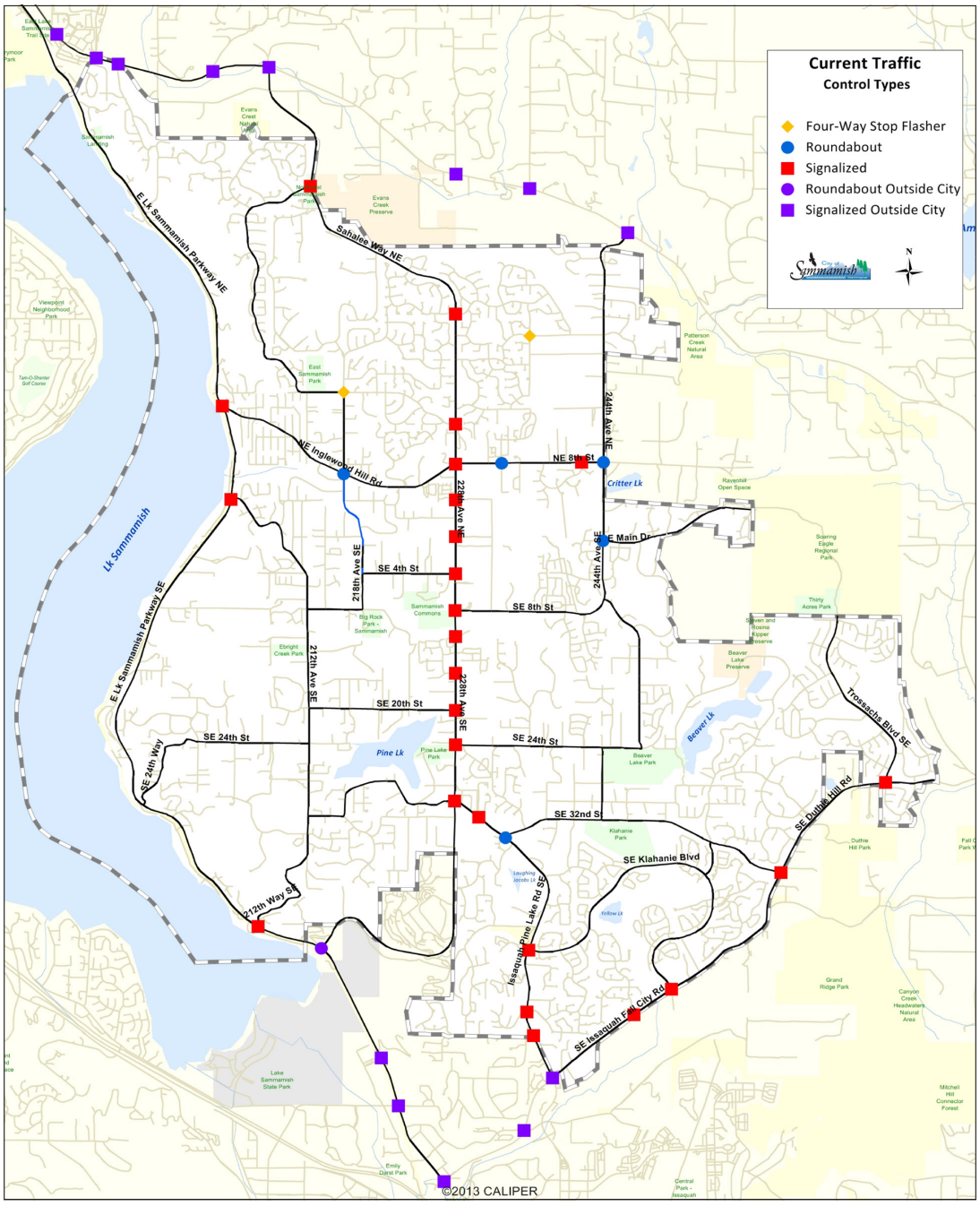
Freight destined to and from Sammamish is associated primarily with retail oriented commercial developments in the city. There are no significant industrial, manufacturing, or import/export freight generators in the city. Limited through freight associated with FedEx sorting facilities in Issaquah to 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.

See Volume I, Transportation Element Policy T.3.4 on page 90.

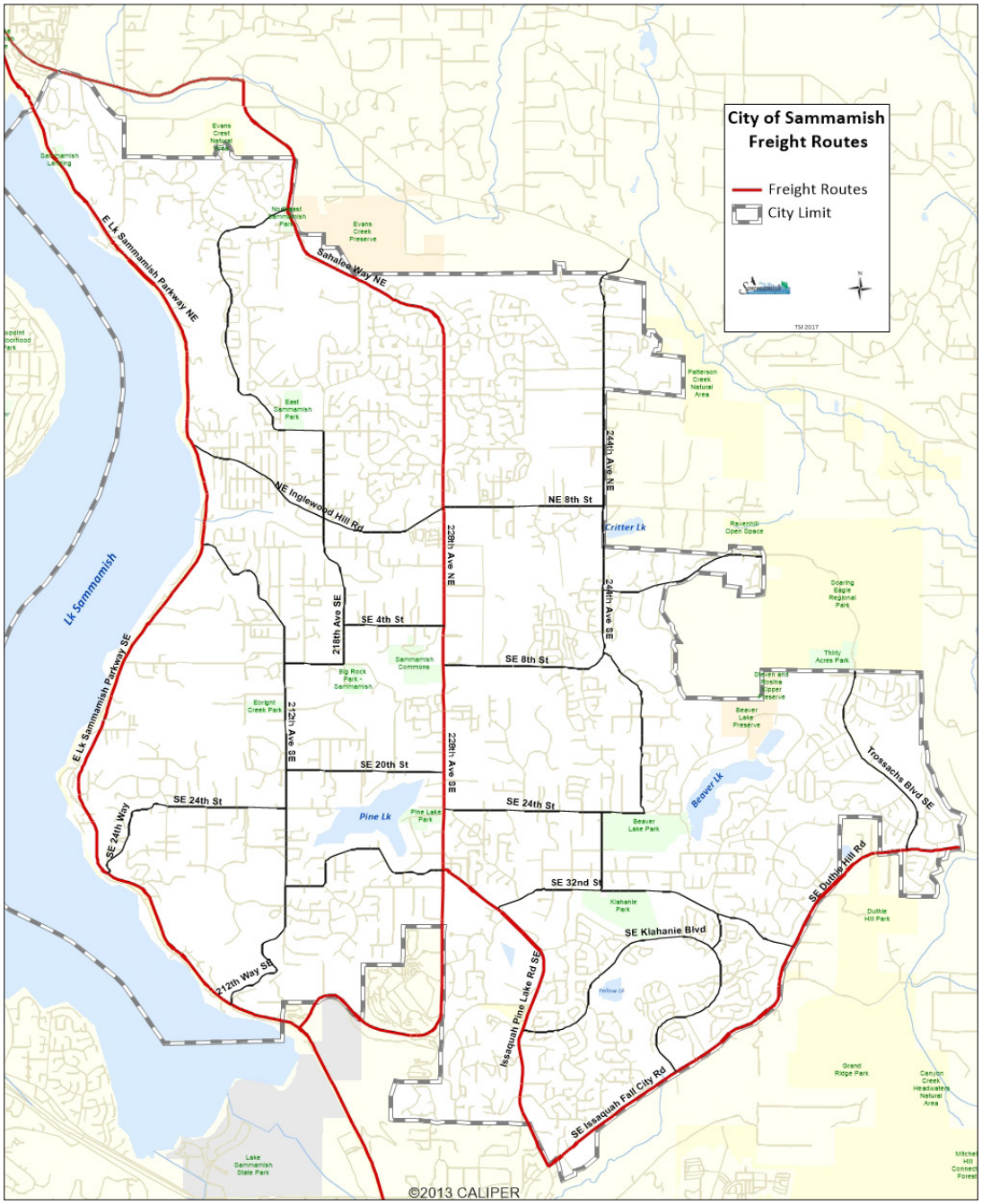
Roadway Design Standards

The City has adopted standards for development of City streets, as documented in the *2016 Public Works Standards* (December 31, 2016). 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–2
2016 Signal, Roundabout, and Four-Way Flasher Locations



Background Figure T–3
Freight Routes



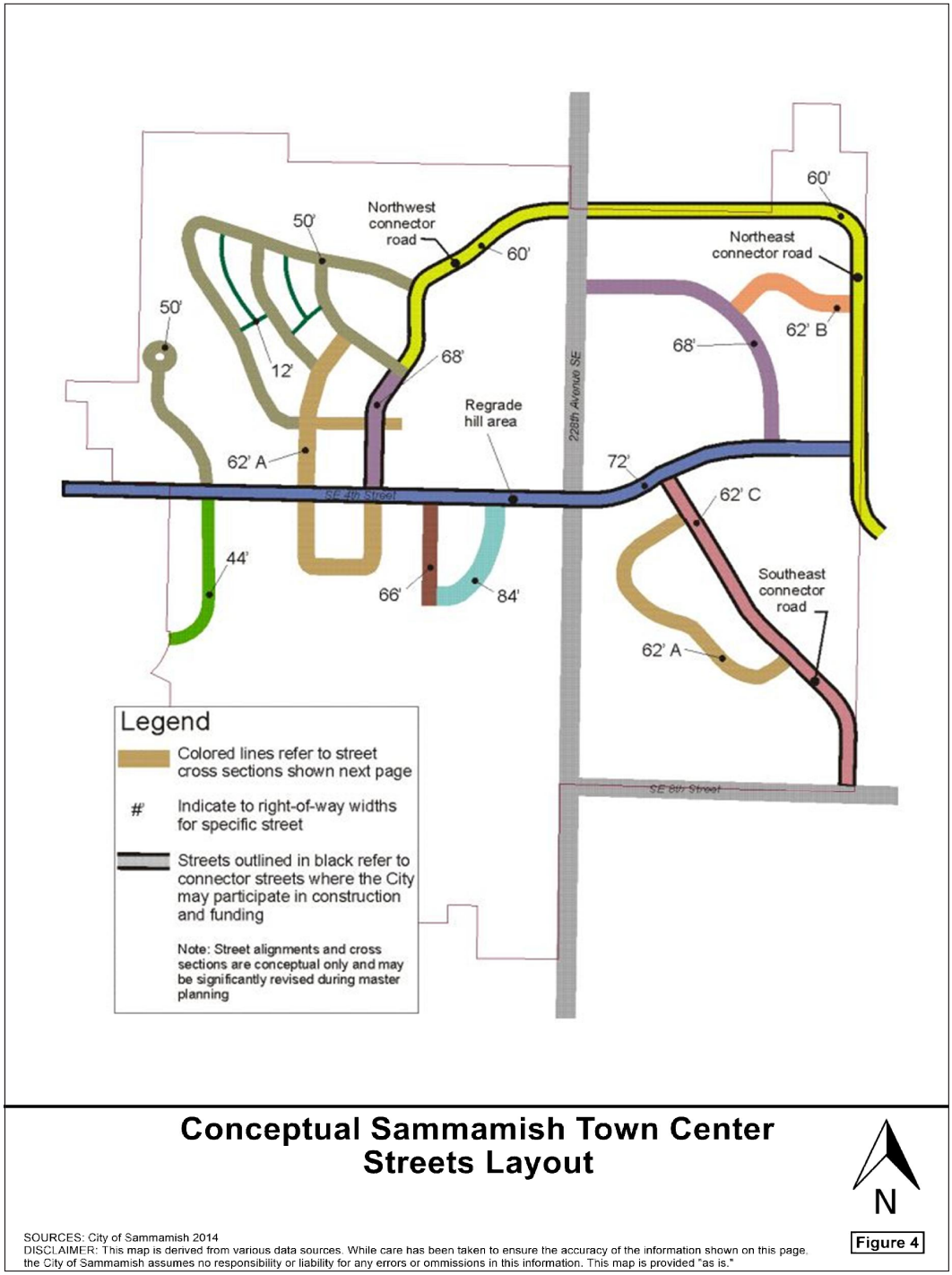
In June 2008, the City of Sammamish adopted the Sammamish Town Center Plan. The Town Center Plan established policy direction that amends the previous Comprehensive Plan. The Town Center provides a central area for the increased residential and commercial densities. Transportation improvements associated with the Town Center are intended to provide safe, efficient and attractive connections to central uses and amenities, minimize 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–4 and Background Figure T–5 illustrate the conceptual Sammamish Town Center street cross-sections (Sammamish Town Center Plan June 2008).

Traffic Counts

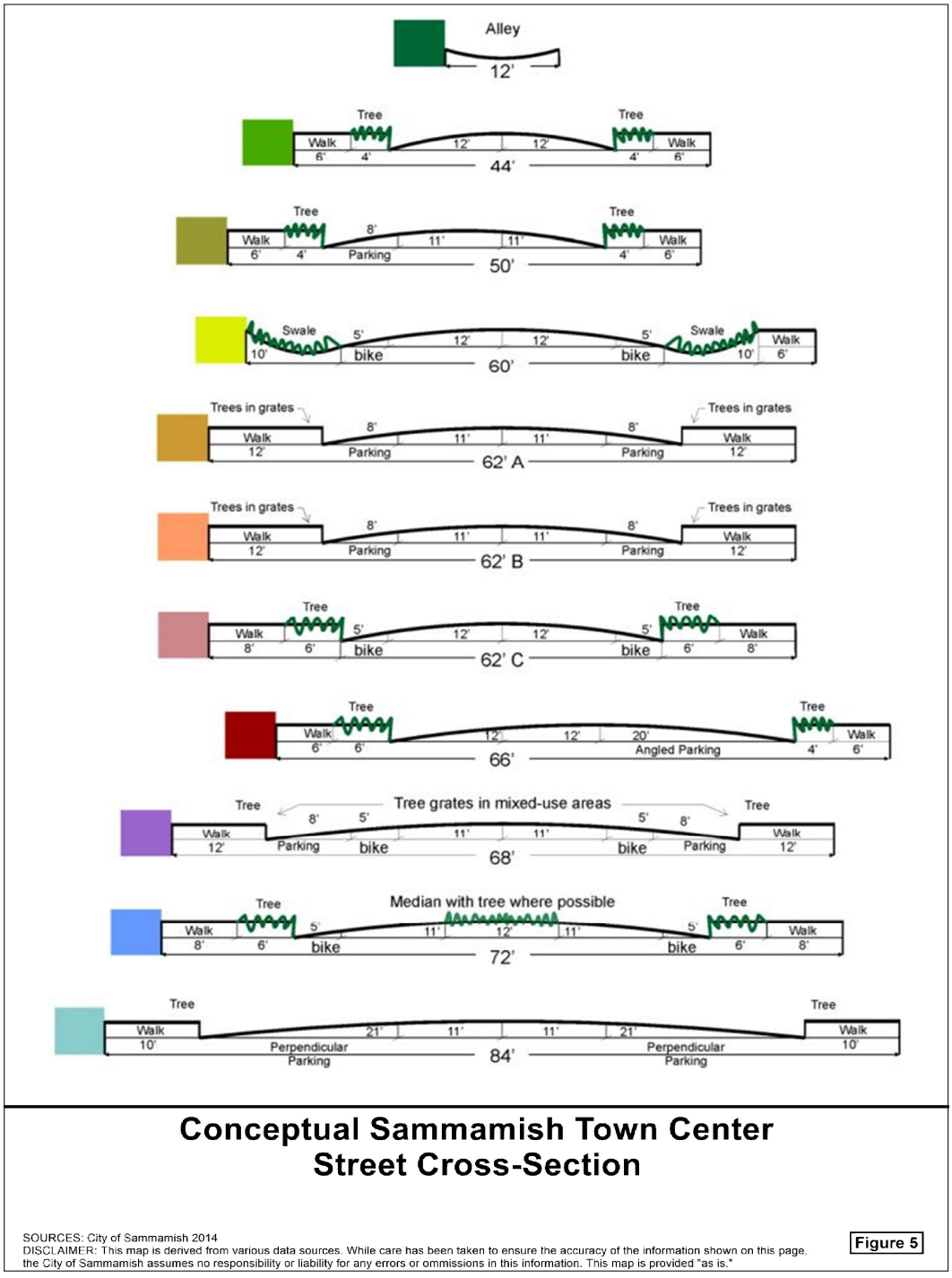
Daily traffic counts were collected in 2016 at 74 locations throughout the city. Average weekday daily traffic (AWDT) counts were calculated by averaging the daily traffic counts of Monday, Tuesday, Wednesday, Thursday, and Friday during a typical week. Locations and volumes for existing AWDTs are listed in Background Table T–2 and illustrated in Background Figure T–6. The highest traffic volumes shown occur near the high schools and City Hall on 228th Ave SE.

In addition, intersection turning movement counts were collected at 43 locations during the AM and PM peak hours within the city in 2016. These counts were collected during a Tuesday and Thursday in April and May, in order to reflect typical weekday conditions. These counts consider vehicle traffic volumes making each turn movement during the AM and PM peak hours. These counts are collected manually and are further described in the following section.

Background Figure T–4
Sammamish Town Center Plan Roadway Locations



Background Figure T–5
Sammamish Town Center Plan Roadway Standards



Conceptual Sammamish Town Center Street Cross-Section

SOURCES: City of Sammamish 2014
DISCLAIMER: This map is derived from various data sources. While care has been taken to ensure the accuracy of the information shown on this page. the City of Sammamish assumes no responsibility or liability for any errors or ommissions in this information. This map is provided "as is."

Figure 5

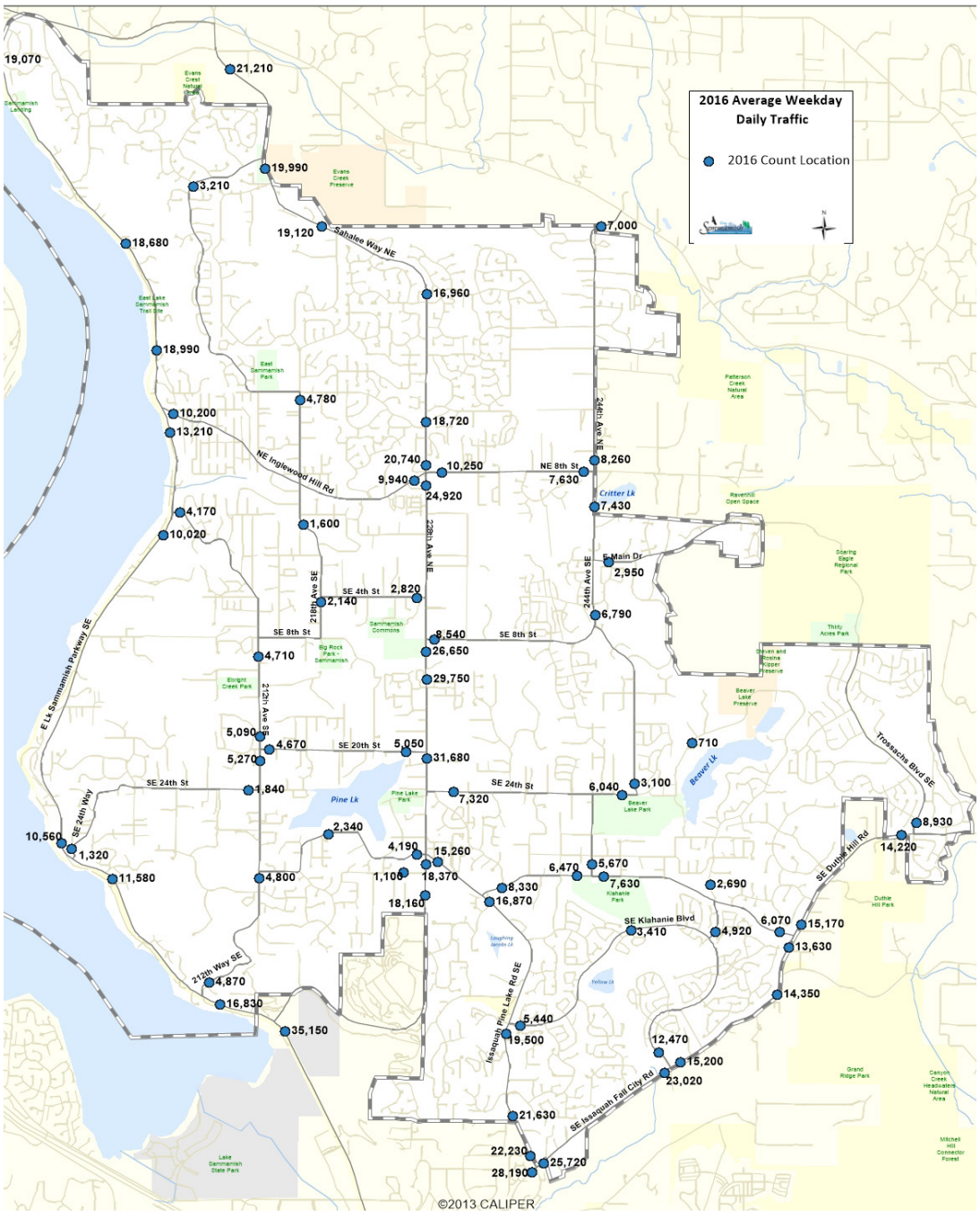
Background Table T–2
2016 Average Weekday Daily Traffic (AWDT)

	LOCATION	2016 AWDT
1	East Lake Sammamish Parkway NE, south of 187th Avenue NE	19,070
2	Sahalee Way SE, south of NE 50th Street	21,210
3	244th Ave NE, south of SR-202	7,000
4	East Lake Sammamish Parkway SE, south of Louis Thompson Road	10,020
5	212th Avenue SE, south of SE 8th Street	4,710
6	228th Avenue SE, south of SE 10th Street	29,750
7	East Lake Sammamish Parkway, south of 212th Avenue SE	16,830
8	228th Avenue SE, south of SE 32nd Street	18,160
9	Issaquah-Pine Lake Road, east of 228th Avenue SE	15,260
10	244th Avenue SE, north of SE 32nd Street	5,670
11	Beaver Lake Drive SE, north of Issaquah-Beaver Lake Road	2,690
12	SE Duthie Hill Road, north of Issaquah-Beaver Lake Road	15,170
13	East Lake Sammamish Parkway, south of SE 43rd 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	8,930
17	East Lake Sammamish Parkway, south of NE Inglewood Hill Road	13,210
18	East Lake Sammamish Pkwy, north of NE 18th Place	18,990
19	East lake Sammamish Parkway, south of SE 32nd Street	11,580
20	NE Inglewood Hill Road, east of East Lake Sammamish Parkway	10,200
21	NE 8th Street, east of 228th Avenue NE	10,250
22	228th Avenue NE, north of NE 8th Street	20,740
23	228th Avenue NE, south of NE Inglewood Hill Road/NE 8th Street	24,920
24	228th Avenue SE, south of SE 8th Street	26,650
25	212th Avenue SE, south of SE 20th Street	5,270
26	228th Avenue SE, south of Issaquah-Pine Lake Rd	18,370
27	SE 20th Street, west of 228th Avenue SE	5,050
28	SE 28th Street, east of 218th Avenue SE (South Pine Lake Route)	2,340
29	SE 8th Street, east of 228th Ave SE	8,540
30	SE 24th Street, east of Audubon Park Drive	7,320
31	244th Avenue SE, north of SE Windsor Boulevard	6,790
32	East Main Drive, east of 244th Avenue SE	2,950
33	244th Avenue NE, north of NE 8th Street	8,260
34	NE 8th Street, west of 244th Avenue NE	7,630
35	South Pine Lake Route (Issaquah-Pine Lake Rd ext), west of 228th Ave SE	4,190
36	West Beaver Lake Drive SE, south of SE 18th Place	710
37	205th Place NE, south of NE 37th Way	3,210

Background Table T–2
2016 Average Weekday Daily Traffic (AWDT) (cont.)

	LOCATION	2016 AWDT
38	SE 4th Street, west of 228th Avenue SE	2,820
39	248th Avenue SE, north of SE 24th Street	3,100
40	244th Ave NE, north of NE 3rd Way (on bridge)	7,430
41	216th Avenue NE, south of NE 16th Street	4,780
42	217th Avenue NE, south of NE 4th Street	1,600
43	218th Avenue SE, south of SE 4th Street	2,140
44	Louis Thompson Road NE, east of East Lake Sammamish Parkway NE	4,170
45	212th Way SE, east of East Lake Sammamish Parkway SE	4,870
46	SE 32nd Street, west of 228th Avenue SE	1,100
47	SE 32nd Street, west of 244th Avenue SE	6,470
48	SE Issaquah-Beaver Lake Road, west of SE Duthie Hill Road	6,070
49	SE 32nd Street, east of 244th Avenue SE	7,630
50	SE Duthie Hill Road, south of SR-202	7,530
51	East Lake Sammamish Parkway NE, south of NE 30th Street	18,680
52	East Lake Sammamish Parkway SE, north of SE 24th Way	10,560
53	SE 24th Way, east of East Lake Sammamish Parkway SE	1,320
54	212th Avenue SE, north of SE 20th Street	5,090
55	212th Avenue SE, south of SE 32nd Street	4,800
56	SE 20th Street, east of 212th Avenue SE	4,670
57	Sahalee Way NE, north of NE 25th Way	16,960
58	228th Avenue NE, north of NE 12th Place	18,720
59	228th Avenue SE, south of SE 20th Street	31,680
60	Issaquah-Pine Lake Road, south of SE 32nd Way	16,870
61	Issaquah-Pine Lake Road SE, north of SE 48th Street	21,630
62	SE 32nd Way, east of Issaquah-Pine Lake Road SE	8,330
63	SE Klahanie Boulevard, east of Issaquah-Pine Lake Road SE	5,440
64	SE 24th Street, west of 244th Avenue SE	6,040
65	SE Issaquah-Fall City Road, northeast of Issaquah-Pine Lake Road SE	25,720
66	SE Issaquah-Fall City Road, west of Klahanie Drive SE	23,020
67	SE Issaquah-Fall City Road, east of Klahanie Drive SE	15,200
68	Klahanie Drive SE, north of SE Issaquah-Fall City Road	12,470
69	SE Klahanie Boulevard, northeast of SE 37th Street	3,410
70	SE Issaquah-Fall City Road, south of SE Duthie Hill Road	14,350
71	SE Duthie Hill Road, south of SE Issaquah-Beaver Lake Road	13,630
72	SE Duthie Hill Road, west of Trossachs Boulevard SE	14,220
73	Sahalee Way NE, south of NE 37th Way	19,990
74	Sahalee Way NE, south of 217th Place NE	19,120

Background Figure T–6
2016 Average Weekday Daily Traffic



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 an intersection. LOS is determined by the average delay of all approaches for signalized, roundabouts (RAB), and all way stop-controlled intersections. The LOS for side-street stop-controlled intersections is determined by the average delay for the worst minor approach, or left turn movement of the major street. The following section describes the traffic counts volumes that were collected, the approaches used for intersection LOS analysis, and the results of the analyses under existing conditions.

The Highway Capacity Manual (HCM) is the recognized source for the techniques used to measure transportation facility performance. Using the HCM procedures, the quality of controlled intersection operations is graded into one of six levels-of-service: A, B, C, D, E, or F.

Intersection Level of Service

The intersection level of service (LOS) is calculated using the standard analysis procedures described in this section for the AM and PM peak hours. Intersections with LOS' below the defined standards will be considered deficient. For intersections of roadways with different functional classifications, the standard for the higher classification applies to the entire intersection.

The intersection LOS standards adopted in this Transportation Element are LOS C for intersections that include Minor Arterial or Collector Arterial roadways, and LOS D or E for intersections that include Principal Arterials. 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. While these improvements reduce delays for vehicles, they can result in very long crossing distances for pedestrians, as well as increased pedestrian-vehicle conflicts. Therefore, Principal Arterials have a standard of LOS D except where LOS D cannot be met with three approach lanes in any direction. In those cases, the LOS E is assigned.

AM and PM Intersection Level of Service

Intersection turning movement counts were collected at 43 locations within the City in 2016. These counts were collected during a

Tuesday and Thursday in April and May, in order to reflect typical weekday conditions. Level of service analysis was performed at the 43 intersections during pre-defined AM and PM peak hours.

Background Table T–5 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS using the HCM methodology based upon 2016 traffic counts. The intersection LOS is also illustrated in Background Figure T–7.

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.

See Volume I, Transportation Element Policy T.1.3 on page 86.

For signalized and roundabout (RAB) controlled intersections the LOS is calculated based on average delay for the entire intersection. Background Table T–3 summarizes the LOS criteria for signalized and RAB controlled intersections.

Background Table T–3
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

The LOS criteria for side-street stop controlled (SSSC) and all-way stop controlled (AWSC) intersections have different threshold values than those for signalized intersections, primarily because drivers expect different levels of performance from different 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.

For SSSC intersections, LOS is calculated based on the control delay of the worst approach, which tends to be the stop-controlled minor streets, or for left turn movements from major streets, whichever is worse.

Background Table T–4 summarizes the LOS thresholds for both SSSC and AWSC intersections.

Background Table T–4
Level-of-Service Criteria for 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 2010.

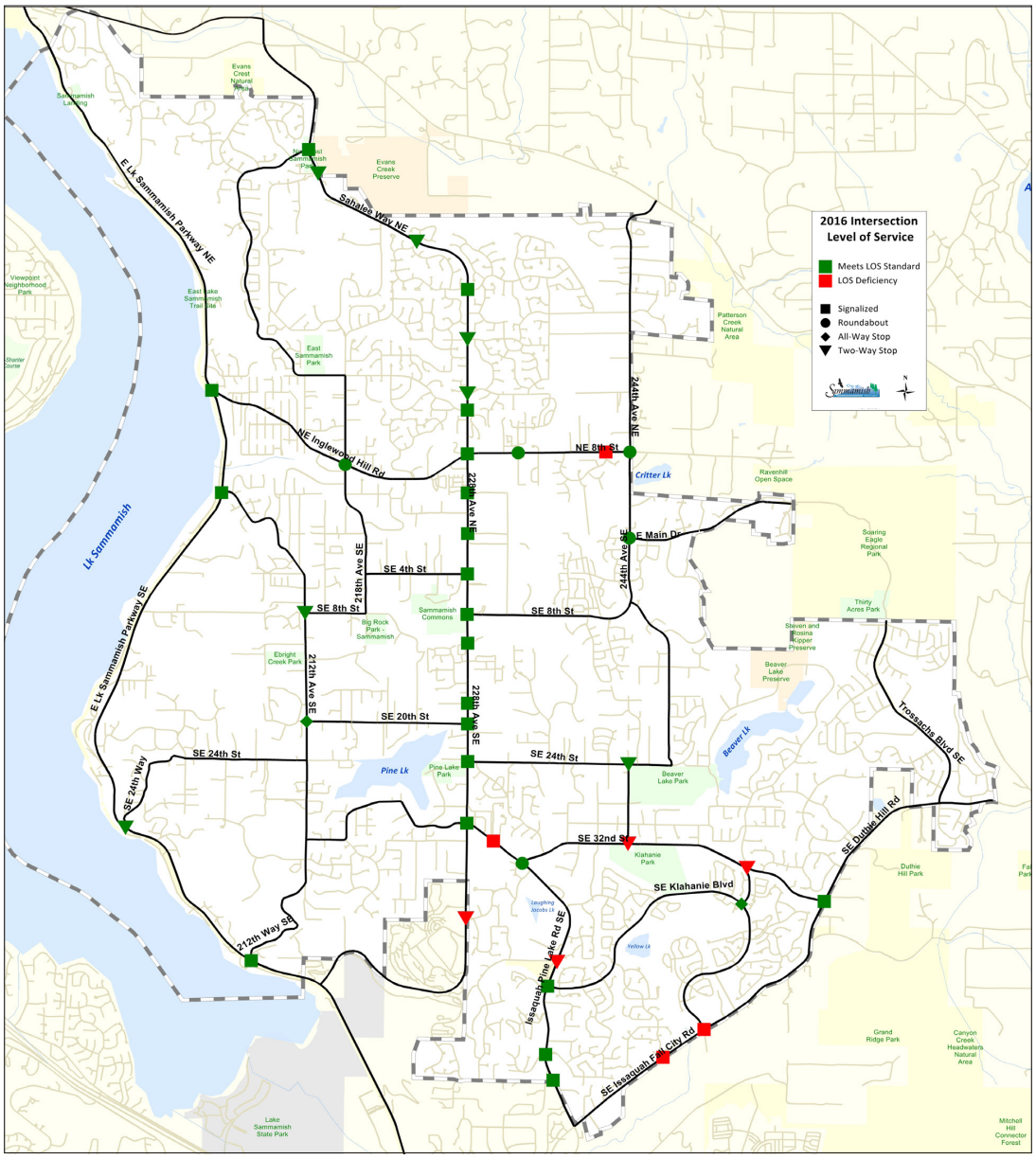
Table T-5 shows that 34 of the 43 study intersections satisfy their adopted LOS standard in the AM and PM peak hours.

Background Table T–5
2016 Intersection LOS – AM and PM Peak Hour

	INTERSECTION	LOS STANDARD[1]	TRAFFIC CONTROL[2]	AM[3] DELAY[4]	AM LOS[1]	PM[3] DELAY[4]	PM LOS[1]
1	Issaquah-Pine Lake Road and SE 48th Street	D	Signal	27.4	C	13.1	B
2	228th Avenue NE and NE 12th Place	D	Signal	12.4	B	8.3	A
3	Klahanie Drive SE and SE Issaquah-Fall City Road	D	Signal	59	E	161	F
4	244th Avenue SE and SE 24th Street	C	SSSC	16.6	C	14.5	B
5	SE 32nd Street and 244th Avenue SE	C	SSSC	17.7	C	37.3	E
6	Issaquah-Pine Lake Road and SE 32nd Way	D	RAB	5.2	A	5.3	A
7	228th Avenue SE and SE 40th Street	D	SSSC	32	D	67.4	F
8	SE Klahanie Boulevard and 256th Avenue SE	C	AWSC	15.4	C	14	B
9	247th Place SE and SE Issaquah-Fall City Road (Pacific Cascade Middle)	D	Signal	63.8	E	32.4	C
10	Sahalee Way NE and NE 36th Street[5]	D	SSSC	24.1	C	20.8	C
11	242nd Avenue NE and NE 8th Street	C	Signal	38.7	D	12.1	B
12	228th Avenue SE and SE 8th Street	D	Signal	12.9	B	14.4	B
13	228th Avenue NE and NE 19th Drive[5]	D	SSSC	22.6	C	21.2	C
14	216th Avenue NE and NE Inglewood Hill Road	C	RAB	6.9	A	6.4	A
15	228th Avenue NE and NE Inglewood Hill Road/NE 8th Street	D	Signal	32.6	C	23	C
16	228th Ave NE and NE 4th Street	E	Signal	32	C	15.5	B
17	228th Avenue SE and SE 4th Street	E	Signal	16.6	B	10.8	B
18	212th Avenue SE and SE 8th Street	C	SSSC	10.7	B	12.5	B
19	228th Avenue SE and SE 16th Street	D	Signal	10.1	B	9.7	A
20	East Lake Sammamish Parkway and 212th Way SE	C	Signal	5.1	A	4.5	A
21	East Lake Sammamish Parkway and SE 24th Way	C	SSSC	15.7	C	18.8	C
22	212th Avenue SE and SE 20th Street	C	AWSC	10.5	B	12.2	B
23	East Lake Sammamish Pkwy and Louis Thompson Road NE	C	Signal	10	A	10.9	B
24	East Lake Sammamish Pkwy and Inglewood Hill Road	C	Signal	23.3	C	7	A
25	Sahalee Way NE and NE 37th Way	D	Signal	12.8	B	10.4	B
26	NE 8th Street and 244th Avenue NE	C	RAB	5.4	A	4.4	A
27	228th Avenue SE and SE 20th Street	D	Signal	10.6	B	13.5	B
28	228th Avenue SE and SE 24th Street	E	Signal	16.5	B	27.4	C
29	228th Avenue SE and Issaquah-Pine Lake Road	E	Signal	23	C	35.4	D
30	Issaquah-Pine Lake Road SE and SE Klahanie Boulevard	D	Signal	28	C	17.8	B
31	Duthie Hill Road and Issaquah-Beaver Lake Road	D	Signal	29.8	C	18.9	B
32	256th Ave SE/E Beaver Lake Dr SE and Issaquah-Beaver Lake Road	C	SSSC	275.2	F	32.3	D
33	228th Avenue NE and NE 14th Street[5]	D	SSSC	22.9	C	23.4	C
34	228th Avenue NE and NE 25th Way	D	Signal	16.9	B	11.1	B
35	Issaquah-Pine Lake Road and SE 42nd Street	D	SSSC	18.2	C	51.4	F
36	Issaquah-Pine Lake Road and 230th Lane SE/231st Lane SE	D	Signal	79.4	E	12	B
37	NE 28th Place/223rd Avenue and Sahalee Way NE	D	SSSC	361.1	F	57.3	F
38	Issaquah-Pine Lake Road and SE 47th Way/238th Way SE	D	Signal	13	B	12.6	B
39	233rd Avenue NE and NE 8th Street	C	RAB	17.2	B	6.2	A
40	228th Avenue SE and East Main Street	D	Signal	3.4	A	5.4	A
41	244th Avenue NE and East Main Drive	C	RAB	5.8	A	4.8	A
42	Duthie Hill Road and Trossachs Boulevard SE	D	Signal	28.3	C	12.3	B
43	228th Avenue SE and SE 10th Street (Skyline High School)	D	Signal	21.8	C	9.7	A

1. *LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS D except where LOS D cannot be met with three approach lanes in any direction. In those cases, LOS E is assigned. Intersections that include Minor Arterials or Collectors have a standard of LOS C.*
2. *Traffic Control: Signal=signalized; SSSC=side-street stop-controlled; AWSC=all-way stop-controlled; RAB = roundabout*
3. *City's defined traffic model peak hour, see Sammamish Municipal Code.*
4. *Delay is measured in seconds per vehicle. At signal, RAB, and AWSC intersections, it represents average delay for the intersection. For SSSC intersections, it represents average delay for the worst minor approach or major street left turn movements. Analysis is based on 2016 traffic counts.*
5. *LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000). All other intersections are based on HCM 2010.*

Background Figure T–7
2016 Intersection Level of Service



Concurrency

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.

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 Growth Management Act (GMA) requires each city and county to incorporate a Concurrency Management System into the Transportation Element of its comprehensive plan.

In a CMS, local jurisdictions must adopt and enforce ordinances that prohibit development approval if the development causes the LOS on a locally owned transportation facility to decline below the standard adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. (Growth Management Act, RCW 36.70A, 1990)

The City of Sammamish has adopted an intersection LOS to monitor for concurrency on selected functionally classified roadways within the City.

Key Intersections Outside of the City

The following key intersections fall outside of Sammamish city limits; but have a significant impact on mobility for people travelling to and from Sammamish:

- East Lake Sammamish Pkwy and SR 202 (NE Redmond Fall City Rd
- E Lk Sammamish Pkwy and SE 43rd Way
- Sahalee Way NE and SR 202 (Redmond Fall City Rd)
- 244th Ave NE and SR 202 (NE Redmond Fall City Rd)
- Issaquah Pine Lk Rd SE and SE Issaquah Fall City Rd
- SR 520 ramp terminal intersections with SR 202
- I-90 ramp terminal intersections with 17th Ave NW, Front St, and Highlands Dr NE

While the City does not control the operations of these intersections, their function has a strong impact on Sammamish residents' ability to access opportunities in the region. Traffic analysis shows that Sammamish residents experience longer delays leaving the city in the morning and entering in the evening. The City is committed to partnering witth the jurisdictions who own those intersections to find solutions to these key regional facilities.

Collision Analysis

Collision statistics were compiled between 2010 and 2014 by the WSDOT Transportation Data Office for the City of Sammamish. During this five year period there were a total of 1,015 collisions reported. Background Table T–6 summarizes the collisions by type and Background Figure T–8 shows the location and type of collisions within the city.

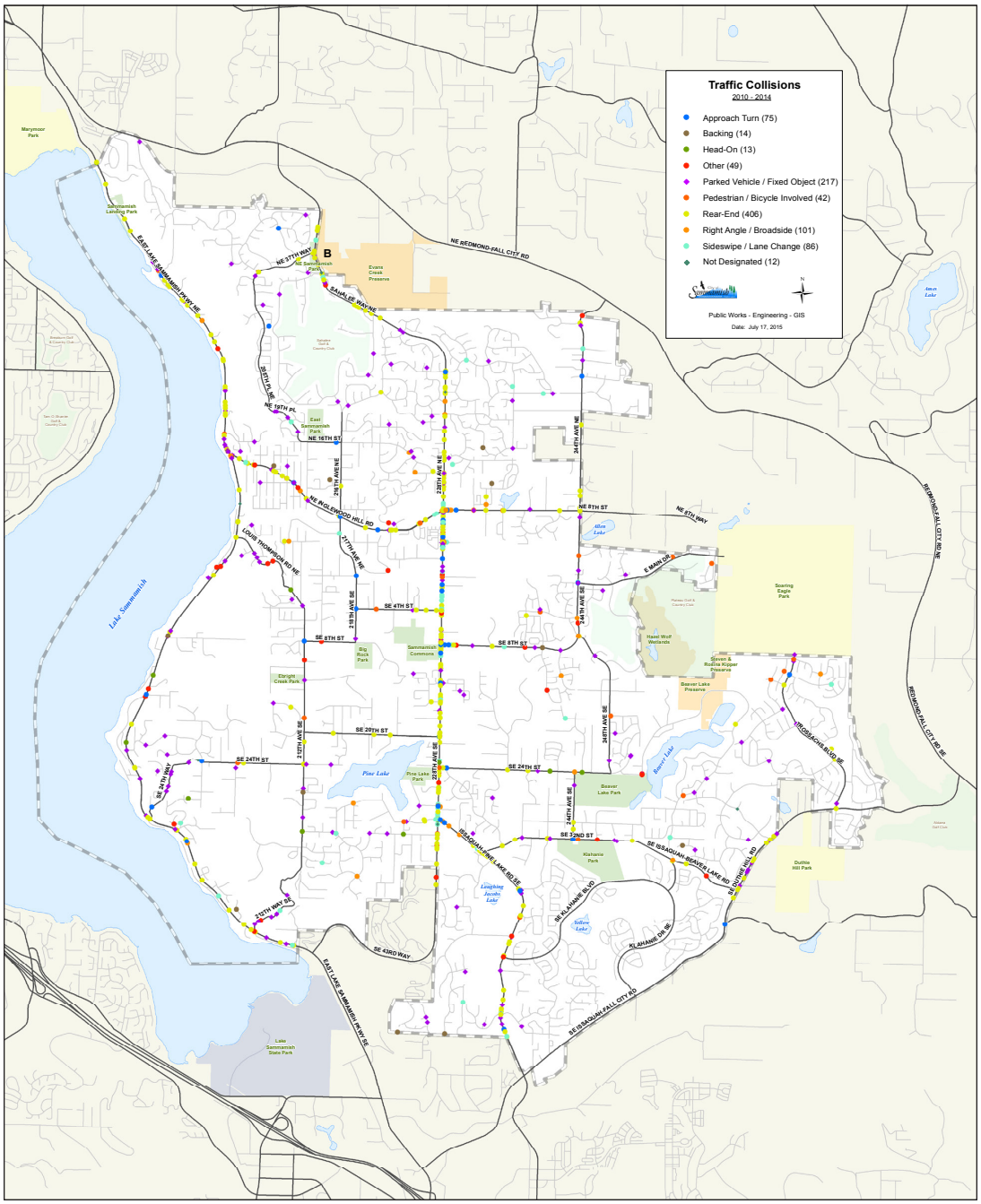
The 228th Avenue corridor shows a high number of collisions likely due to high volumes, vehicle speeds and inexperienced drivers, the latter related to the various schools along the corridor. In addition, the 228th Avenue corridor provides access to the city's major commercial and institutional areas.

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 42 total pedestrian and bicycle-related collisions reported, or 8.4 per year. These collision were spread throughout the city. Goals to reduce collisions, particularly pedestrian and bicycle-related collisions should be addressed.

Background Figure T–8
City of Sammamish Traffic Collisions (2010–2014)



Traffic Calming

Background Table T–6
Collision Summary (2010–2014)

COLLISION TYPE	TOTAL COLLISIONS	COLLISIONS PER YEAR
Rear-End	406	81.2
Parked Vehicle/Fixed Object	217	43.4
Right-Angle/Broadside	101	20.2
Sideswipe/Lane Change	86	17.2
Approach Turn	75	15.0
Other	49	9.8
Pedestrian/Bicycle	42	8.4
Backing	14	2.8
Head-On	13	2.6
Not Designated	12	2.4

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.

See Volume I, Transportation Element Policy T.2.12 on page 88.

Traffic calming features include digital speed boards, traffic circles, chokers, speed humps and curb bulb-outs.

Six-Year Transportation Improvement Program (TIP)

Background Table T–7 summarizes the list of projects that make up the Six-Year Transportation Improvement Program (TIP), 2019–2024. 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.

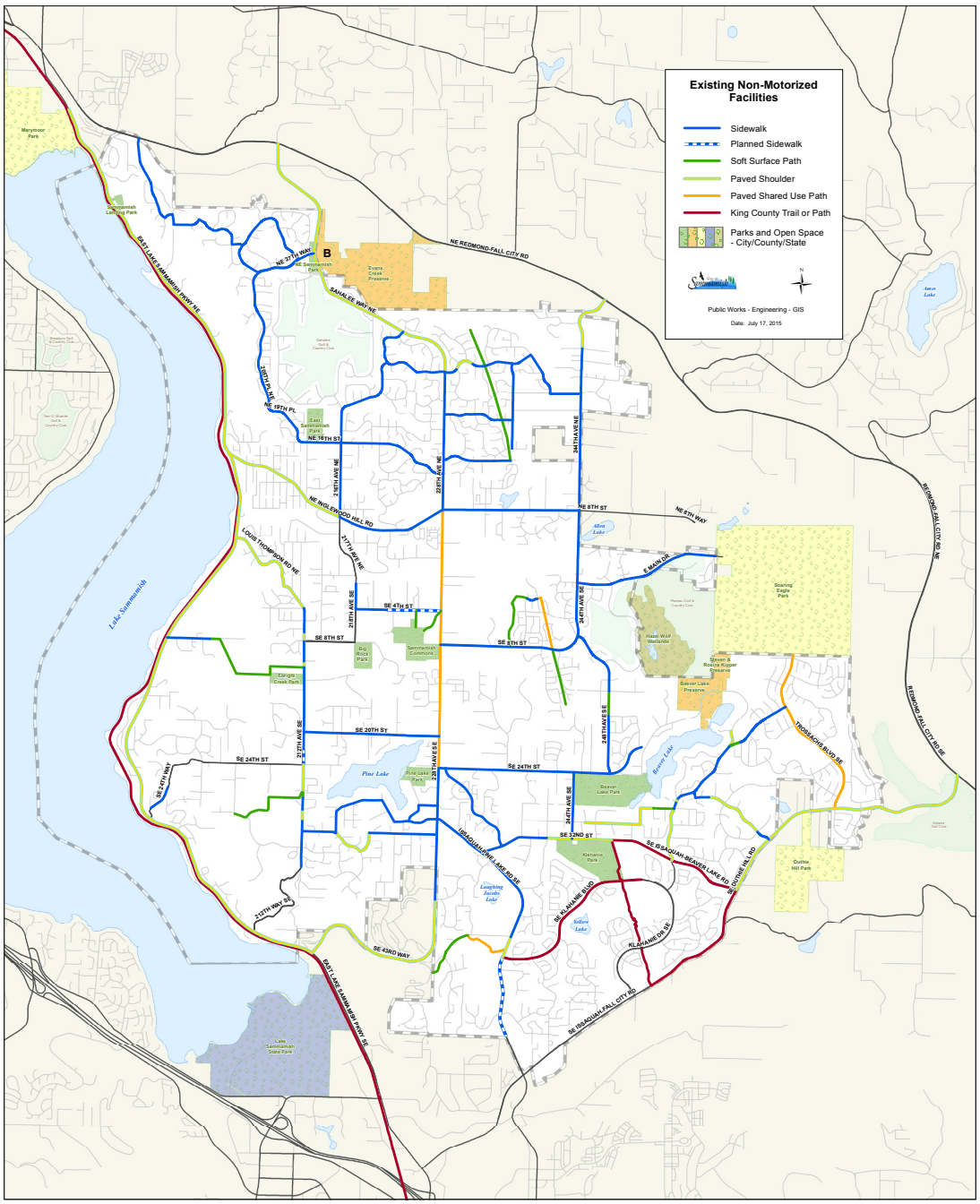
Existing Non-Motorized Conditions

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–9 illustrates existing non-motorized facilities and includes the locations of the public open spaces and parks.

Background Table T–7
2019–2024 Six Year Transportation Improvement Program (TIP)

TIP #	PROJECT TITLE	PROJECT EXPENDITURE (X $1,000) *Total Project*
TR-01	SE 4th St—218th Ave SE to 228th Ave SE	15,203
TR-02	Issaquah-Pine Lake Rd—Klahanie Blvd to SE 32nd	13,340
TR-03	Issaquah-Pine Lake Rd—SE 48th to Klahanie Blvd	20,214
TR-04	East Lake Sammamish Pkwy SE / SE 24th St Intersection	3,900
TR-05	Sahalee Way NE: NE 25th Way to North City Limits	848
TR-07	Issaquah-Fall City Rd: 242nd Avenue SE to Klahanie Dr SE (Phase 1)	28,807
TR-08	Issaquah-Fall City Rd—Klahanie Dr SE to Issaquah-Beaver Lk Rd	17,000
TR-18	SE 8th Street/218th Avenue SE: 212th Avenue SE to SE 4th Street	15,000
TR-19	Intelligent Transportation System (ITS)	3,000
TR-20	SE 14th Street Extension: Lawson Park Plat to 248th Ave SE	280
TR-34	228th Avenue SE & SE 8th Street Intersection	4,600
TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd	1,600
TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE Analysis	7,300
TR-45	SE 32nd St/244th Ave SE Intersection Improvement	110
TR-51	SE Issaquah Fall City Rd/247th Pl SE	Cost included in TR-07
TR-52	SE Issaquah Fall City Rd/Klahanie Dr S	Cost included in TR-07
TR-53	Sahalee Way/NE 28th Pl/223rd Ave NE	1,300
TR-54	228th Ave/SE 40th	800
TR-55	242nd Ave NE/NE 8th St	880
TR-56	Issaquah-Pine Lake Rd/230th Ln SE/231st Lane SE	115
OTHER TIP PROGRAMS		
TR-A	Public Works Trust Fund Loan Repayment (228th Avenue)	10,002
TR-B	Non-motorized Transportation Projects	750 annually
TR-C	Sidewalk Projects	160 annually
TR-D	Intersection and Safety Improvements	200 annually
TR-E	Neighborhood CIP	100 annually
TR-F	Street Lighting Program	15 annually
TR-G	School Zone Safety Improvements	50 annually
TR-H	Capital Contingency Reserve Placeholder	500 annually

Background Figure T–9
City of Sammamish Existing Non-Motorized Facilities



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–8.

Background Table T–8
Existing Transit Service for the City of Sammamish

ROUTE #	ROUTE DESCRIPTION	SERVICE	AVERAGE HEADWAY (MINUTES) *Peak*	*Midday*
216[1]	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[1]	Downtown Seattle to Issaquah Highlands P&R, to South Sammamish P&R and to Redmond	Weekday AM and PM peak hours	30–40	—
269[1]	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[2,3]	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.*

Park-and-Ride Facilities

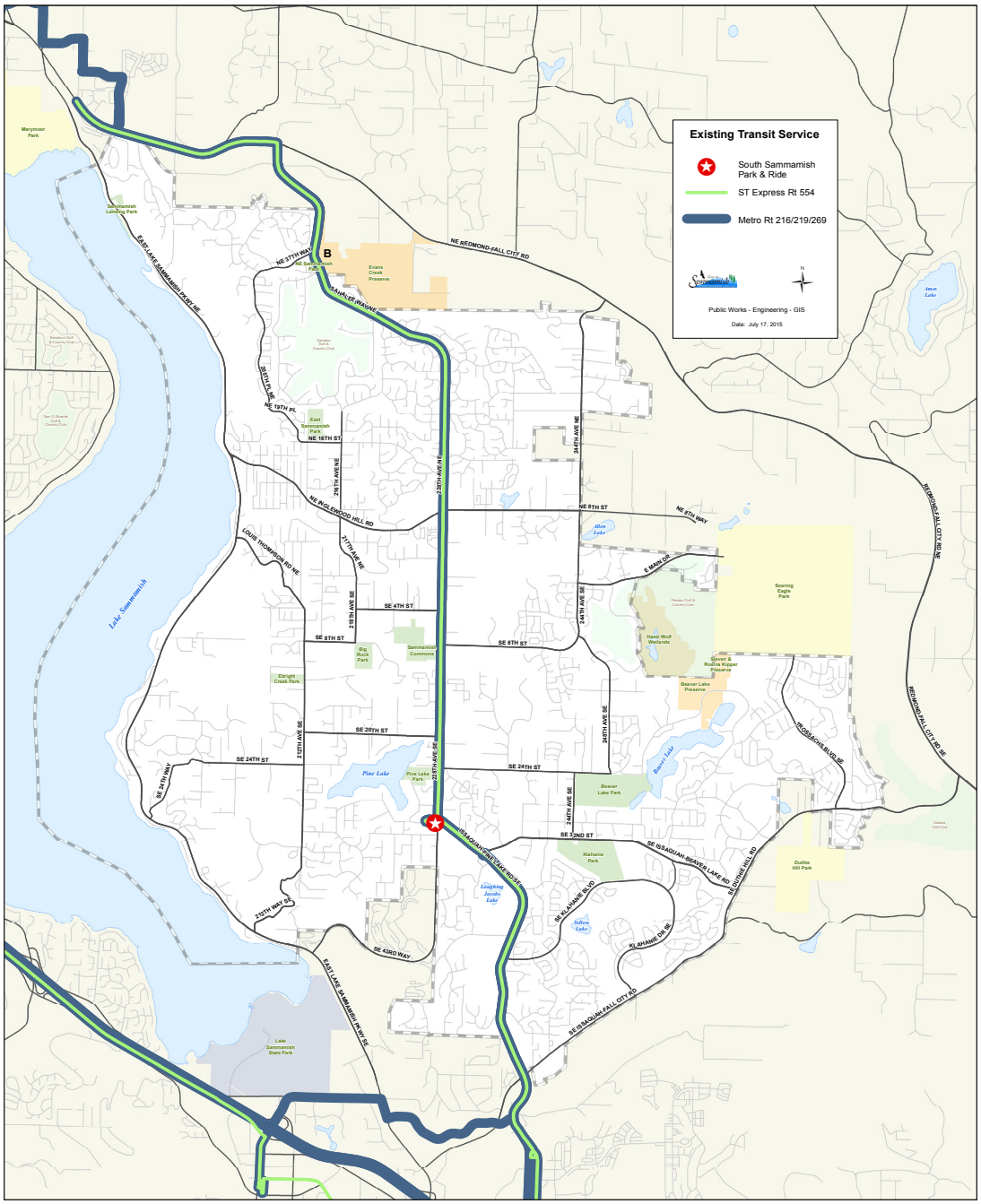
Sammamish currently has two park-and-ride (P&R) facilities:

- 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).

Existing transit routes and P&R lots within the Sammamish city limits are shown in Background Figure T–10. 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).

Background Figure T–10
Existing Transit Service



Travel Demand Forecasts and Projected Needs

In order 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

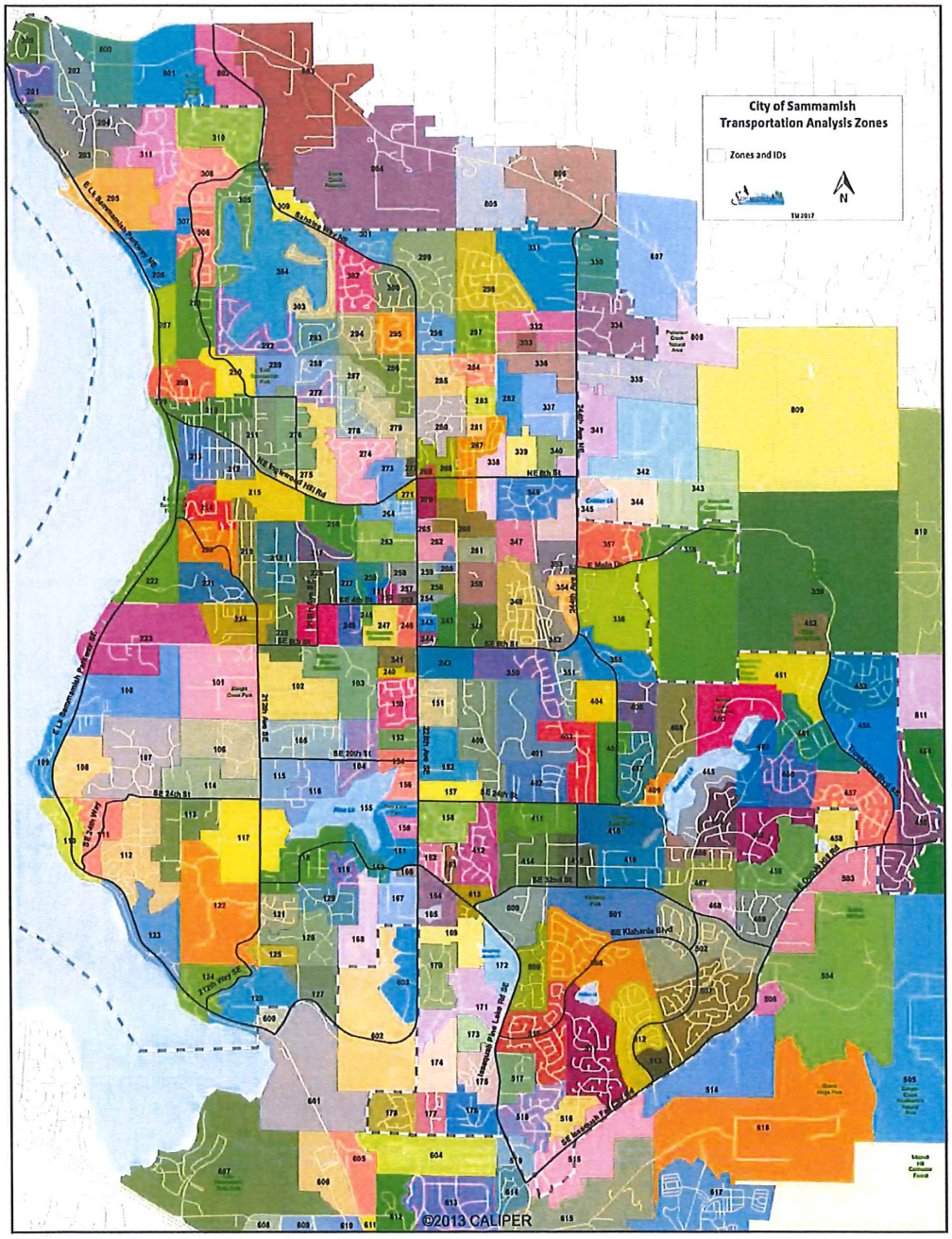
The primary method of determining future travel demand is based on future land use patterns and community growth. The entire study area is divided into Transportation Analysis Zones (TAZs) that have similar land use characteristics. The TAZ boundaries that were established for the City of Sammamish travel-forecasting model are shown in Background Figure T–11. 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.

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

T.38

Background Figure T-11
Transportation Analysis Zones



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 are taken from each zone to every other zone. These trips are often referred to as trip interchanges.

Network Assignment

The 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.

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 calibrated VISUM travel demand model developed by DEA has a mean relative error of 3% and is a very good representation of the traffic generated by a known land uses (2016 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 case future forecasts should be considered with a broader margin of error. A range of plus or minus 10% is a 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 be 10% more or less in most 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 of the Town Center, a mixed use subarea planned for for 2,000 dwelling units, and 600,000 square feet of commercial 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.

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 and 2024 traffic operations against the level of service policy described earlier this chapter and 2035 level of service analysis performed as part of the 2015 Comprehensive Plan, a list of recommended improvement projects was developed for the 2035 planning horizon. The list of improvement projects is summarized in Background Table T–9.

Planning level estimates were prepared for each of the projects under consideration.

Background Table T–9
Summary of Recommended Transportation Improvements

TIP#	LOCATION	IMPROVEMENT	PROJECT COST (X $1,000)[1]
TR-23	E Lk Sammamish Pkwy SE, 212th Ave SE–South City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	10,935
TR-03	Issaquah-Pine Lk Rd SE, SE 48th St–SE Klahanie Blvd	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	21,315
TR-02	Issaquah-Pine Lk Rd SE, SE Klahanie Blvd–SE 32nd Way	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	21.651
TR-01	SE 4th St, 218th Ave SE to 228th Ave SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	18,981
TR-05	Sahalee Way NE, NE 25th Way–North City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	16,801
TR-24	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	13,230
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-foot shoulder on east side	13,230
OLD/ LOAN recognition	228th Ave	Public Works Trust Fund Loan Repayment (remaining loan balance)	3,808
TR-27	Issaquah-Pine Lake Rd SE, SE Issaquah-Fall City Rd–SE 48th St	Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk	7,882
TR-07	SE Issaquah-Fall City Rd, 242nd Avenue SE to Klahanie Dr SE	Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk	17,321
TR-08	SE Issaquah-Fall City Rd, Klahanie Dr SE–SE Issaquah-Beaver Lk Rd	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	15,917
TR-29	SE Belvedere Way, E Beaver Lk Rd–263rd Pl SE	New roadway connection, extend SE Belvedere Way to E Beaver Lk Dr SE	761
TR-30	New Roadway Connection to E Beaver-Lk Dr SE at 266th Way SE	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	8,498
TR-25	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
TR-18	SE 8th St/218th Ave SE, 212th Ave SE–SE 4th St	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	10,117
	Sidewalk Projects	Various sidewalk projects, includes gap projects, extensions, safety improvements	5,000
	Transit Program	Provide funding for capital project matching funds and/or provide for additional transit service.	10,000
	Neighborhood CIP	Various capital improvement including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements.	2,000

Background Table T–9
Summary of Recommended Transportation Improvements (cont.)

TIP#	LOCATION	IMPROVEMENT	PROJECT COST (X $1,000)[1]
	Street Lighting Program	Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting	400
	Intersection Improvements	Various intersection and other spot improvement as needed, including channelization, signing, safety improvements, signalization, or other control devices.	5,000
TR-04	East Lake Sammamish Parkway SE / SE 24th St Intersection	Add turn pocket and acceleration lane on East Lake Sammamish Parkway, separate turn lanes on SE 24th	3,900[2]
TR-39	256th Ave SE/E Beaver Lake Dr SE/ Issaquah Beaver Lake Rd	Construct roundabout	1,600[2]
TR-51	SE Issaquah Fall City Rd/247th Pl SE	Construct roundabout	Cost included in TR-07
TR-52	SE Issaquah Fall City Rd/Klahanie Dr S	Construct roundabout	Cost included in TR-07
TR-45	SE 32nd St/244th Ave SE Intersection Improvement	Install all-way stop control	110[2]
TR-53	Sahalee Way/NE 28th Pl/223rd Ave NE	Install signal	1,300[2]
TR-54	228th Ave/SE 40th	Create center turn lane on 228th, modify median on SE 40th	800[2]
TR-55	242nd Ave NE/NE 8th St	Add westbound right turn pocket, widen NE 8th	880[2]
TR-56	Issaquah-Pine Lake Rd/230th Ln SE/231st Lane SE	Rechannelize/restripe 230th Ln & 231st Ln, extend WB left turn pocket on Issaquah Pine Lake Rd	115[2]

1. *All project costs are in 2014 dollars unless separately noted.*
2. *2018 cost estimates.*

Intersections Outside City Limits

Outside of the city limits, several key intersections are projected to have a significant impact on city mobility. Continued coordination with jurisdictional partners like Issaquah, Redmond, King County and WSDOT will be necessary.

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.

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.

See Volume I, Transportation Element Policy T.2.15–Policy T.2.22 on page 89.

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

See Volume I, Transportation Element Policy T.2.8–Policy T.2.10 on page 88 .

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:

- 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,
- 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.

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 Sammamish 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 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.

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*.

Establishment of LOS Standards & Monitoring

In order to monitor concurrency, the City must adopt standards to identify deficiencies, which were presented earlier in this plan. While the 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.

On a continuing basis, the City shall monitor and evaluate the adequacy of the concurrency policies and established LOS standards as new development occurs and as traffic levels grow. The City shall make periodic adjustments to the Concurrency Management System and LOS standards as needed and as part of the annual Comprehensive Plan amendment process, based on the on-going evaluation.

Mitigation Fee System

See Volume I, Transportation Element Policy T.3.19 on page 92.

The City has adopted a transportation impact fee.

Financing

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 T–10. The estimated revenue projection is $237,000,000 (year 2015 dollars). The projected revenue presented in Background Table T–10 provides a revenue stream for the expenditures proposed for the next 20 years, based upon these preliminary estimates.

Background Table T–10
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
TOTAL REVENUE	237,000,000

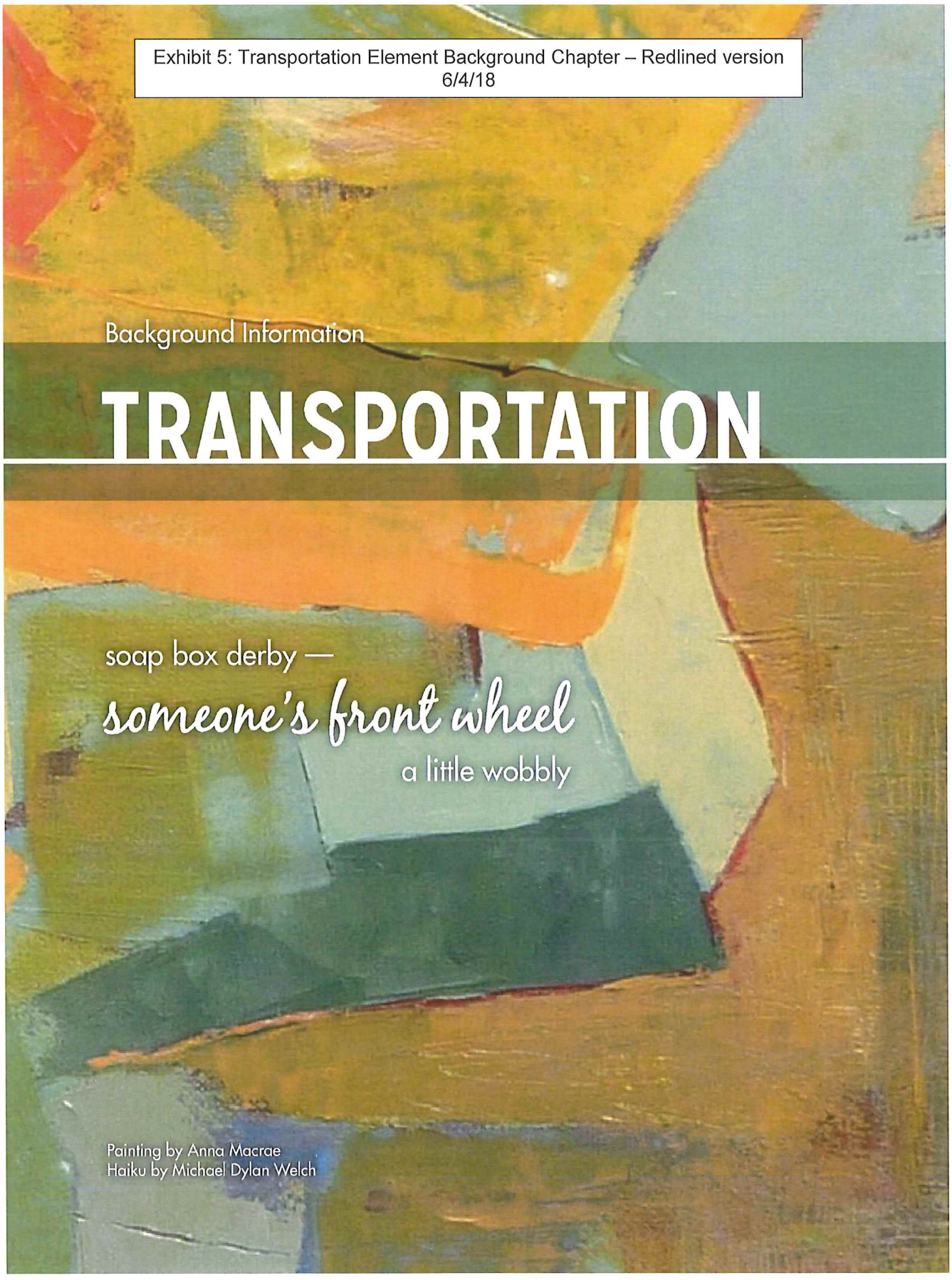
Contingency Plans in the Event of Revenue Shortfall

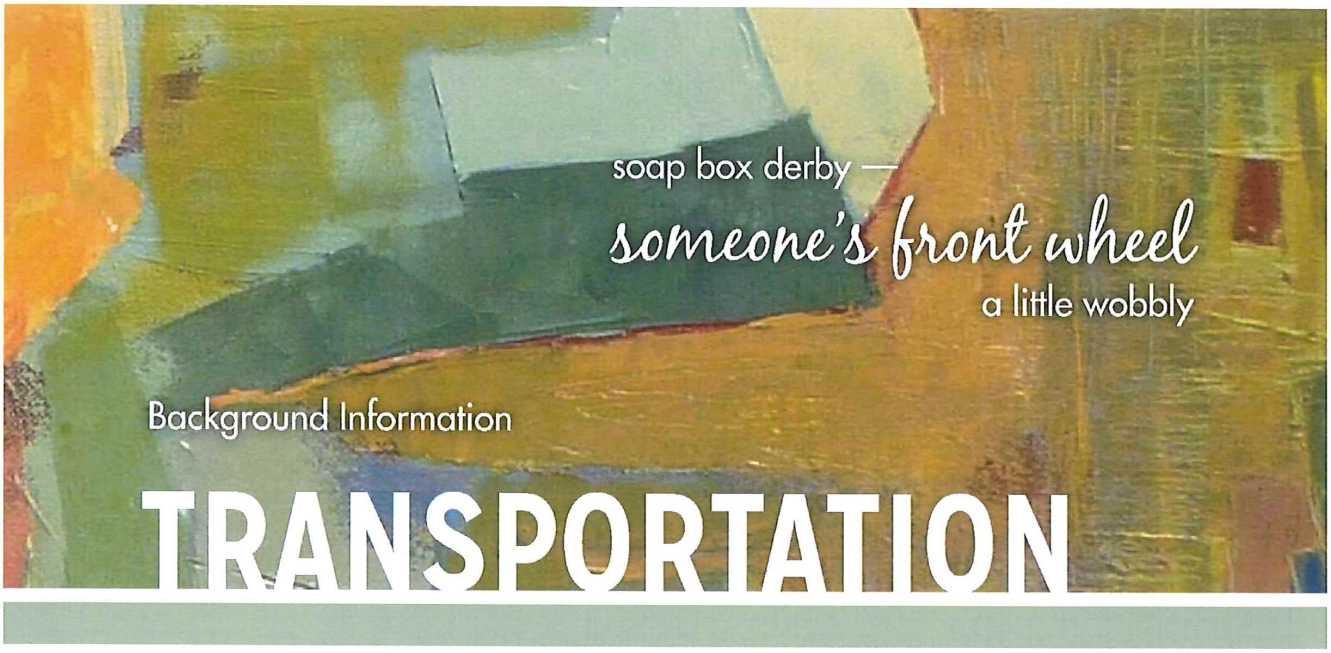
Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration fee, general obligation 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.3.12–Policy T.3.21 on page 92 .

Exhibit 5: Transportation Element Background Chapter – Redlined version
6/4/18





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.

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).

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).

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 Hghways;
- 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~~ provide 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

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

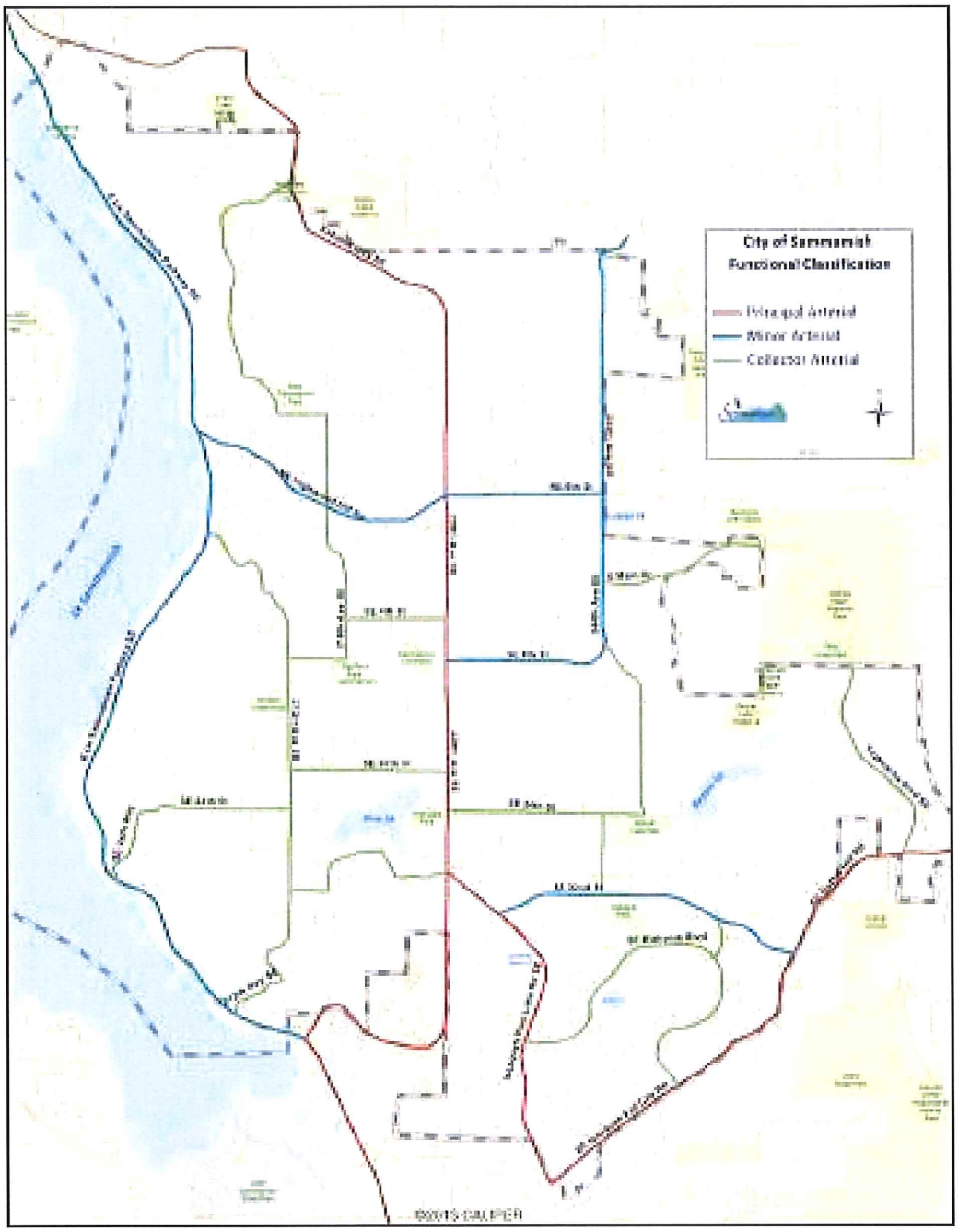
through movement for travelers. Streets are classified based upon the relative degree to which they provide these functions. Land use policies and street standards typically vary according to the street function. For example, most jurisdictions designate minimum right-of-way requirements, stopping and 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 SE, between city limits ~~SE Issaquah-Fall City Rd~~ and 228th Ave SE;

Background Figure T–1
Existing Roadway Inventory and Functional Classifications


City of Sammamish
Functional Classification
Principal Arterial
Minor Arterial
Collector Arterial
©2015 CALIPER

- ~~–~~ SE Issaquah-Fall City Rd, between city limits~~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 ~~E Main Dr~~SE 8th St~~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~~E Main Dr; ~~and~~
  - SE 32nd Way~~/~~SE 32nd St~~-~~SE Issaquah Beaver Lk Rd, between Issaquah-Pine Lake Rd SE and SE Issaquah-Fall City Rd/ SE Duthie Hill Rd.

- ~~**Collectors**~~ **Collector Arterials** 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, collector~~s~~ arterials provide direct access to services and residential areas, local parks, churches and areas with similar uses of the land. Collector~~s~~ arterials may be separated into principal and minor designations according to~~and~~ the degree of travel between areas and the expected traffic volumes. The following is a list of roadways currently designated as collector arterials in the City of Sammamish:
  - NE 37th Way~~/~~-205th Pl NE/NE 16th St, between

Sahalee Way NE and 216th Ave NE;
- 216th Ave NE, between NE Inglewood Hill Rd and NE 16th St;
- Louis Thomson Rd, between 212th Ave SE and East Lake Sammamish Pkwy NE;

- ~~216th Ave NE, between NE Inglewood Hill Rd and NE 16th StNE 20th Pl;~~
- 212th Ave, between E Lk Sammamish Pkwy S~~N~~E 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 212th Ave SE~~Pine Lake~~;
- 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 124th St;
- South Pine Lake Route (SE 32nd St-~~/~~216th Ave SE-~~/~~SE 28th St-~~/~~222nd Pl 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.
- 218th Ave SE-217th Ave NE-216th Ave NE, between SE 4th St to Inglewood Hill Rd~~, between SE 6th St NE and Inglewood Hill Rd~~

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[1]	TYPICAL RANGE OF PERCENTAGE OF TOTAL ROADWAY[2]	TYPICAL RANGE OF MILES BASED UPON FHWA GUIDELINES
Freeway & Principal Arterial	~~11.7~~14.0	5%–10%	~~8–16~~10-20
Minor Arterial	~~17.1~~16.0	10%–15%	16–24
Collector Arterial	~~11.1~~21.0	5%–10%	8–16
Non-Arterial Street~~Local Access~~	~~121.1~~157.0	—	~~104–128~~135-167
TOTAL	~~160.0~~208.0	—	~~160~~207

1. *Source: City of Sammamish ~~2015~~20168*
2. *Source: FHWA 1989*

Traffic Signal and Roundabout Intersection Inventory

An inventory of the signalized and roundabout ~~(RAB)~~ intersections, and those with four way flashers within ~~inside~~ and nearby the City of Sammamish was conducted ~~by the City of Sammamish~~. The locations ~~of the twenty-onethirty-fivesix existing signalized, five two intersections with flashing beacons and threesix RABsix RABintersections,~~ are illustrated in Background Figure T–2~~.~~, and ~~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~~5 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.

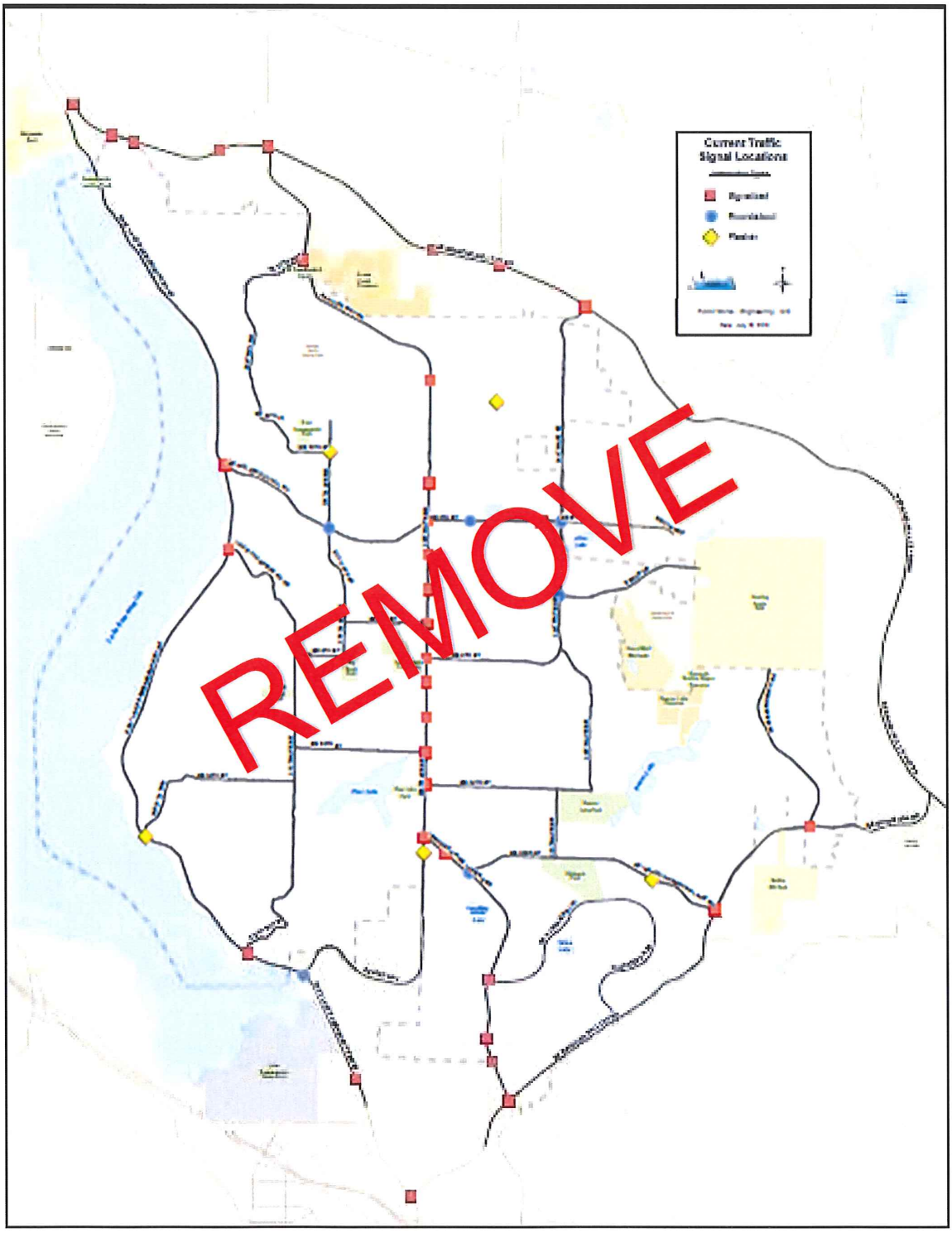
The City has adopted ~~interim~~ standards for development of City streets, as documented in the ~~*Interim Public Works Standards (April 2000)*~~ 2016 Public Works Standards (December 31, 2016)~~and as amended for the local road section, per City memorandum (July 1, 2014)~~. As the city reconstructs 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.

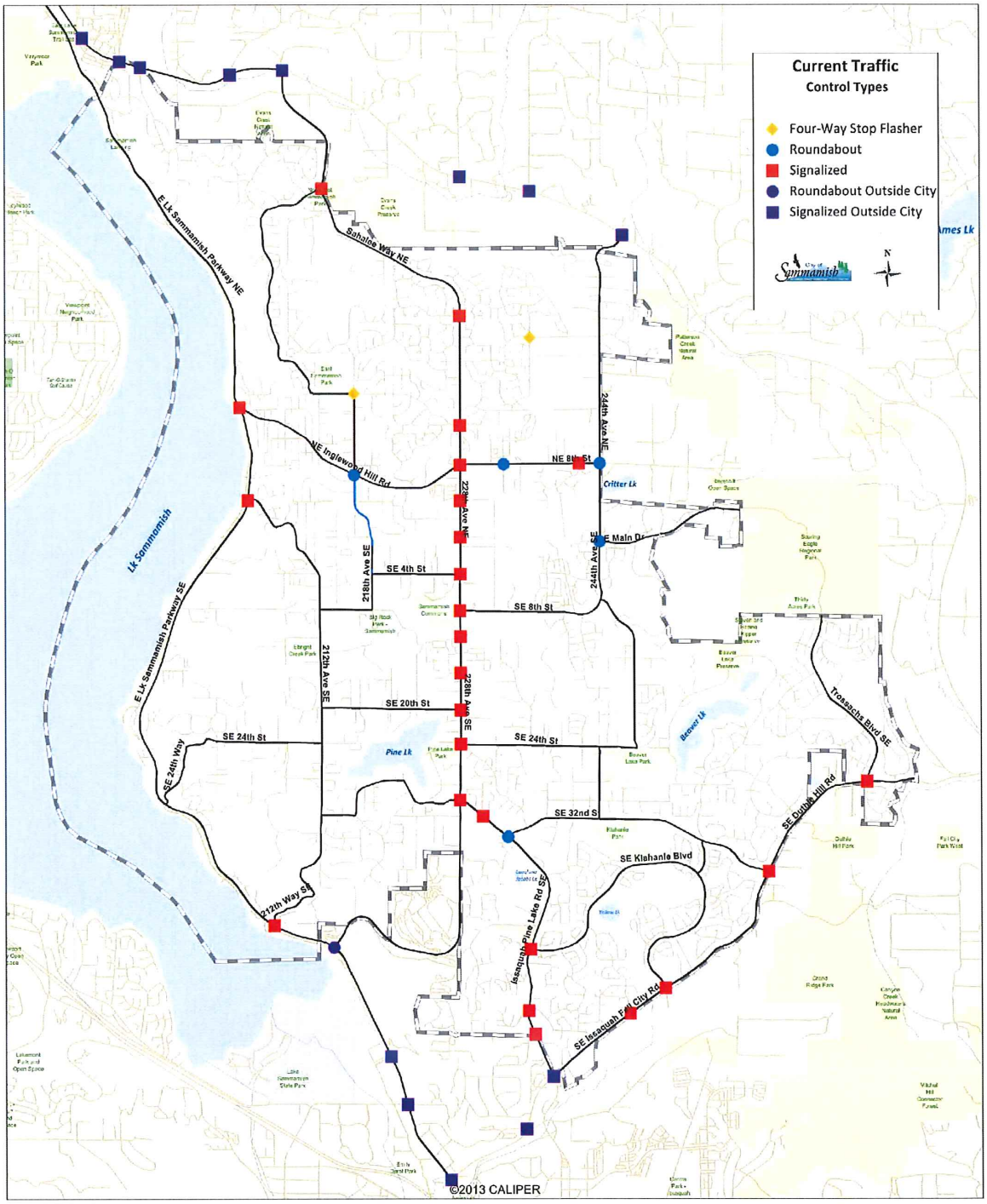
~~Background Figure T–4 illustrates typical street sections for Arterial and Collector Street design. This design is consistent with most municipalities' urban roadway design standards. In this illustration, the vertical curbs provide access control and the overall character suggests a "city" driving 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

Background Figure T–2
~~Current~~ 2016 ~~Traffic~~ Signal, Roundabout, and Four-Way Flasher Locations




Current Traffic
Control Types
Four-Way Stop Flasher
Roundabout
Signalized
Roundabout Outside City
Signalized Outside City
E Lk Sammamish Parkway NE
Sahalee Way NE
NE Inglewood Hill Rd
228th Ave NE
244th Ave NE
NE 8th St
Critter Lk
E Main Dr
216th Ave SE
SE 4th St
SE 8th St
Lk Sammamish
E Lk Sammamish Parkway SE
212th Ave SE
SE 20th St
228th Ave SE
SE 24th St
SE 24th Way
Pine Lk
Beaver Lk
Trossachs Blvd SE
SE 32nd St
SE Klahanie Blvd
SE Duthie Hill Rd
212th Way SE
Issaquah Pine Lake Rd SE
SE Issaquah Fall City Rd
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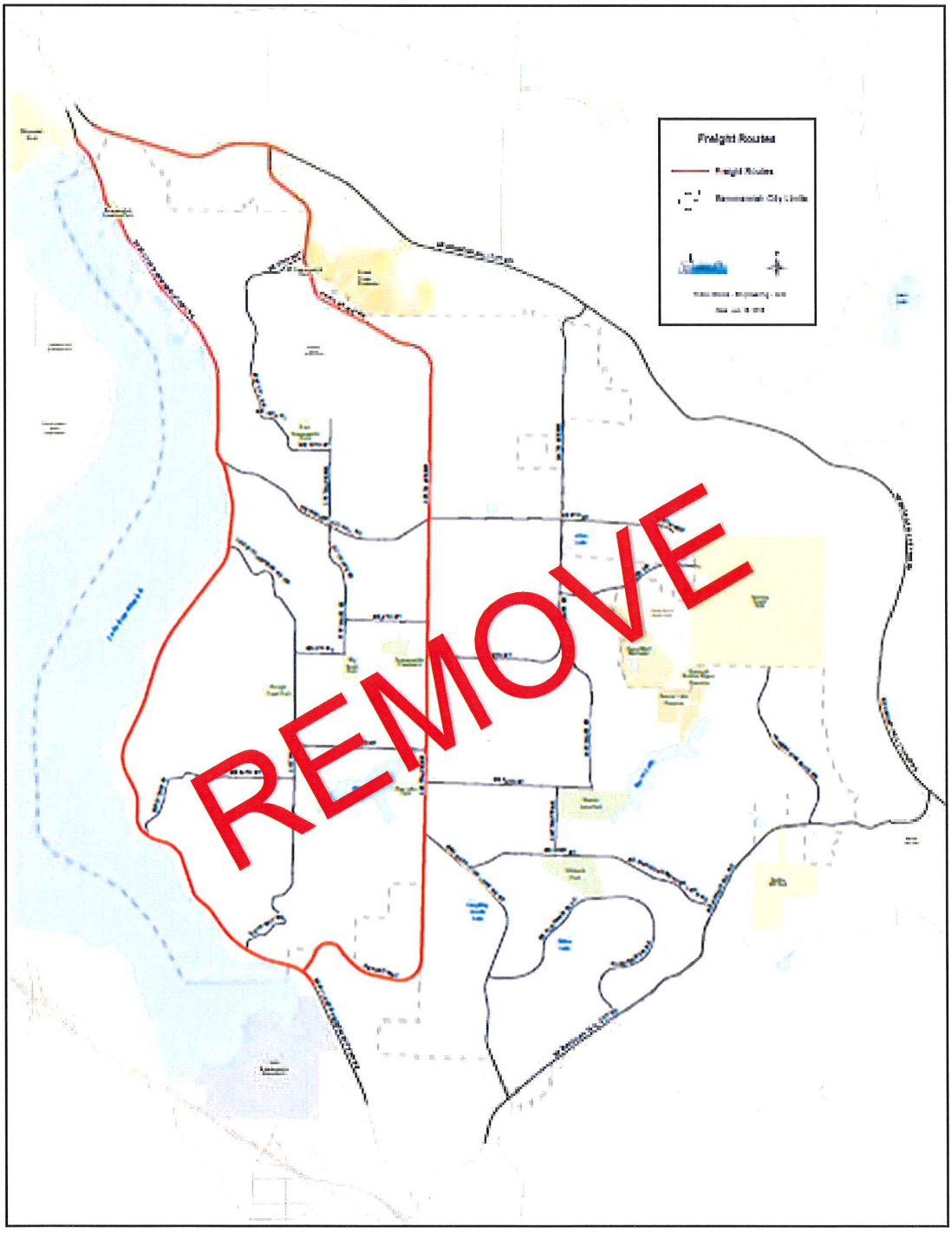
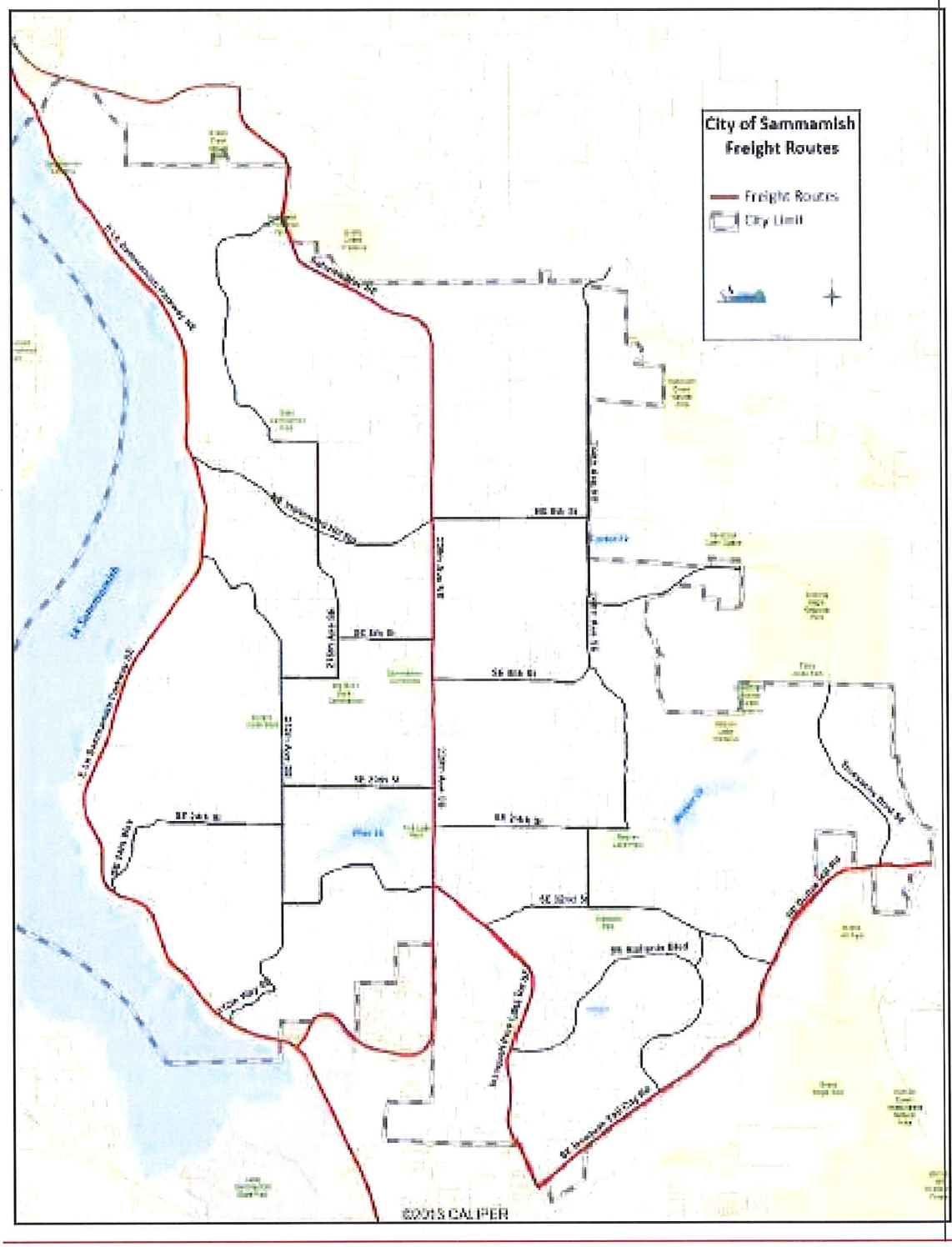
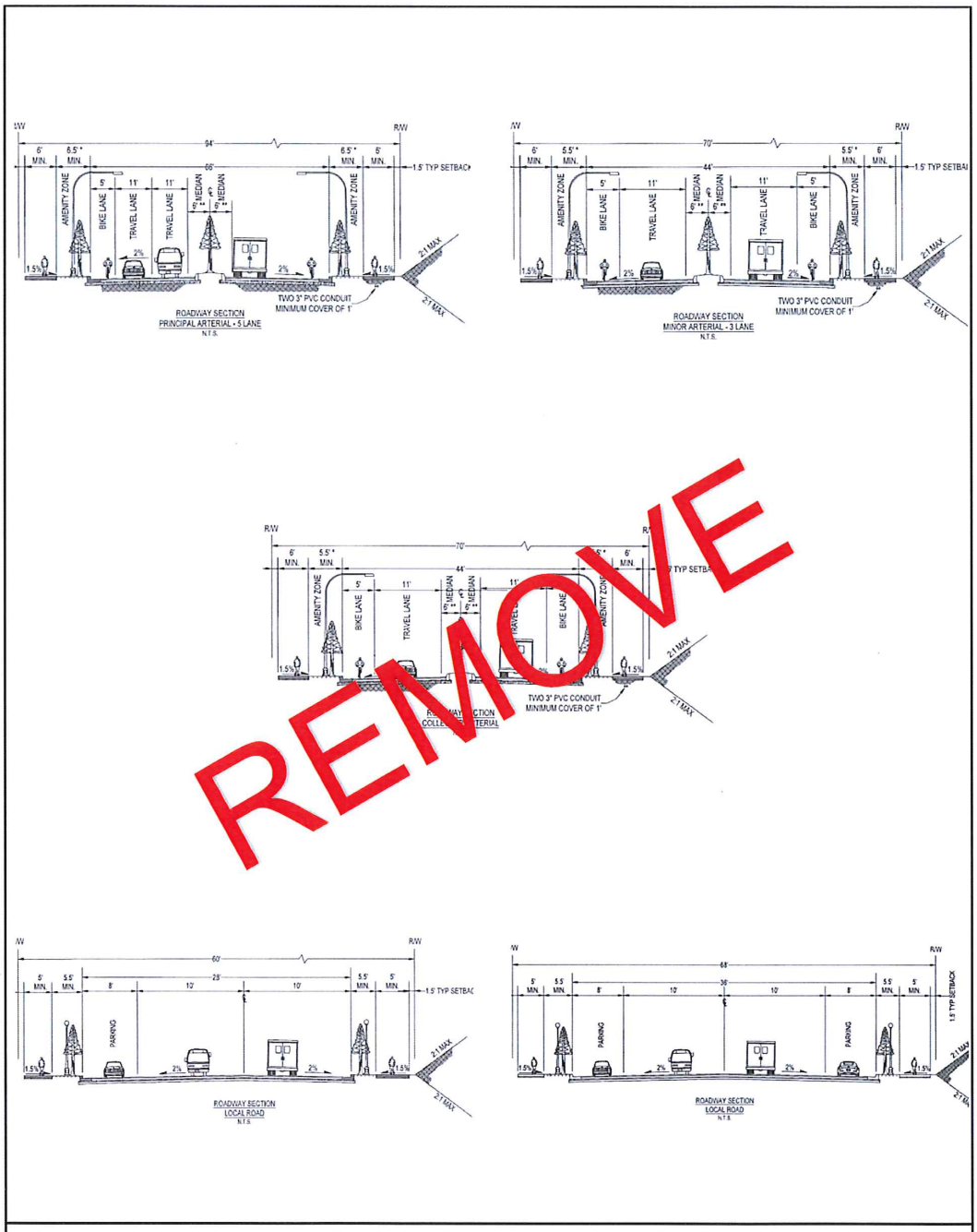
Background Figure T–3
Freight Routes




City of Sammamish
Freight Routes
Freight Routes
City Limit
©2015 CALIPER

~~*Background Figure T–4*~~
~~*Current Roadway Design Standards*~~



2016 Public Works Standards
Street Cross-Sections

Source: City of Sammamish 2016 Public Works Standards

uses and amenities, minimize 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~~ Background Figure T–4 and ~~Background Figure T–6~~ Background Figure T–5 illustrate the conceptual Sammamish Town Center street cross-sections (Sammamish Town Center Plan June 2008).

Traffic Counts

Daily traffic counts were collected by the City in 2016 at 74 locations throughout the city. Average weekday daily traffic (AWDT) counts were calculated by averaging the daily traffic counts of Monday, Tuesday, Wednesday, 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–6.

The highest traffic volumes shown occur near the high schools and City Hall on 228th Ave SE.

In addition, intersection turning movement counts were collected at 43 locations during the AM and PM peak hours within the City in 2016. These counts were collected during a Tuesday and Thursday in April and May, in order to reflect typical weekday conditions. These counts consider vehicle traffic volumes making each turn movement during the AM and PM peak hours. These counts are collected manually and are further described in the following section.

See Volume I, Transportation Element Policy T.1.3 on page 86.

Traffic Level-of-Service Analysis

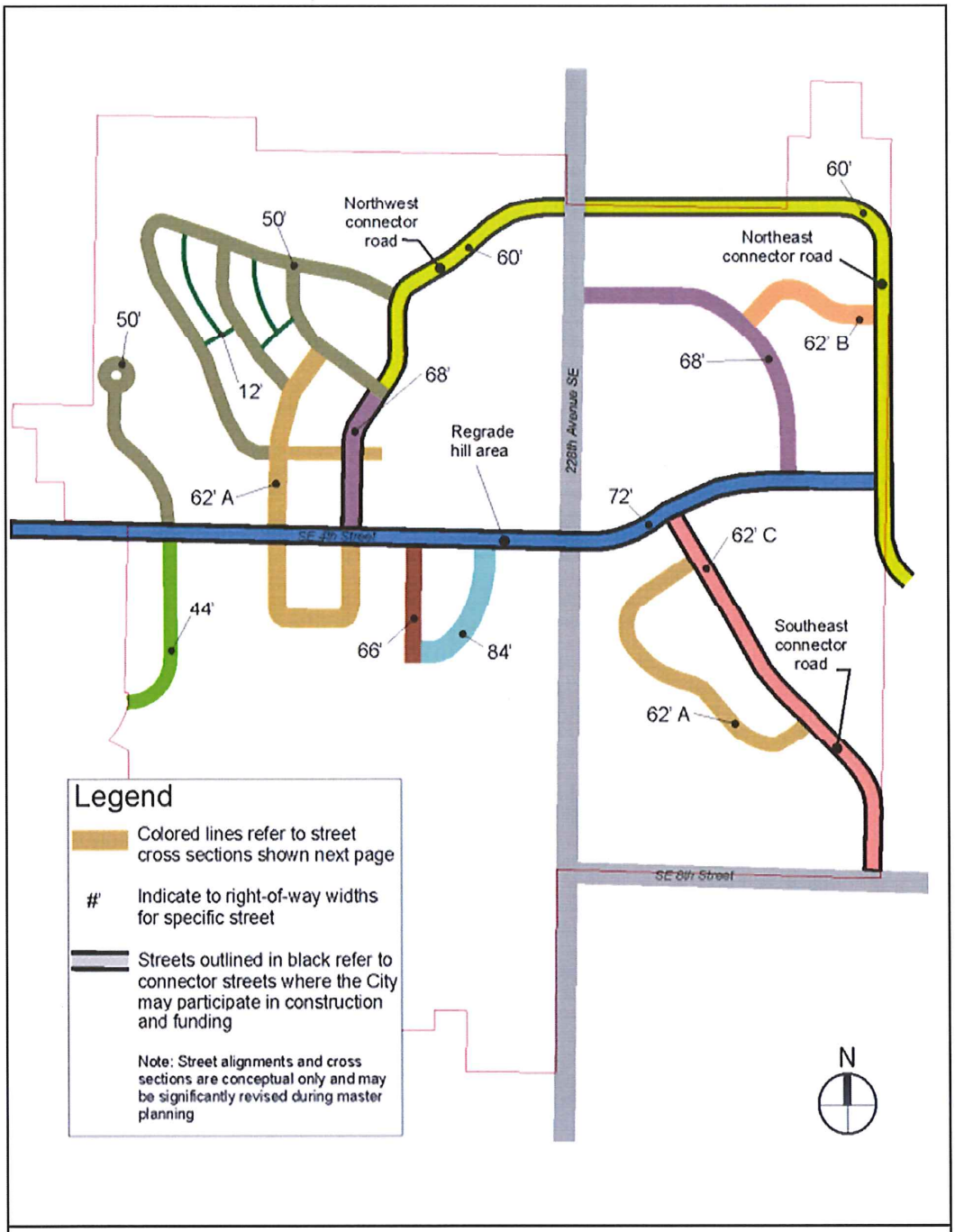
Level-of-Service (LOS) is the primary measurement used to determine the operating condition of an ~~roadway segment or~~ intersection. ~~In general,~~ LOS is determined by the average delay of all approaches for signalized, roundabouts (RAB), and all way stop-controlled intersections. The LOS for ~~two-way~~ side-street stop-controlled intersections is determined by the average delay for the worst minor approach, or left turn movement of the major street.~~comparing traffic volumes (counted or modeled) to the carrying capacity of the intersection or roadway segment~~ The following section describes the traffic counts ~~volumes~~ that were collected, the approach~~es~~ used for intersection 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 20122016 at sixteen78 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.~~

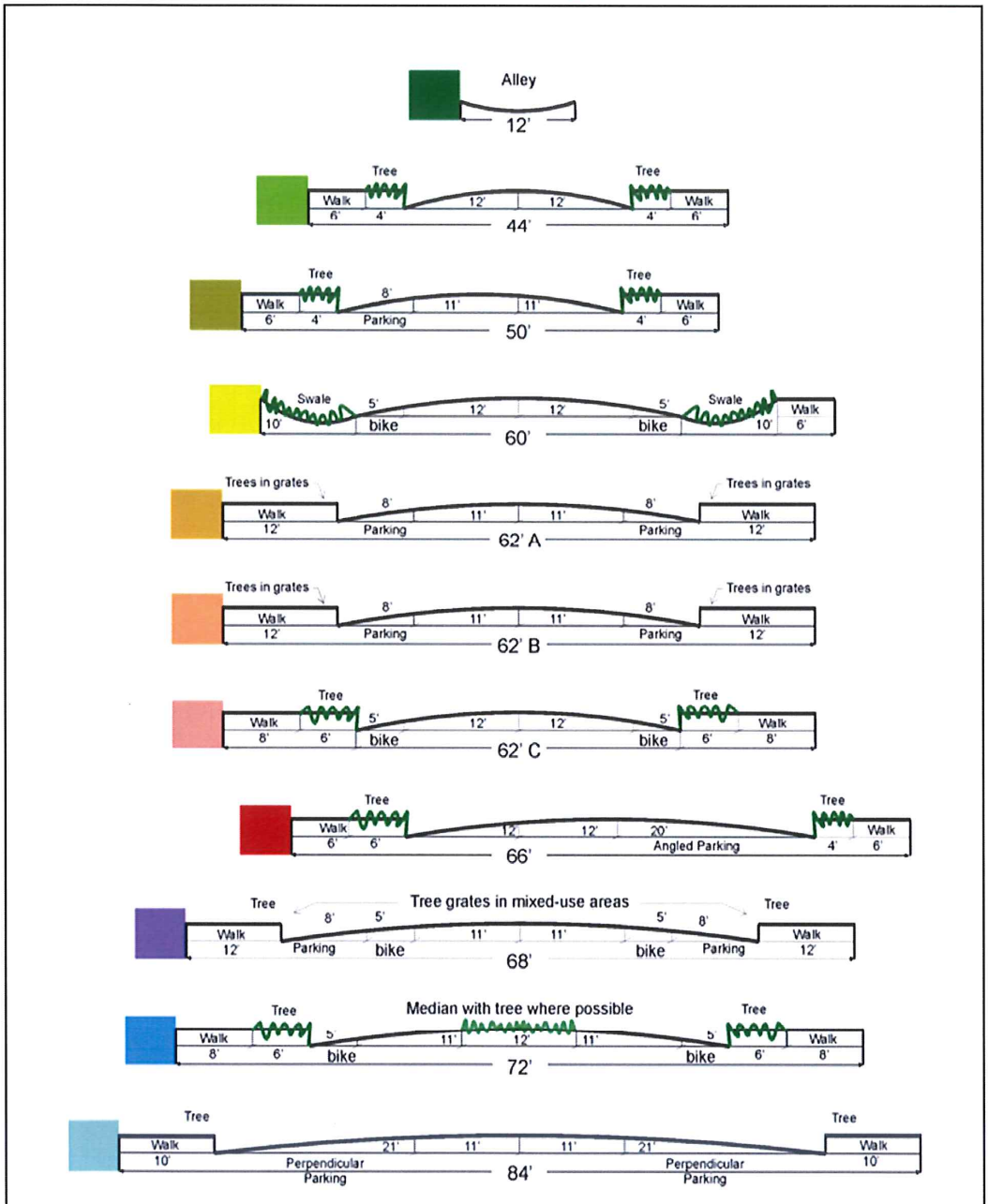
Background Figure T–~~54~~
Sammamish Town Center Plan Roadway Locations



Sammamish Town Center Plan
Roadway Locations

Source: City of Sammamish Town Center Plan

Background Figure T–~~6~~ 5 Sammamish Town Center Plan Roadway Standards



Sammamish Town Center Plan
Street Cross-Sections

Source: City of Sammamish Town Center Plan

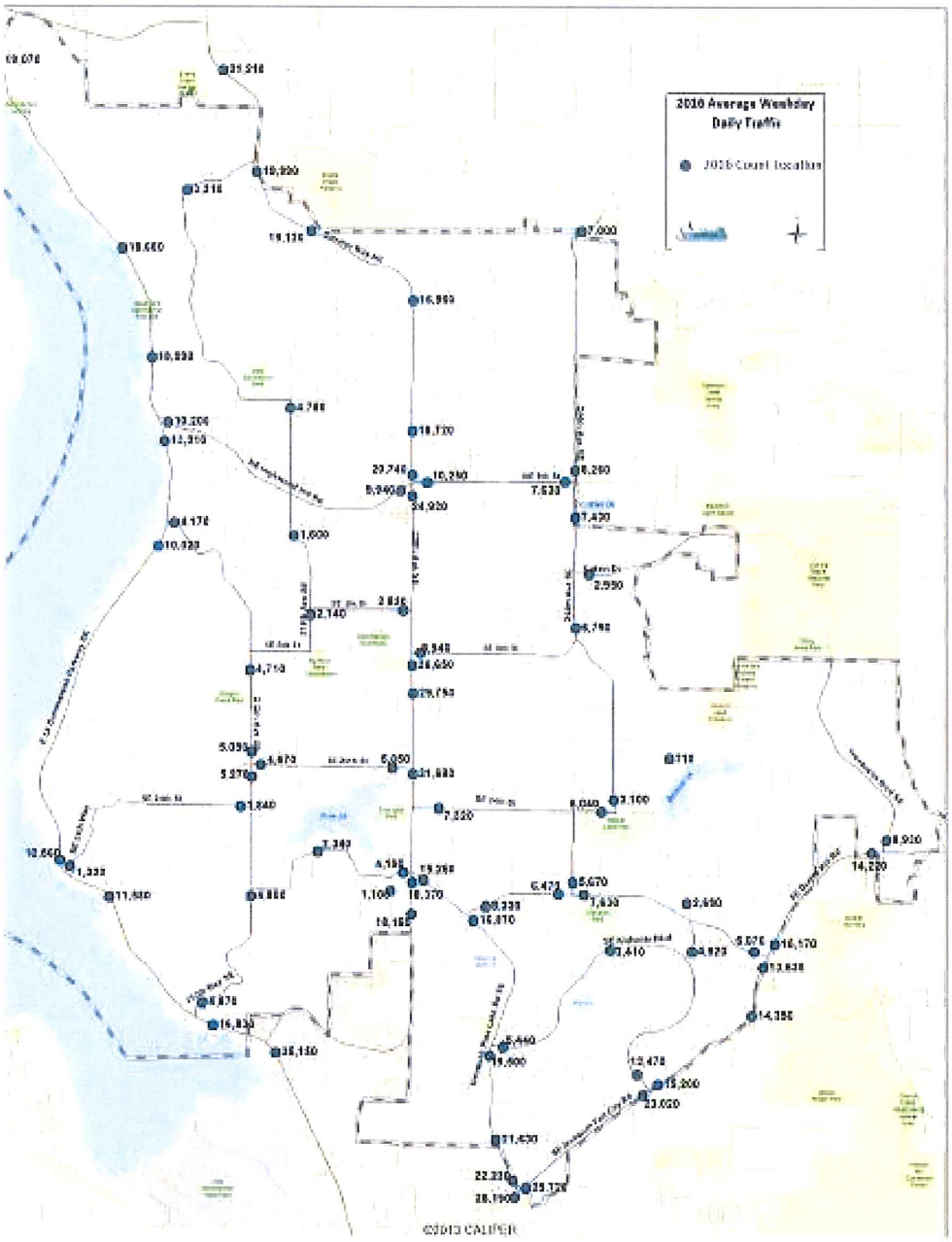
Background Table T–2
2016~~2~~ Average Weekday Daily Traffic (AWDT)

SITE #	LOCATION	2016~~2~~ AWDT
1	East Lake Sammamish Parkway NE, south of 187th Avenue NE	19,070~~17,770*~~
2	Sahalee Way SE, south of NE 50th Street	21,210
3	244th Ave ~~S~~NE, south of SR-202	7,000~~5,800~~
4	East Lake Sammamish Parkway SE, south of Louis Thompson Road	10,020~~8,200~~
5	212th Avenue SE, south of SE 8th Street	4,710~~3,600~~
6	228th Avenue SE, south of SE 10th Street	29,750
7	East Lake Sammamish Parkway, south of 212th Avenue SE	16,830~~14,100~~
8	228th Avenue SE, south of SE 32nd Street	18,160
9	Issaquah-Pine Lake Road, east~~south~~ of 228th Avenue SE	15,260~~17,160*~~
10	244th Avenue SE, north of SE 32nd Street	5,670~~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	15,170~~13,400~~
13	East Lake Sammamish Parkway, south of SE 43rd 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	8,930~~7,700~~
17	East Lake Sammamish Parkway, south of NE Inglewood Hill Road	13,210
18	East Lake Sammamish Pkwy, north of ~~Inglewood Hill Road~~NE 18th Place	18,990~~15,500~~
19	East lake Sammamish Parkway, south of SE 32nd Street	11,580
20	NE Inglewood Hill Road, east of East Lake Sammamish Parkway	10,200
21	NE 8th Street, east of 228th Avenue NE	10,250~~9,100~~
22	228th Avenue NE, north of NE 8th Street	20,740
23	228th Avenue NE, south of NE Inglewood Hill Road/NE 8th Street	24,920~~23,200~~
24	228th Avenue SE, south of SE 8th Street	26,650~~23,000~~
25	212th Avenue SE, south of SE 20th Street	5,270
26	228th Avenue SE, south of Issaquah-Pine Lake Rd	18,370~~15,500~~
27	SE 20th Street, west of 228th Avenue SE	5,050
28	SE 28th Street, east of 218th Avenue SE (South Pine Lake Route)	2,340
29	SE 8th Street, east of 228th Ave SE	8,540~~7,700~~
30	SE 24th Street, east of Audubon Park Drive	7,320
31	244th Avenue SE, north of SE Windsor Boulevard	6,790
32	East Main Drive, east of 244th Avenue SE	2,950
33	244th Avenue NE, north of NE 8th Street	8,260
34	NE 8th Street, west of 244th Avenue NE	7,630
35	South Pine Lake Route (Issaquah-Pine Lake Rd ext), west of 228th Ave SE	4,190
36	West Beaver Lake Drive SE, south of SE 18th Place	710
37	205th Place NE, south of NE 37th Way	3,210
38	SE 4th Street, west of 228th Avenue SE	2,820
39	248th Avenue SE, north of SE 24th Street	3,100
40	244th Ave ~~S~~NE, north of NE 3rd Way (on bridge)~~E Main Street~~	7,430~~6,990*~~

41	216th Avenue NE, south of NE 16th Street	4,780
42	217th Avenue NE, south of NE 4th Street	1,600
43	218th Avenue SE, south of SE 4th Street	2,140
44	Louis Thompson Road NE, east of East Lake Sammamish Parkway NE	4,170
45	212th Way SE, east of East Lake Sammamish Parkway SE	4,870
46	SE 32nd Street, west of 228th Avenue SE	1,100
47	SE 32nd Street, west of 244th Avenue SE	6,470
48	SE Issaquah-Beaver Lake Road, west of SE Duthie Hill Road	6,070
49	SE 32nd Street, east of 244th Avenue SE	7,630
50	SE Duthie Hill Road, south of SR-202	7,530
51	East Lake Sammamish Parkway NE, south of NE 30th Street	18,680
52	East Lake Sammamish Parkway SE, north of SE 24th Way	10,560
53	SE 24th Way, east of East Lake Sammamish Parkway SE	1,320
54	212th Avenue SE, north of SE 20th Street	5,090
55	212th Avenue SE, south of SE 32nd Street	4,800
56	SE 20th Street, east of 212th Avenue SE	4,670
57	Sahalee Way NE, north of NE 25th Way	16,960~~19,410*~~
58	228th Avenue NE, north of NE 12th Place	18,720
59	228th Avenue SE, south of SE 20th Street	31,680
60	Issaquah-Pine Lake Road, south of SE 32nd Way~~Street~~	16,870~~18,925*~~
61	Issaquah-Pine Lake Road SE, north of SE 48th Street	21,630
62	SE 32nd Way, east of Issaquah-Pine Lake Road SE	8,330
63	SE Klahanie Boulevard, east of Issaquah-Pine Lake Road SE	5,440
64	SE 24th Street, west of 244th Avenue SE	6,040
65	SE Issaquah-Fall City Road, northeast of Issaquah-Pine Lake Road SE	25,720~~27,160~~
66	SE Issaquah-Fall City Road, west~~south~~ of Klahanie Drive SE	23,020~~26,830*~~
67	SE Issaquah-Fall City Road, east of Klahanie Drive SE	15,200
68	Klahanie Drive SE, north of SE Issaquah-Fall City Road	12,470
69	SE Klahanie Boulevard, northeast of SE 37th Street	3,410
70	SE Issaquah-Fall City Road, south of SE Duthie Hill Road	14,350
71	SE Duthie Hill Road, south of SE Issaquah-Beaver Lake Road	13,630
72	SE Duthie Hill Road, west of Trossachs Boulevard SE	14,220
73	Sahalee Way NE, south of NE 37th Way	19,990~~18,400~~
74	Sahalee Way NE, south of 217th Place NE	19,120
~~10b~~	~~SE 24th Street, west of 212th Avenue SE~~	~~1,840~~
~~16b~~	~~NE Inglewood Hill Rd, west of 228th Ave NE216th Avenue NE~~	~~9,940~~8,600
~~50b~~	~~Issaquah-Pine Lake Road SE, north of SE Issaquah-Fall City Road~~	~~22,230~~
~~56b~~	~~256th Avenue SE, north of SE Klahanie Boulevard~~	~~4,920~~

~~* 2014 volumes were collected at locations marked with asterisks.~~

Background Figure T–~~7~~6
~~2012~~ 2016 Average Weekday Daily Traffic

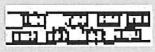

2030 Average Weekday Daily Traffic
2030 Count Location
©2013 CALIPER

Roadway Level of Service Analysis

See Volume I, Transportation Element Policy T.1.3 on page 86.

The Highway Capacity Manual (HCM 20002010) 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.

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.

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 Highway Capacity Manual (HCM) is the recognized source for the techniques used to measure transportation facility performance. Using the HCM procedures, the quality of controlled intersection operations is graded into one of six levels-of-service: A, B, C, D, E, or F.

Intersection Level of Service

The intersection level of service (LOS) is calculated using the standard analysis procedures described in this section for the AM and PM peak hours. Intersections with LOS' below the defined standards will be considered deficient. For intersections of roadways with different functional classifications, the standard for the higher classification applies to the entire intersection.

The intersection LOS standards adopted in this Transportation Element are LOS C for intersections that include Minor Arterial or Collector Arterial roadways, and LOS D or E for intersections that include Principal Arterials. 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. While these improvements reduce delays for ~~These improvements improve LOS for~~ vehicles, they can ~~but~~ result in very long cross~~walks~~ing distances for pedestrians, as well as increased ~~and increase potential for~~ pedestrian-vehicle conflicts ~~at free right turns~~. Therefore, Principal Arterials have a standard of ~~if~~ LOS D ~~for intersections on principal arterials~~ except where LOS D cannot be met with three approach lanes in any direction. In those cases, ~~attained with fewer than four approach lanes in any direction, the LOS may be reduced to~~ LOS E is assigned.

AM and PM Peak-Hour Intersection Level of Service

Intersection turning movement counts were collected at 43 locations ~~during the AM and PM peak hours~~ within the City in 2016. These counts were collected during a Tuesday and Thursday in April and May, in order to reflect typical weekday conditions. Level of service analysis was performed ~~for existing AM and PM peak- hour conditions at the 43 intersections.~~ at the 43 intersections during pre-defined AM and PM peak hours. ~~-~~

Background Table T–5 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS using the HCM methodology based upon 2016 traffic counts ~~for the AM (7-8) and PM (4:45-5:45) peak hours.~~ The intersection LOS is also illustrated in Background Figure T–~~8~~7.

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 the LOS is calculated based on average control delay for the entire intersection. ~~Background Table T–4~~ Background Table T–3 summarizes the LOS criteria for signalized and RAB controlled intersections.

~~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.~~ ~~the worst approach, which tends to be the stop-controlled minor streets.~~

~~All-way stop-controlled (AWSC) intersections require drivers on all~~

See Volume I,
Transportation Element
Policy T.1.4 on page 8~~7~~6.

~~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.~~

Background Table T–~~4~~3
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 2010.

~~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~~ side-street ~~two way~~ stop controlled (~~TW~~SSSC) and all-way stop controlled (AWSC) 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~~ different 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 for signalized and RAB controlled intersections.

For ~~TW~~SSSC intersections, LOS is calculated based on the control delay of the worst approach, which tends to be the stop-controlled minor streets, or for left turn movements from major streets, whichever is worse.

~~Background Table T–5~~ Background Table T–4 summarizes the LOS thresholds for both ~~TWSC~~ SSSC and AWSC intersections.

Background Table T–~~5~~4
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 2010.

~~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 AM and PM peak hours. Intersections with LOS below the defined standards will be considered deficient.~~

~~AM and PM Peak-Hour Intersection Level of Service~~

~~Intersection turning movement counts were collected at 43 locations during the AM and PM peak hours within the City of Sammamish in 2016. These counts were collected during a Tuesday and Thursday in April, in order to reflect typical weekday conditions. Level of service analysis was performed for existing AM and PM peak- hour conditions at 3050 intersections within and adjacent to the Sammamish city limits. Background Table T–6 Background Table T–5 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS using HCM 2010 methodology, based upon 20122016 traffic counts for the AM and PM peak hours. 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, RAB, 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.~~

Table T-5 shows that 34 of the 43 study intersections satisfy their adopted ~~defined~~ LOS standard in the AM and PM peak hours.

Background Table T-~~6~~5
20162 Intersection LOS— AM and PM Peak Hour

ID #	INTERSECTION	LOS STANDARD[1]	TRAFFIC CONTROL[2]	AM[3] DELAY[34]	AM LOS[34]	PM[3] DELAY[443]	PM LOS[144]
1	Issaquah-Pine Lake Road and SE 48th Street	D	Signal	27.4	C	~~7.9~~13.1	B~~A~~
2	228th Avenue ~~NE~~ ~~SE~~NE ~~&~~ and NE 12th Place~~St~~	D	Signal	12.~~44~~	B	~~22.416~~ 8.3	~~CA~~B
3	Klahanie Drive SE and SE Issaquah-Fall City Road	D	Signal	59	E	~~39~~161	~~D~~F
4	244th Avenue SE and SE 24th Street	C	~~TWSS~~SC	16.6	C	~~14.6~~14.5	B
5	SE 32nd ~~StreetWay~~Street and 244th Avenue SE	C	~~TWSS~~SC	17.7	C	~~52.3~~37.3	~~F*~~E
6	Issaquah-Pine Lake Road ~~SE~~ and SE 32nd Way	D	RAB	5.2	A	~~5.59~~5.3	A
7	228th Avenue SE and SE 40th Street	D	~~TWSS~~SC	32	D	~~87~~67.4	~~F*~~
8	SE Klahanie Boulevard and 256th Avenue SE	C	AWSC	15.4	C	~~11.4~~14	B
9	247th Place SE and SE Issaquah-Fall City Road ~~&~~ (Pacific Cascade Middle School)~~/247th Pl SE~~	D	Signal	63.8	E	~~33.1~~32.4	C
10	Sahalee Way NE and NE 36th ~~Lane~~Street[5]	D	~~TWSS~~SC	224.14	~~F~~C	~~670.869.6~~ 20.8	~~F*~~C
11	242nd Avenue NE and NE 8th Street	C	Signal	38.7	D	~~11.6~~12.1	B
12	228th Avenue SE and SE 8th Street	D	Signal	12.9	B	~~18.7~~14.44	B~~C~~
13	228th Avenue ~~N~~SNE and NE 19th Drive[5]	D	~~TWS~~SSC	22.6	C	~~61.3~~21.2	~~F*~~C
14	216th Avenue NE and NE Inglewood Hill Road	C	RAB	6.9	A	~~6.6~~6.4	A
15	228th Avenue ~~NE~~ ~~SE~~NE and ~~NE 8th Street (~~NE Inglewood Hill Road~~)/NE 8th Street~~	D	Signal	~~29.7~~32.6	C	~~32.321~~4023	C~~D~~
16	228th Ave ~~NE~~ ~~S~~NE and NE 4th Street	~~D~~E	Signal	32	C	~~15.6~~15.526	B~~C~~
17	228th Avenue SE and SE 4th Street	~~DE~~E	Signal	16.6	B	~~8.6~~10.8~~11~~	~~AB~~B
18	212th Avenue SE and SE 8th Street	C	~~TWS C~~SS SC	10.7	B	~~11.1~~12.~~510~~	B
19	228th Avenue SE and SE 16th ~~Street~~PlStreet	D	Signal	10.1	B	~~7.4~~9.7	A
20	East Lake Sammamish Parkway and 212th Way SE	C	Signal	5.1	A	~~7.54.59~~	A
21	East Lake Sammamish Parkway and SE 24th Way	C	~~TWSC~~SS SC	15.7	C	~~17.918.821~~	AC~~C~~
22	212th Avenue SE and SE 20th Street	C	AWSC	10.5	B	~~10.7~~12.29	~~A~~B
23	East Lake Sammamish Pkwy ~~NE~~ and Louis Thompson Rd NE	C	Signal	10	A	~~12.3~~10.~~911~~	B
24	East Lake Sammamish Pkwy ~~NE~~ and ~~NE~~ Inglewood Hill Road	C	Signal	23.3	C	~~13.17~~	B~~A~~
25	Sahalee Way NE and NE 37th Way~~St~~	D	Signal	12.8	B	~~24.9~~10.~~411~~	~~CB~~ B
26	~~244th Avenue NE and~~ NE 8th Street and 244th Avenue NE	C	RAB	5.4	A	~~4.24.45~~	A
27	228th Avenue SE and SE 20th Street	D	Signal	10.6	B	13.5	B
28	228th Avenue ~~N~~SE and SE 24th Street	~~DE~~E	Signal	16.5	B	~~32.8~~27.	C

29	228th Avenue SE and Issaquah-Pine Lake Road ~~SE~~	E	Signal	23	C	~~79.6~~35.~~446~~	~~E~~D ~~D~~
30	Issaquah-Pine Lake Road SE and SE Klahanie Boulevard	D	Signal	28	C	~~22.9~~19.~~52~~417.8	~~C~~B
31	~~SE~~ Duthie Hill Road and Issaquah-Beaver Lake Road	D	Signal~~TWSC~~[6]	29.8	C	~~21.5~~18.~~9235~~	~~C~~B ~~F*~~
32	256th Ave SE/E Beaver Lake Dr SE and Issaquah-Beaver Lake Road	C	~~T~~WSSC	275.2	F F	~~36.1~~32.3	~~E*~~ D
33	228th Avenue ~~N~~SNE and NE 14th Street[5]	D	~~T~~WSSC	22.9	C	~~290.32~~ 3.4	~~F*~~ C
34	228th Avenue ~~NE~~ SNE and NE 25th ~~Street~~Way	D	Signal	16.9	B	~~20.8~~11.~~116~~	~~C~~B ~~B~~
35	Issaquah-Pine Lake Road ~~SE~~ and SE 42nd Street	D	~~T~~WSSC	18.2	C	~~306.45~~ 1.4	~~F*~~
36	Issaquah-Pine Lake Road ~~SE~~ and 230th Lane SE/231st Lane SE	D	Signal	79.4	E	~~11.322~~ 12	~~BC~~ B
37	~~Sahalee Way NE and~~ NE 28th ~~Place~~Way~~Place~~/223rd Avenue and Sahalee Way NE	D	~~T~~WSSC	361.1	F	~~74.9~~57.3	~~F*~~
38	Issaquah-Pine Lake Road ~~SE~~ and SE 47th Way/238th Way SE	D	Signal	13	B	~~6.3~~12.6	~~A~~B
39	~~NE 8th Street and~~ 233rd Avenue NE and NE 8th Street	C	RAB	17.2	B	~~2.9~~6.2	~~A~~
40	228th Avenue ~~NE~~ SE ~~&~~ and East~~.~~ Main Street	D	Signal	3.4	A	~~4.8~~5.40	A
41	~~248~~4th Avenue NE and East Main Drive	C	RAB	5.8	A	4.8	A
42	~~Trossachs Boulevard SE and SE~~ Duthie Hill Road and Trossachs Boulevard SE	D	Signal	~~28.3~~2 3.6	C	~~35.1~~23.~~214~~	~~D~~C ~~B~~
43	228th Avenue SE and SE 10th Street(/Skyline High School)	D	Signal	~~7.7~~22	AC	~~147.4~~	~~B~~A
~~44~~	~~192nd Drive NE and NE Redmond Fall City Rd (SR202)~~	~~D~~	~~Signal~~			~~78~~	~~A~~
~~100~~	~~East Lake Sammamish Pkwy and SR 202 (NE Redmond Fall City Rd (SR202)[5]~~	~~D~~	~~Signal~~			~~118.71~~ ~~16~~	~~F*~~
~~101~~	~~E Lk Sammamish Pkwy and SE 43rd Way[5]~~	~~D~~	~~RAB~~			~~4.56~~	~~A~~
~~102~~	~~Sahalee Way NE and SR 202 (Redmond Fall City Rd)[5]~~	~~DE~~	~~Signal~~			~~27.836~~	~~CD~~
~~103~~	~~244th Ave NE and SR 202 (NE Redmond Fall City Rd (SR202)[5]~~	~~D~~	~~Signal~~			~~20.916~~	~~CB~~
~~104~~	~~Duthie Hill Road and SR 202 (Redmond Fall City Road)[5]~~	~~D~~	~~Signal~~			~~10.3~~	~~B~~
~~105~~	~~Issaquah Pine Lk Rd SE and SE Issaquah Fall City Rd[5]~~	~~E~~	~~Signal~~			~~31.410~~ ~~7~~	~~CF~~ ~~*~~
	~~E Lk Sammamish Pkwy and SE 56th St[5]~~	~~D~~	~~S~~			~~160~~	~~F*~~
	~~E Lk Sammamish Pkwy and SE Issaquah Fall City Rd[5]~~	~~E~~	~~S~~			~~137~~	~~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 except where LOS D cannot be met with three approach lanes in any direction. In those cases, LOS E is assigned. Intersections that include Minor Arterials or Collectors have a standard of LOS C.*
2. *~~Intersection~~ Traffic Control: Signal=signalized; ~~TWSC~~SSSC~~=two-way~~side-street stop-controlled; AWSC=all-way stop-controlled; RAB = roundabout*
3. *City's defined ~~AM peak hour is from 7:00-8:00 AM. PM peak hour is from 4:45-5:45 PM.~~traffic model peak hour, see Sammamish Municipal Code.*

~~3.~~4. *Delay is measured in seconds per vehicle. At ~~S and~~signal, RAB, and AWSC intersections, it represents average delay for the intersection. For ~~TWSC~~ SSSC 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~~2~~ traffic counts. ~~AM Delay and AM LOS peak hhours are is from 7:00-8:00 AM.~~*
~~PM peak hour is from 4:45-5:45 PM.~~
LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000~~2~~010). All other intersections are based on HCM 2010. ~~(*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.phis~~

4. ~~*Intersection is outside of the city limits.*~~
~~*Intersection was signalized in late 2012 and is no longer deficient.*~~

Concurrency

Level of service standards are used to evaluate the transportation impacts of long-term growth and concurrency. I order to monitor concurrency, the City must adopt standards by which the minimum acceptable roadway operatin conditions are determined and deficiencies may be identified.

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 Growth Management Act (GMA) requires each city and county to incorporate a Concurrency Management System into the Transportati Element of its comprehensive plan.

In a CMS, local jurisdictions must adopt and enforce ordinances that prohibit development approval if the development causes the LOS on a locally owned transportation facility to decline below the standard adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. (Growth Management Act, RCW 36.70A, 1990)

The City of Sammamish has adopted an intersection LOS to monitor for concurrency on selected functionally classified roadways within the City.

Key Intersections Outside of the City

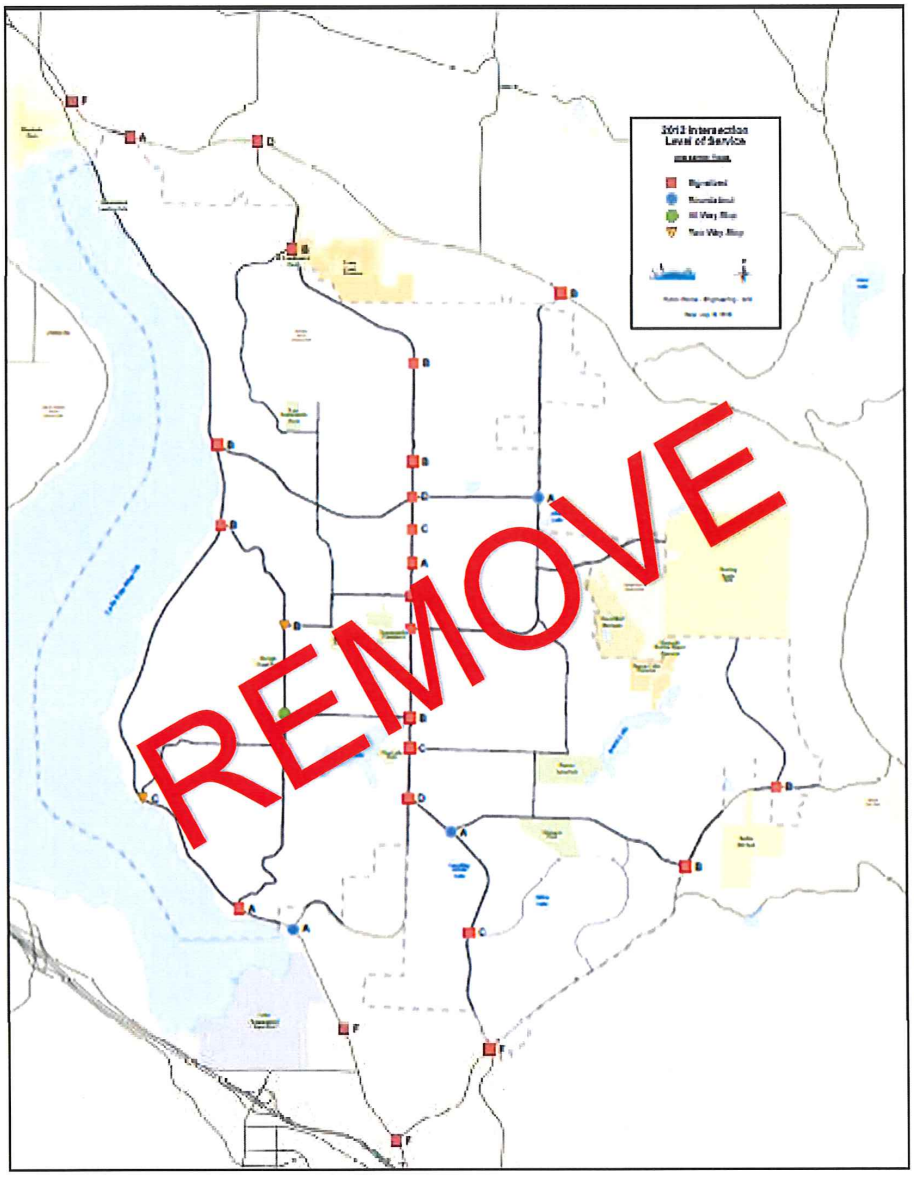
The ~~city also collected AM and PM peak hour turning movement counts in 2016 at the~~ following key intersections fall outside of Sammamish city limits; but have a significant impact on mobility for people travelling to and from Sammamish:

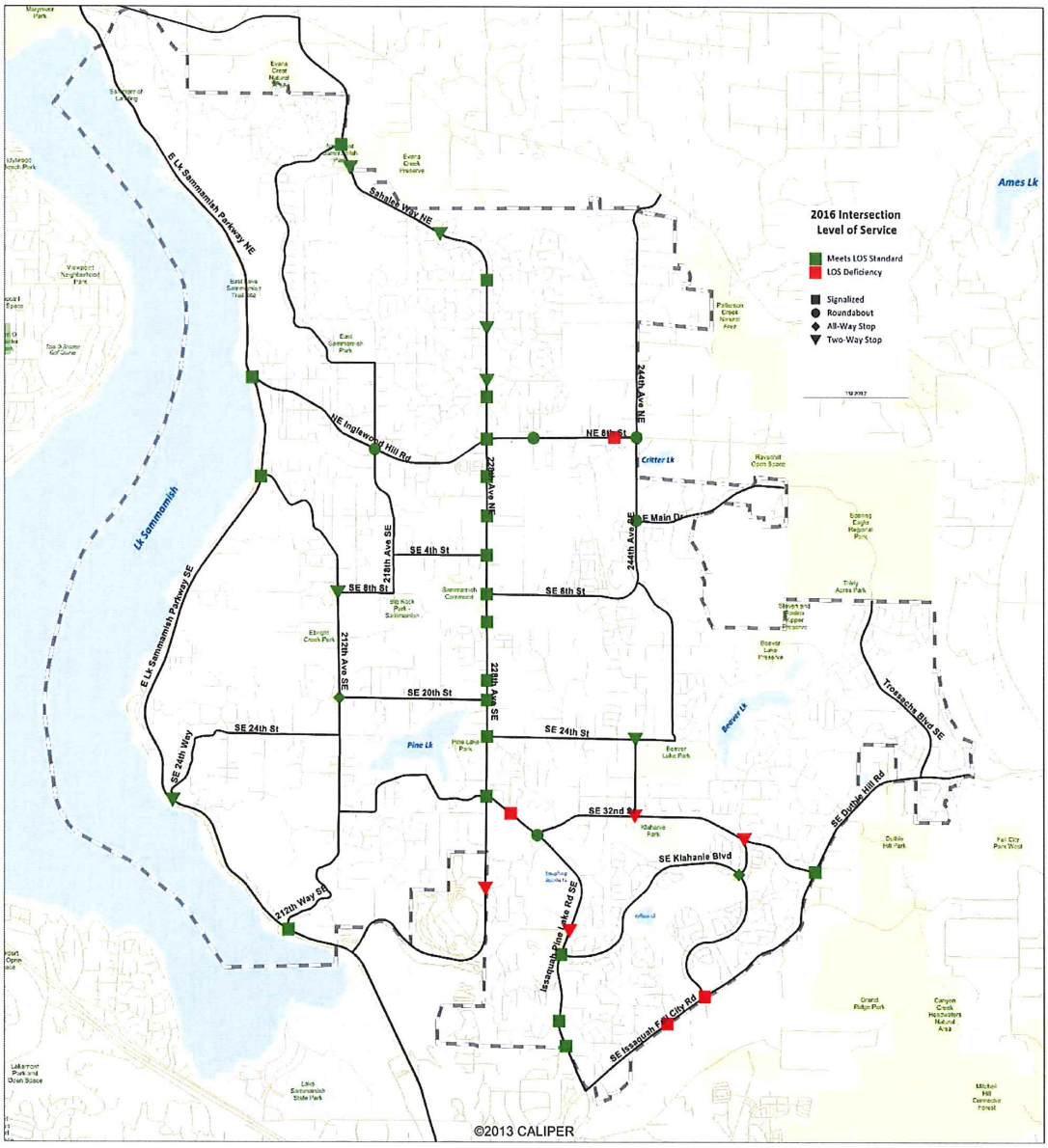
- ~~192nd Drive NE and NE Redmond Fall City Rd (SR 202)~~
- East Lake Sammamish Pkwy and SR 202 (NE Redmond Fall City Rd ~~(SR 202)~~
- E Lk Sammamish Pkwy and SE 43rd Way
- Sahalee Way NE and SR 202 (Redmond Fall City Rd)
- 244th Ave NE and SR 202 (NE Redmond Fall City Rd ~~(SR 202)~~)
- ~~Duthie Hill Road and SR 202 (Redmond Fall City Rd)~~
- Issaquah Pine Lk Rd SE and SE Issaquah Fall City Rd
- SR 520 ramp terminal intersections with SR 202
- I-90 ramp terminal intersections with 17th Ave NW, Front St, and Highlands Dr NE
- ~~E Lk Sammamish Pkwy and SE 56th St~~
- ~~E Lk Sammamish Pkwy and SE Issaquah Fall City Rd~~

While the ~~e~~City does not control the operations of these intersections, their function has a strong impact on Sammamish residents' ability to ~~assccess~~ opportunity~~ies~~ in the region. Traffic analysis shows that Sammamish residents experience longer delays leaving the city in the morning and entering in the evening. The ~~e~~City is committed to partnering~~monitoring operations at these facilities and being an active partner in collaborating~~ with the jurisdictions who own those intersections to

find ~~on regional~~ solutions to these key regional facilities.

Background Figure T–~~8~~7
201~~6~~2 Intersection Level of Service


2013 Intersection
Level of Service
REMOVE


2016 Intersection
Level of Service
Meets LOS Standard
LOS Deficiency
Signalized
Roundabout
All-Way Stop
Two-Way Stop
E Lk Sammamish Parkway NE
Sahalee Way NE
NE Inglewood Hill Rd
228th Ave NE
244th Ave NE
NE 8th St
Ames Lk
Critter Lk
E Main Dr
Lk Sammamish
E Lk Sammamish Parkway SE
216th Ave SE
SE 4th St
SE 8th St
212th Ave SE
SE 20th St
SE 24th St
SE 24th Way
Pine Lk
Beaver Lk
SE 32nd St
SE Klahanie Blvd
Issaquah Pine Lakes Rd SE
SE Issaquah Fall City Rd
SE Duthie Hill Rd
Trossachs Blvd SE
212th Way SE
©2013 CALIPER

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.

Background Table T-8
Background Assumptions for Concurrency AWDT Threshold Definitions

TWO-LANE ROADWAY		TWO-DIRECTIONAL CAPACITY (VEHICLES PER DAY)		
		Principal or Minor Arterial	*Collector*	*Neighborhood Collector*
Base Capacity		**12,850**	**9,020**	**2,850**
Lane Width	10 feet	0	0	0
	11 feet	1,620	1,130	320
	12 feet	3,240	2,260	640
Striped Bike Lane/ Shoulder width[1]	8 feet max.	580	410	120
Median	None	0	0	0
	Median	4,640	3,240	920
	Left-Turn Lane or Physically Constrained	4,640	3,240	920
Walkway/Bikeway[2]	None	0	0	0
	Sidewalk or BikewayWalkway	1,160	810	230
	Bikeway	1,620	1,130	320
	Both or Multi-use Path	1,620	1,130	320
Regional Trail width[3]	12 feet max.	580	0	0
MAXIMUM CAPACITY		25,370	17,800	5,100

FOUR-LANE ROADWAY		TWO-DIRECTIONAL CAPACITY (VEHICLES PER DAY)		
		Principal or Minor Arterial	*Collector*	*Neighborhood Collector*
Base Capacity		**25,920**	**18,100**	**5,180**
Lane Width	10 feet	0	0	0
	11 feet	3,240	2,260	640
	12 feet	6,480	4,540	1,300
Striped Bike Lane/ Shoulder width[1]	8 feet max.	580	410	120
Median	None	0	0	0
	Median	4,630	3,240	930
	Left-Turn Lane or Physically Constrained	4,630	3,240	930
Walkway/Bikeway[2]	None	0	0	0
	Sidewalk or BikewayWalkway	1,160	810	230
	Bikeway	1,620	1,130	320
	Both or Multi-use Path	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

See Volume I, Transportation Element Policy T.3.9–Policy T.311 on page 91.

Collision statistics were compiled between 2010 and 2014 by the WSDOT Transportation Data Office for the City of Sammamish. During this five year period, there were a total of 1,015 collisions reported. ~~Background Table T–9~~ Background Table T–6 summarizes the collisions by type and ~~Background Figure T–10~~ Background Figure T–98 shows the location and type of collisions within the city.

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.

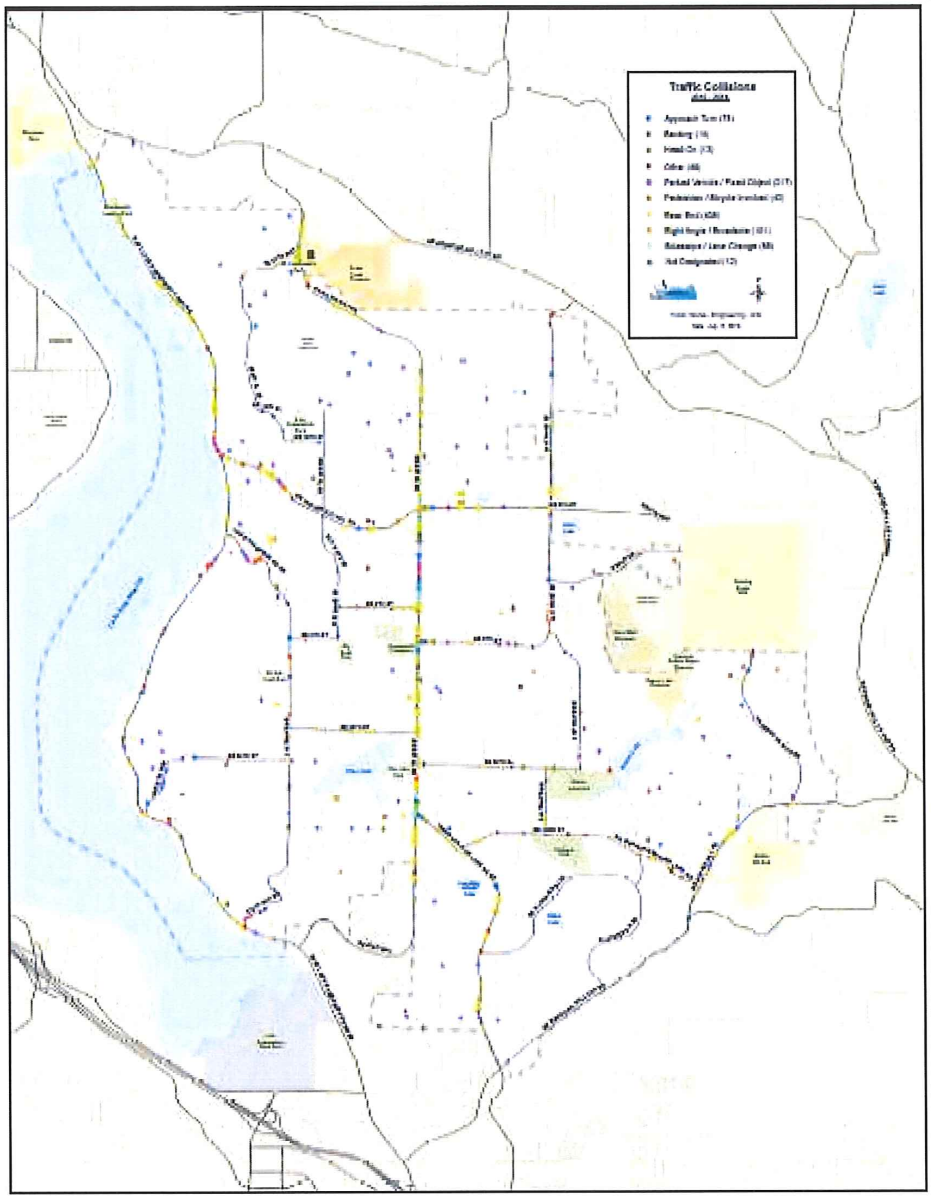
Topography and weather conditions likely play a role in a portion of the collisions reported.

There were 42 total pedestrian and bicycle-related collisions reported, or 8.4 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~~6
Collision Summary (2010-2014)

COLLISION TYPE	TOTAL COLLISIONS	COLLISIONS PER YEAR
Rear-End	406	81.2
Parked Vehicle/Fixed Object	217	43.4
Right-Angle/Broadside	101	20.2
Sideswipe/Lane Change	86	17.2
Approach Turn	75	15.0
Other	49	9.8
Pedestrian/Bicycle	42	8.4
Backing	14	2.8
Head-On	13	2.6
Not Designated	12	2.4
TOTAL	1,015	203.0

Background Figure T-~~10~~98
City of Sammamish Traffic Collisions (2010-2014)


Traffic Collisions

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~~

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~~ Background Table T–7 summarizes the list of projects that make up the ~~current~~ Six-Year Transportation Improvement Program (TIP), 2019~~96-2021~~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~~ Background Figure T–~~10~~9 illustrates existing non-motorized facilities and includes the locations of the public open spaces and parks.

Background Table T-~~107~~
~~2016~~2019-~~2021~~ 2024 Six Year Transportation Improvement Program (TIP)

TIP #	PROJECT TITLE	Total Project
TR-~~01~~4	SE 4th St—218th Ave SE to 228th Ave SE ~~C,CP~~	15,~~,171~~203
TR-02	Issaquah-Pine Lake Rd—Klahanie Blvd to SE 32nd ~~C,CP~~	~~8,000~~13,340
TR-03	Issaquah-Pine Lake Rd—SE 48th to Klahanie Blvd ~~C,CP~~	~~17,618~~20,214
TR-04	East Lake Sammamish Pkwy SE / SE 24th St Intersection ~~C,CP~~	~~3,698~~3,900
TR-05	Sahalee Way NE: ~~NE 25th Way to—220th Ave NE~~ to North City Limits ~~C,CP~~	~~14,588~~848
TR-07	Issaquah-Fall City Rd: 242nd Avenue SE to Klahanie Dr SE (Phase 1)	~~14,000~~28,807
	~~Issaquah-Fall City Rd—SE 48th St to Klahanie Dr SE CP~~	
TR-08	Issaquah-Fall City Rd—Klahanie Dr SE to Issaquah-Beaver Lk Rd ~~CP~~	~~917,~~000
TR-18	SE 8th Street/218th Avenue SE: 212th Avenue SE to SE 4th Street	15,,000
~~TR-189~~	~~SE 8th Street/218th Avenue SE: 212th Avenue SE to SE 4th Street Public Works Trust Fund Loan Repayment (228th Avenue) CP~~	~~15,000~~ 3,256
TR-19	Intelligent Transportation System (ITS)	3,,000
TR-20	SE 14th Street Extension: Lawson Park Plat to 248th Ave SE	~~0,~~280
TR-34	228th Avenue SE & SE 8th Street Intersection	4,,~~6~~00
TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd	1,,600
TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE Analysis	7,,300
TR-45	SE 32nd St/244th Ave SE Intersection Improvement	~~0,~~110
TR-51	SE Issaquah Fall City Rd/247th Pl SE	Cost included in TR-07
TR-52	SE Issaquah Fall City Rd/Klahanie Dr S	Cost included in TR-07
TR-53	Sahalee Way/NE 28th Pl/223rd Ave NE	1,,300
TR-54	228th Ave/SE 40th	~~0,~~800
TR-55	242nd Ave NE/NE 8th St	~~0,~~880
TR-56	Issaquah-Pine Lake Rd/230th Ln SE/231st Lane SE	~~0,~~115
	OTHER TIP PROGRAMS	
TR-A	Public Works Trust Fund Loan Repayment (228th Avenue)	10,,002
~~10~~	~~212th Ave SE Gap Project—SE 24th St to Crossings Subdivision CP,NM~~	~~0,600~~
~~11~~TR-B	Non-motorized Transportation Projects ~~CP,NM~~	~~0,~~750 annually ~~4,500~~

		Sammamish Comprehensive Plan Transportation Background Information ~~June 2017~~April 2018
~~12~~TR-C	Sidewalk Projects ~~NM-P~~	~~0.~~160 annually ~~0.960~~
~~13~~TR-D	Intersection and Safety Improvements ~~P~~	~~1.2000.~~200 annually
~~14~~TR-E	Neighborhood CIP ~~P~~	0~~.600.~~100 annually
TR-F	Street Lighting Program	~~0.~~015 annually
TR-G	School Zone Safety Improvements	~~0.~~050 annually
TR-H	Capital Contingency Reserve Placeholder	~~0.~~500 annually

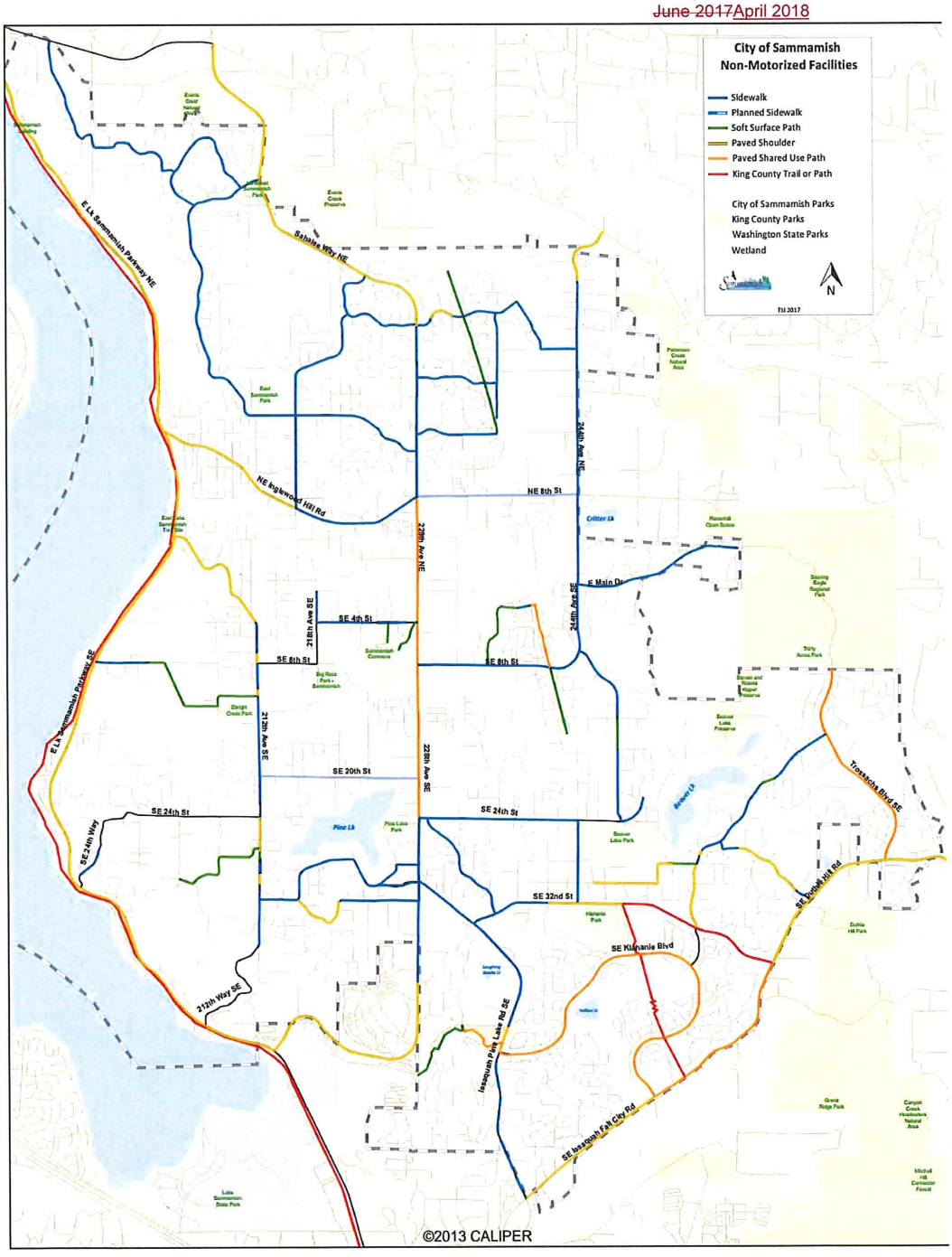
~~1. Project Type: C = Concurrency Project; CP = Capital Project; NM = Non-Motorized Project; P = City Program. All project costs are in 2013 dollars.~~

Background Table T–7
2019–2024 Six Year Transportation Improvement Program (TIP)

TIP #	PROJECT TITLE	PROJECT EXPENDITURE (X $1,000) Total Project
TR-01	SE 4th St—218th Ave SE to 228th Ave SE	15,203
TR-02	Issaquah-Pine Lake Rd—Klahanie Blvd to SE 32nd	13,340
TR-03	Issaquah-Pine Lake Rd—SE 48th to Klahanie Blvd	20,214
TR-04	East Lake Sammamish Pkwy SE / SE 24th St Intersection	3,900
TR-05	Sahalee Way NE: NE 25th Way to North City Limits	848
TR-07	Issaquah-Fall City Rd: 242nd Avenue SE to Klahanie Dr SE (Phase 1)	28,807
TR-08	Issaquah-Fall City Rd—Klahanie Dr SE to Issaquah-Beaver Lk Rd	17,000
TR-18	SE 8th Street/218th Avenue SE: 212th Avenue SE to SE 4th Street	15,000
TR-19	Intelligent Transportation System (ITS)	3,000
TR-20	SE 14th Street Extension: Lawson Park Plat to 248th Ave SE	280
TR-34	228th Avenue SE & SE 8th Street Intersection	4,600
TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd	1,600
TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE Analysis	7,300
TR-45	SE 32nd St/244th Ave SE Intersection Improvement	110
TR-51	SE Issaquah Fall City Rd/247th Pl SE	Cost included in TR-07
TR-52	SE Issaquah Fall City Rd/Klahanie Dr S	Cost included in TR-07
TR-53	Sahalee Way/NE 28th Pl/223rd Ave NE	1,300
TR-54	228th Ave/SE 40th	800
TR-55	242nd Ave NE/NE 8th St	880
TR-56	Issaquah-Pine Lake Rd/230th Ln SE/231st Lane SE	115
OTHER TIP PROGRAMS		
TR-A	Public Works Trust Fund Loan Repayment (228th Avenue)	10,002
TR-B	Non-motorized Transportation Projects	750 annually
TR-C	Sidewalk Projects	160 annually
TR-D	Intersection and Safety Improvements	200 annually
TR-E	Neighborhood CIP	100 annually
TR-F	Street Lighting Program	15 annually
TR-G	School Zone Safety Improvements	50 annually
TR-H	Capital Contingency Reserve Placeholder	500 annually

Background Figure T–~~11~~ 109 City of Sammamish
Existing Non-Motorized Facilities

Sammamish Comprehensive Plan
Transportation Background Information
~~June 2017~~April 2018



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–8.

Background Table T–~~11~~8
Existing Transit Service for the City of Sammamish

ROUTE #	ROUTE DESCRIPTION	SERVICE	AVERAGE HEADWAY (MINUTES) *Peak*	*Midday*
216[1]	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[1]	Downtown Seattle to Issaquah Highlands P&R, to South Sammamish P&R and to Redmond	Weekday AM and PM peak hours	30–40	—
269[1]	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[2,3]	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	60–120	60–120
		Saturday	60–120	60–120

1. *King County Metro Transit Route.*
2. *Sound Transit Route; this route make infrequent trips to the City Sammamish.*

Park-and-Ride Facilities

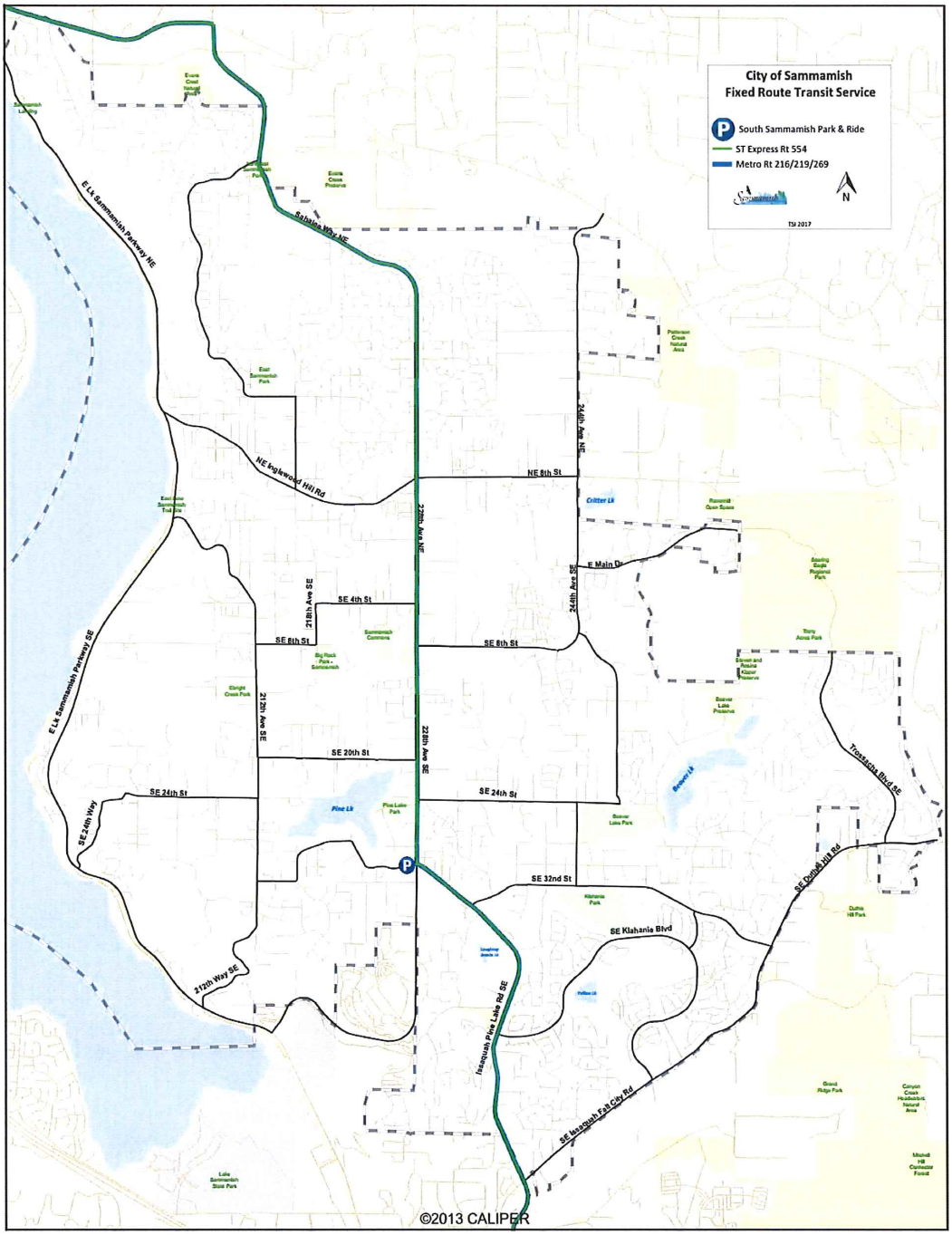
Sammamish currently has two park-and-ride (P&R) facilities:

- 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).

Existing transit routes and P&R lots within the Sammamish city limits are shown in ~~Background Figure T–12~~Background Figure T–~~11~~0. Outside of the city limits, the nearest P&R lots are:

- Klahanie P&R at SE Klahanie Boulevard and 244th Place SE, King County (30spaces).
- 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)

Background Figure T-~~12~~ 110 Existing Transit Service



Travel Demand Forecasts and Projected Needs

In order 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.

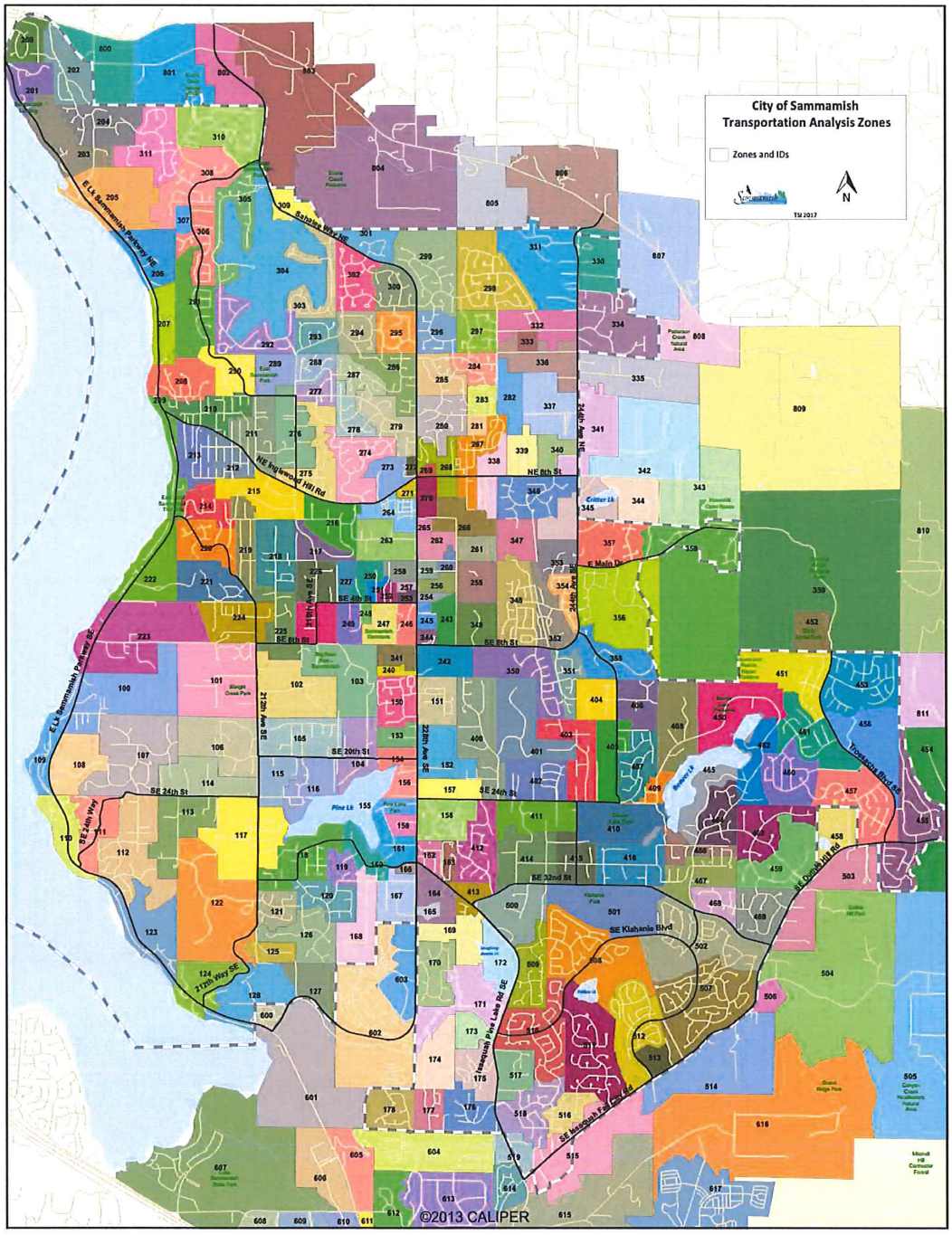
These general steps of the modeling process are described in the following sections and the technical aspects of the model are described in detail in the Traffic Forecasting Model Documentation Report (DEA 2012), which has been produced for the city as a supplemental document to the Comprehensive Plan.

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~~Background Figure T–112. 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.

Background Figure T-~~13~~ 11
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 are 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.

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 ~~2012~~ 2016 calibrated VISUM travel demand model developed by DEA has a mean relative error of ~~2~~3% and is a very good representation of the traffic generated by a known land uses (~~2012~~ 2016 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 case future forecasts should be considered with a broader margin of error. A range of plus or minus 10% is a 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 be 10% more or less in most 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 of the Town Center, a mixed use subarea planned for ~~1,760~~2,000 ~~multifamily residential~~dwelling units, ~~200,000 square feet of office,~~ and ~~400~~600,000 square feet of ~~retail~~ commercial 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 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)*~~

~~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~~
~~Sahalee Way NE–220th Ave NE to North City Limits~~	~~Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk~~
~~228th Ave SE–SE 32nd St to Issaquah-Pine Lake Road~~	~~Provide additional southbound through lane~~
~~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~~ ~~Background Table T–10~~ ~~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~~Background Figure T–12.~~

~~The committed improvements listed in Background Table T–13~~ ~~Background Table T–10~~ ~~address several existing deficiencies identified in the 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~~

Background Table T-1310
2035 Intersection LOS—PM Peak Hour—Committed Improvements Only

INTERSECTION	LOS STANDARD[1]	TRAFFIC CONTROL[2]	DELAY[3]	LOS[4]
228th Ave NE and NE 12th St	D	S	21	C
Sahalee Way NE and NE 37th St	D	S	21	C
228th Ave SE and SE 4th St	E	S	156	F*
228th Ave SE and SE 8th St	D	S	190	F*
228th Ave SE and SE 20th St	D	S	21	C
228th Ave NE and SE 24th St	E	S	77	E
228th Ave SE and Issaquah-Pine Lk Rd SE	E	S	69	E
Issaquah-Pine Lk Rd SE and SE Klahanie Blvd	D	S	83	F*
E Lk Sammamish Pkwy and NE Inglewood Hill Rd	C	S	20	C
E Lk Sammamish Pkwy and 212th Way SE	C	S	17	B
228th Ave NE and NE 8th St (NE Inglewood Hill Rd)	D	S	57	E*
192nd Drive NE and NE Redmond Fall City Rd (SR202)	D	S	23	C
Issaquah-Pine Lk Rd SE and SE 32nd Way	D	RAB	94	F*
E Lk Sammamish Pkwy and Louis Thompson Rd NE	C	S	17	B
212th Ave SE and SE 20th St	C	AWSC	25	C
SE Duthie Hill Rd and SE Issaquah-Beaver Lk Rd	D	S	19	B
Trossachs Blvd SE and SE Duthie Hill Rd	D	S	28	C
E Lk Sammamish Pkwy and SE 24th Way	C	S	7	A
244th Ave NE and NE 8th St	C	RAB	15	B
228th Ave NE and NE 25th St	D	S	22	C
228th Ave NE and NE 4th St	D	S	43	D
228th Ave NE and E. Main St	D	S	5	A
212th Ave SE and SE 8th St	C	TWSC	21	C
Sahalee Way NE and SR202[5]	E	S	131	F*
Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd[5]	E	S	203	F*
244th Ave NE and NE Redmond Fall City Rd (SR202)[5]	D	S	102	F*
E Lk Sammamish Pkwy and NE Redmond Fall City Rd (SR202)[5]	D	S	175	F*
E Lk Sammamish Pkwy and SE 56th St[5]	D	S	252	F*
E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd[5]	E	S	216	F*
E Lk Sammamish Pkwy and SE 43rd Way[5]	D	RAB	31	C

— 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.

1. Intersection Control: S = signalized; TWSC = two-way stop-controlled; AWSC = all-way stop-controlled; RAB = roundabout
1. Delay is measured in seconds per vehicle.
1. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2010). (*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.
1. Intersection is outside of the city limits.

Exhibit 6: Title 14A SMC – Clean version
6/4/18

Title 14A

PUBLIC FACILITIES

Chapters:

Chapter 14A.01

PUBLIC WORKS STANDARDS ADOPTED

Sections:

14A.01.010 Public works standards adopted.

(1) The City hereby adopts by reference the design standards and specifications set forth in the document entitled "City of Sammamish 2016 Public Works Standards" as now or hereafter amended as the Public Works Standards for the City, which includes but is not limited to transportation standards and street standards. Pursuant to RCW 35A.13.180, a copy of the most current City of Sammamish Public Works Standards is available on the City's website at www.sammamish.us.

(2) The public works director is hereby authorized to administratively interpret and apply the standards in a manner consistent with their terms in order to better implement the standards or allow for changes in street design and construction technology and methods.(Ord. O2016-425 § 1 (Att. A))

14A.01.020 Resolution of conflicts.

In case of inconsistency or conflict between other provisions of the Sammamish Municipal Code and the City of Sammamish Public Works Standards adopted in this chapter, the most restrictive provision shall apply. (Ord. O2016-425 § 1 (Att. A))

14A.01.030 Appeals.

Any person or agency aggrieved by an act or decision of the City pursuant to the Public Works Standards may appeal said act or decision to the City of Sammamish pursuant to the appeal provisions for the underlying development permit application as contained in Chapter 20.05 SMC. (Ord. O2016-425 § 1 (Att. A))

Chapter 14A.05

DEFINITIONS

Sections:
14A.05.010 Definitions.

14A.05.010 Definitions.
The following words and terms are defined pursuant to RCW 82.02.090 and shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

"Accessory dwelling unit" is defined for the purposes of this title the same as the term "Dwelling unit, accessory" in SMC 21A.15.350.

"Affordable housing" or "low-income housing" means residential housing that is rented or owned by a person or household whose monthly housing expenses, including utilities other than telephone, do not exceed 30 percent of the applicable median family income listed below and adjusted for household size. Based on the King County Income and Affordability Guidelines, housing affordability levels include:

(a) "Low income" means a family earning between zero and 50 percent of the King County median household income.

(b) "Moderate income" means a family earning between 51 and 80 percent of the King County median household income.

(c) "King County median household income" means the median income of the Seattle Metropolitan Statistical Area ("SMSA"), adjusted for household size, as determined by the United States Department of Housing and Urban Development ("HUD"). In the event that HUD no longer publishes median income figures for King County, the City may determine such other method as it may choose to determine the King County median household income, adjusted for household size.

"Applicant" means a property owner or a public agency or public or private utility that owns a right-of-way or other easement or has been adjudicated the right to such an easement pursuant to RCW 8.12.090, or any person or entity designated or named in writing by the property or easement owner to be the applicant, in an application for a development proposal, permit or approval.

"Building permit" means an official document or certification which is issued by the City and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure.

"Capital facilities plan" means the capital facilities plan element of a comprehensive plan adopted by the City of Sammamish pursuant to Chapter 36.70A RCW, and such plan as amended.

"Capital improvement program (CIP)" means the expenditures programmed by the City of Sammamish for capital purposes over the next-six-year period in the CIP most recently adopted by the City Council.

"Certificate of concurrency" means the document issued by the City indicating the location or other description of the property on which the development is proposed, the type of development permit for which the certificate is issued, the number and type of units, square footage, and/or maximum trip generation approved, the public facilities that are available and reserved for the property described in the certificate, any conditions attached to the approval, and the date of issuance.

"City" means the City of Sammamish.

"City's traffic model AM peak hour" is from 7:00-8:00am, which accommodates many school's peak hour.

"City's traffic model PM peak hour" is from 4:45-5:45pm, which reflects the afternoon's average system peak hour.

"Concurrency" means that a development does not cause the level of service on a locally-owned transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development. For the purposes of Title 14A SMC, "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

"Concurrency test" means the determination of an applicant's impact on transportation facilities by the comparison of the City's adopted level of service standard to the projected level of service at intersections with the proposed development.

"Concurrency test deferral affidavit" means a document signed by an applicant which defers the application for a certificate of concurrency and the concurrency test, acknowledges that future rights to develop the property are subject to the deferred concurrency test, and acknowledges that no vested rights concerning concurrency have been granted by the City or acquired by the applicant without such a test.

"Council" means the City Council of the City of Sammamish.

"Department," means the department of public works, department of community development, or when referenced in Chapter 14A.20 SMC, means the department of parks and recreation.

"Development" means specified improvements or changes in use designed or intended to permit a use of land that will contain more dwelling units or buildings than the existing use of the land, or to otherwise change the use of the land or buildings/improvements on the land, and that requires a development permit from the City of Sammamish. The rezoning of land is not development.

"Development activity" means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land, that creates additional demand and need for public facilities.

"Development approval" means any written authorization from the City which authorizes the commencement of development activity.

"Development permit" means any order, permit or other official action of the City granting, or granting with conditions, an application for development, including specifically:

(a) Planned action, as that term is defined in RCW 43.21C.031(2);

(b) Subdivision, including preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation;

(c) Mobile home park;

(d) Unified Zone Development Plan (UZDP);

(e) Conditional use permit;

(f) Site development permit;

(g) Building permit; or

(h) Certificate of occupancy for a change in use.

"Director," when referenced in this title, means the director of the department of public works or the director's designee, or the director of the department of parks and recreation or the director's designee, or the director of the department of community development or the director's designee, as appropriate.

"Dwelling unit" means a residential location such as a house, apartment, condominium, townhouse, mobile home, or manufactured home in which people may live.

"Encumbered" means to reserve, set aside, or otherwise earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for public facilities.

"Feepayer" means a person, corporation, partnership, incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation commencing a land development activity which creates the demand for additional capital facilities, and which requires the issuance of a building permit. "Feepayer" includes an applicant for an impact fee credit.

"Financial commitment" consists of the following:

(a) Revenue designated in the most currently adopted CIP for transportation facilities or strategies needed in the committed network for the transportation adequacy measure to test for concurrency. The financial plan underlying the adopted CIP identifies all applicable and available revenue sources and forecasts these revenues through the six-year period that can be reasonably expected. . Projects to be used in defining the committed network shall represent those projects that are anticipated to be constructed in the six years of the CIP. This commitment is reviewed annually through the budget process;

(b) Unanticipated revenue from federal or state grants for which the City has received notice of approval; or

(c) Revenue that is assured by an applicant in a form approved by the City in a voluntary agreement.

(d) Grants from federal, state or private sources if the grant has been awarded for specific projects.

(e) Appropriations in state biennial budget for specific projects.

(f) Revenues that can be imposed or expended at the discretion of the City, including, but not limited to, impact fees, SEPA mitigation payments, property taxes, real estate excise taxes, user fees, charges, intergovernmental entitlements, and bonds.

(g) Revenue from special assessment districts created by the City.

(h) Irrevocable commitments from developers in a form acceptable to the City including:

(i) Performance or surety bonds from Washington State financial institutions;

(ii) Letters of credit from Washington State financial institutions; or

(iii) Assignments of assets in Washington State (i.e., interests in real property, savings certificates, bank accounts, or negotiable securities).

(i) Payments by special districts if such payments are similar in character and reliability to those listed in subsections (5)(a) through (e) of this section.

"Gross floor area" means the total square footage of any building, structure, or use, including accessory uses.

"Hearing examiner" means the examiner who acts on behalf of the City in considering and applying land use regulatory codes as provided under the Sammamish Municipal Code. Where appropriate, "hearing examiner" also refers to the office of the hearing examiner.

"Impact fee" means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new

development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. "Impact fee" does not include a reasonable permit or application fee.

"Impact fee account" or "account" means the account(s) established for each type of public facility for which impact fees are collected. The accounts shall be established pursuant to SMC 14A.15.070, 14A.15.080, 14A.20.070 and 14A.20.080, and comply with the requirements of RCW 82.02.070.

"Independent fee calculation" means the street impact calculation or park and recreational impact fee and/or economic documentation prepared by a feepayer to support the assessment of an impact fee calculation other than by the use of the rates listed in SMC 14A.15.110 or 14A.20.110, or the calculations prepared by the director where none of the fee categories or fee amounts in SMC 14A.15.110 or 14A.20.110 accurately describe or capture the impacts of the new development on public facilities.

"ITE land use code" means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the current edition of Trip Generation Manual.

"Level of service standard" means the City's defined performance standards for its adopted concurrency intersections, as defined in the City's Comprehensive Plan.

"Occupancy" means that a space is being lived in, rented, or used and therefore not vacant.

"Owner" means the owner of record of real property, although when real property is being purchased under a real estate contract, the purchaser shall be considered the owner of the real property if the contract is recorded.

"Peak hour" means the hour during the morning or afternoon with the highest traffic volumes for a particular roadway or intersection.

"Planned action" means a project action as that term is defined in RCW 43.21C.031(2).

"Preapplication meeting" for the purposes of this title means a meeting between the applicant for a transportation concurrency certificate or its extension and the staff of the department, according to that department's rules and administrative procedures held for the purpose of determining the requirements to file a development permit application.

"Project improvements" mean site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan approved by the City Council shall be considered a project improvement.

"Proportionate share" means that portion of the cost of public facility improvements that are reasonably related to the service demands and needs of new development.

"Public facilities" means the following capital facilities owned or operated by government entities: (a) public streets and roads; (b) publicly owned parks, open space, and recreation facilities; (c) school facilities; and (d) fire protection facilities in jurisdictions that are not part of a fire district.

"Rate Study for Impact Fees for Parks and Recreational Facilities" means the rate study completed by Henderson, Young and Company, dated November 2, 2006, for the City of Sammamish.

"Reservation" and "reserve" means development units are set aside in the City's concurrency records in a manner that assigns the units to the applicant and prevents the same units being assigned to any other applicant.

"Residential" or "residential development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, townhouse and other multifamily development.

"Service area" means a geographic area defined by a county, city, town, or intergovernmental agreement in which a defined set of public facilities provide service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles.

"Significant past tax payment" means taxes exceeding five percent of the amount of the impact fee, and which were paid prior to the date the impact fee is assessed and were earmarked or proratable to the same system improvements for which the impact fee is assessed.

"Square footage" means the square footage of the gross floor area of the development.

"State" means the state of Washington.

"Street" means a public thoroughfare providing pedestrian and vehicular access through neighborhoods and communities and to abutting property.

"Street Impact Fee Rate Study" means the "Rate Study for Impact Fees for Streets," City of Sammamish, dated September 27, 2006 or the most current update.

"System improvements" mean public facilities that are included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements.

"Trip" is a single or one-direction person or vehicle movement. A trip has an origin and a destination at its respective ends (known as trip ends).

Chapter 14A.10

CONCURRENCY

Sections:

14A.10.010 Concurrency requirement.
(1) In accordance with RCW 36.70A.070(6)(b), the City must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the City's comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of the City's concurrency requirement, "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(2) The City shall not issue a development permit until:

(a) A certificate of concurrency has been issued; or

(b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or

(c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1). (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.020 Application for certificate of concurrency.
(1) Each applicant for a comprehensive plan amendment requesting property redesignation or zone reclassification, except as provided in SMC 14A.10.030(1), shall elect one of the following options:

(a) Apply for a certificate of concurrency; or

(b) Execute a concurrency test deferral affidavit.

(2) Each applicant for a planned action, subdivision (including a preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation), mobile home park, a master site plan, urban planned development, conditional use permit, or site development permit shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with a comprehensive plan amendment or zone reclassification, or except as provided in SMC 14A.10.030(1).

(3) Each applicant for a building permit or certificate of occupancy for a change in use shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with subsections (1) or (2) of this section, or except as provided in SMC 14A.10.030(1).

(4) Applicants for a certificate of concurrency may designate the density and intensity of development to be tested for concurrency, provided such density and intensity shall not exceed the maximum allowed for the parcel. If the applicant designates the density and intensity of development, the concurrency test will be based on and applicable to only the applicant's designated density and intensity. If the applicant does not designate density and intensity, the

concurrency test will be based on the maximum allowable density and intensity. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.030 Exemptions from concurrency test.
(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency:

(a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility:

(i) Right-of-way use;

(ii) Street improvements, including new streets constructed by the City of Sammamish;

(iii) Street use permits;

(iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs;

(v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370;

(vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370;

(vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs;

(viii) Demolition or moving of a structure; or

(ix) Tenant improvements that do not generate additional trips.

14A.10.040 Concurrency test.
(1) The City shall perform a concurrency test for each application for a certificate of concurrency. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test for each type of public facility:

(a) For individual single-family residential building permits on existing lots, or other land use permits that generate less than 10 trips during an individual peak hour, the city will run a concurrency test once enough permits have been received that collectively result in 10 or more trips during an individual peak hour or

(b) For all other development, review of each application compared to the capacity of the public facilities in accordance with the provisions of this chapter.

(2) If the impact of the development does not cause the level of service to decline below the standard set forth in SMC 14A.10.050, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.

(3) If the impact of the development will cause the level of service to decline below the standard set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options:

(a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050; or

(b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080; or

(c) Arrange to provide for public facilities that are not otherwise available.

(4) The City shall conduct the concurrency test, as needed, in the order that completed applications are received by the City.

(5) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.050 Level of service standards.
(1) In conducting the concurrency test, the intersection LOS standards adopted in the Transportation Element of the Comprehensive Plan are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterials or collector arterials. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied.

(2) In conducting the concurrency test in accord with section 14A.10.010, the city shall apply the level of service standards for the concurrency intersections as designated in the comprehensive plan. If no intersections operates below the level of service standard, the concurrency certificate shall be granted. If any concurrency intersection operates below the level of service standards, the concurrency certificate will be denied or the applicant may choose to accept a 90-day reservation as described in 14A.10.040(4)(a). (3) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for intersections shall be achieved and maintained, no later than six years from the date of the development.

(4) In the event that the applicant is required to construct a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.

(5) The City shall determine which additional public facilities are needed to be included in the Capital Facilities Plan Element of the Comprehensive Plan to achieve the adopted level of service standards. Such additional public facilities shall be underwritten by a financial commitment.

14A.10.060 Certificate of concurrency.
(1) A certificate of concurrency shall be issued by the public works director or his/her designee after the concurrency test is passed.

(2) Upon issuance of a certificate of concurrency, the City shall reserve capacity on behalf of the applicant, and indicate the reservation on the certificate of concurrency.

(3) A certificate of concurrency shall expire if the development permit for which the concurrency is reserved is not applied for within 180 days of issuance of the certificate of concurrency.

(4) A certificate of concurrency shall be valid for the development permit application period and subsequently for the same period of time as the development permit for which it was issued.

(5) A certificate of concurrency may be extended according to the same terms and conditions as the underlying development permit. If a development permit is granted an extension, the certificate of concurrency, if any, shall also be extended. Certificates of concurrency shall not be extended beyond the expiration of the underlying development permit, or any extensions thereof.

(6) A certificate of concurrency is valid only for the uses and intensities authorized for the development permit for which it is issued. Any change in use or intensity that increases the impact of development on public facilities is subject to an additional concurrency test of the incremental increase in impact on public facilities. Any change in use or intensity that decreases the impact of development on public facilities is not subject to an additional concurrency test and any capacity that is not required as a result of the decrease in impact shall be available for other applications.

(7) A certificate of concurrency is valid only for the development permit with which it is issued, and for subsequent development permits for the same parcel, as long as the applicant obtains the subsequent development permit prior

to the expiration of the earlier development permit. A certificate of concurrency transfers automatically to subsequent development permits for the parcel for which the certificate was issued; provided, that the use or intensity has not changed, and the previous development permit has not expired. The transfer of validity of a certificate of concurrency from one development permit to a subsequent development permit shall not extend or otherwise change the expiration of the certificate of concurrency.

(8) A certificate of concurrency runs with the land, and cannot be transferred to a different parcel. A certificate of concurrency transfers automatically with ownership of the parcel for which the certificate was issued. Upon final subdivision approval of a parcel that has obtained a certificate of concurrency, the City shall replace the certificate of concurrency by issuing a separate certificate of concurrency to each subdivided parcel, assigning to each a pro rata portion of the public facility capacity or other measure that was reserved for the original certificate. The issuance of pro rata certificates of concurrency to subdivided parcels shall not extend or otherwise change the expiration of the certificates of concurrency. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.070 Fees.
(1) The City shall charge each applicant an administrative fee and a concurrency test fee in an amount to be established by resolution by the City Council. The concurrency test fee shall not be refundable after the concurrency test has been performed.

(2) The City shall charge a processing fee to any individual who requests an informal analysis of capacity if the requested analysis requires substantially the same research as a concurrency test. The processing fee shall be nonrefundable and nonassignable to a concurrency test. The amount of the processing fee shall be the same as the concurrency test fee authorized by subsection (1) of this section.

14A.10.080 Appeals.
(1) An applicant may appeal a denial of a certificate of concurrency on the following grounds:

(a) A technical or mathematical error;

(b) The applicant provided alternative data that was rejected by the City; or

(c) Unwarranted delay in review of the application that allowed capacity to be given to another applicant.

(2) Appeal of denial of a certificate of concurrency shall be to the hearing examiner in accordance with procedures in SMC Title 20. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

Chapter 14A.30

RIGHT-OF-WAY USE PERMITS

Sections:

14A.30.010 Purpose – Permit required.

The purpose of this chapter is to establish minimum rules and regulations for controlling and enforcing right-of-way uses to assure that proposed uses are consistent with the public health, safety, and welfare of the community, and that harm or nuisance which may result from a proposed right-of-way use is prevented.

It shall be unlawful for anyone to make private use of any public right-of-way without a right-of-way use permit issued by the City, or to use any public right-of-way without complying with all provisions of a permit issued by the City. (Ord. O2010-285 § 1 (Att. A))

14A.30.015 Definitions.

The following words and phrases, wherever used in this chapter, shall have the meanings ascribed to them in this section except where otherwise defined or unless the context shall clearly indicate to the contrary.

(1) “Abutting property” means and includes property bordering upon and contiguous to a public right-of-way as defined herein.

(2) “Applicant” means any person, company, corporation, enterprise, or entity applying for the issuance or renewal of a right-of-way use permit or any person, company, corporation, enterprise, or entity that has been issued a right-of-way use permit.

(3) “Application” means, for the purposes of this chapter, the collection of papers or electronic data necessary to initiate a right-of-way use permit request, and shall include an application in the form approved by the City, and other submittals consistent with the purposes of this chapter.

(4) “Private use” means use of the public right-of-way for the benefit of a person, partnership, group, organization, company, corporation, entity or outside jurisdiction other than as a public thoroughfare for any type of vehicle, pedestrian, bicycle or equestrian travel.

(5) “Right-of-way” or “ROW” means and includes streets, avenues, ways, boulevards, drives, places, alleys, sidewalks, landscape (parking) strips, squares, triangles, easements and other rights-of-way open to the use of the public, including the space above or beneath the surface of same. This definition specifically does not include streets, alleys, ways, landscape strips, sidewalks, easements, etc., which have not been deeded, dedicated, or otherwise permanently appropriated to the City for public use.

(6) “Special event” means an event which will generate or invite public participation, and/or spectators, for a particular and limited purpose and time including, but not limited to, fun runs/walks, roadway foot races, fundraising walks, bike-a-thons, parades, block parties, carnivals, shows, exhibitions and fairs. (Ord. O2010-285 § 1 (Att. A))

14A.30.020 Right-of-way use permit application process and fee.
(1) The City engineer or designee, herein referred to as "the City," shall establish policies and procedures to administer the permit program.

(2) Applicants may be required to submit, in addition to the application form, any documents the City deems necessary for the City to perform an accurate evaluation of the right-of-way use permit application.

(3) Decisions regarding issuance, renewal, denial, or termination of any such permits shall be subject to insurance requirements, bond requirements, indemnification and hold harmless agreements, the capacity of the rights-of-way to accommodate the applicant's proposed facilities or use, evaluation of competing public interests, and any other administrative requirements applicable to the permit.

(4) As part of a complete right-of-way use permit application, the applicant shall submit to the City, at the time of application, right-of-way use permit fees, including a nonrefundable application fee, as set forth in the most current City of Sammamish fee schedule.

(5) If insurance is required, the insurance guidelines in City policy shall apply unless otherwise established by the City.

(6) Conditions of approval will be identified during the City's review of the application and may include a certificate of insurance, indemnification and hold harmless agreement, traffic control plan, performance bond, time and use restrictions, video data, status reports, restoration of disturbed right-of-way features, or any other requirements the City deems necessary to protect the right-of-way and public health, safety, and welfare. (Ord. O2010-285 § 1 (Att. A))

14A.30.025 Right-of-way use permit types.
(1) Type A, ROW special use permit, is a short-term permit and allows the use of the right-of-way for nonconstruction activities as described in SMC 14.30.030.

(2) Type B, ROW construction permit, is a permit that allows the use of the right-of-way for construction activities as described in SMC 14.30.040.

(3) Type C, ROW utility permit, is a permit that allows for the use of the right-of-way to construct or maintain utilities as described in SMC 14.30.050.

(4) Type D, ROW lease permit, is a permit that allows long-term usage of public right-of-way for nonconstruction activities as described in SMC 14.30.060. (Ord. O2010-285 § 1 (Att. A))

14A.30.030 Type A right-of-way special use permit.
(1) Type A ROW special use permit is required for any special event that is held within the public right-of-way or creates significant traffic impacts within the public right-of-way.

(2) Type A ROW special use permit may be required for uses that are nonconstruction uses but not defined as a special event by this chapter.

(3) Proof of insurance may be required with the City listed as an additional insured to protect the public and the City against liability for injury to persons or property. (Ord. O2010-285 § 1 (Att. A))

14A.30.040 Type B right-of-way construction permit.
(1) Type B ROW construction permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, corporation, company, enterprise or entity to commence any work within the public right-of-way. Types of activities that would fall under a Type B ROW construction permit include but are not limited to driveways, curbs, stormwater infrastructure, sidewalks, retaining walls, cutting or maintaining trees and haul routes. Construction work associated with a franchised utility provider or a telecommunication provider shall obtain a Type C ROW utility permit as described in SMC 14.30.050.

(2) Proof of insurance shall be required, with the City listed as an additional insured, on all work within the right-of-way to address liability for injury to persons or property. Insurance amounts shall be those identified in Section 1-

07.18 (Public Liability and Property Damage Insurance) of the Standard Specifications for Road, Bridge and Municipal Construction (current version) published by the Washington State Department of Transportation, and City amendments thereto. These insurance requirements may be modified at the discretion of the City.

(3) A current City business license is required for any person performing work in the city right-of-way.

(4) It is unlawful for any person to perform any work in City right-of-way unless operating under a valid state of Washington general contractor's license, or a valid state of Washington specialty contractor's license applicable to the type of work being performed.

(5) Contractors are responsible for traffic control, work area protection/security and street maintenance to protect the life, health and safety of the public during any permitted work within the right-of-way, and all methods and equipment used will be subject to the approval of the City.

(6) All streets, sidewalks, alleys, parkways, and other public rights-of-way disturbed in the course of work performed under any permit shall be restored in accordance with the City of Sammamish public works standards or as required and approved by the City engineer.

(7) All work within City right-of-way must be pursued to completion with due diligence, and if work is not completed within a reasonable length of time, as determined by the City engineer, the City shall cause the work to be completed at the applicant's expense.

(8) Any costs incurred by the City for right-of-way restoration will be charged to the property owner and/or developer employing the contractor. (Ord. O2010-285 § 1 (Att. A))

14A.30.050 Type C right-of-way utility permit.

(1) Type C ROW utility permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, or corporation to commence any work within the public right-of-way associated with providing or maintaining franchised utilities or telecommunication facilities within the City right-of-way.

(2) Proof of insurance shall be required, with the City listed as an additional insured, on all work within the right-of-way to address liability for injury to persons or property. Insurance amounts shall be those identified in Section 1-07.18 (Public Liability and Property Damage Insurance) of the Standard Specifications for Road, Bridge and Municipal Construction (current version) published by the Washington State Department of Transportation, and City amendments thereto. These insurance requirements may be modified at the discretion of the City.

(3) A current City business license is required for any person performing work in the City right-of-way.

(4) It is unlawful for any person to perform any work in City right-of-way unless operating under a valid state of Washington general contractor's license, or a valid state of Washington specialty contractor's license applicable to the type of work being performed.

(5) Contractors are responsible for traffic control, work area protection/security and street maintenance to protect the life, health and safety of the public during any permitted work within the right-of-way, and all methods and equipment used will be subject to the approval of the City.

(6) All streets, sidewalks, alleys, parkways, and other public rights-of-way disturbed in the course of work performed under any permit shall be restored in accordance with the City of Sammamish public works standards or as required and approved by the City engineer.

(7) All work within City right-of-way must be pursued to completion with due diligence, and if work is not completed within a reasonable length of time, as determined by the City engineer, the City shall cause the work to be completed at the applicant's expense.

(8) Any costs incurred by the City for right-of-way restoration will be charged to the property owner and/or developer employing the contractor. (Ord. O2010-285 § 1 (Att. A))

14A.30.060 Type D right-of-way lease permit.
(1) Type D ROW lease permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, or corporation to commence any work within the ROW or utilize the unopened or unused public ROW for long-term private benefit or use. Types of activities that fall under a Type D ROW lease permit include, but are not limited to, construction of fences, landscaping, private irrigation, sheds, private nonfranchised utilities, and garages. Infrastructure associated with a franchised utility provider or a telecommunication provider shall obtain a Type C ROW utility permit as described in SMC 14.30.050.

(2) Proof of insurance may be required with the City listed as an additional insured to protect the public and the City against liability for injury to persons or property.

(3) At any time the City deems the area being leased is necessary for public benefit, the ROW lease permit may be terminated and the applicant will be required, at their expense, to move their facilities from the public ROW. (Ord. O2010-285 § 1 (Att. A))

14A.30.070 Revocation or suspension of permit.
All permits issued pursuant to this chapter shall be temporary, shall vest no permanent rights in the applicant, and may be revoked by the City as follows:

(1) The permit may be immediately revoked by the City in the event of a violation of any of the terms or conditions of the permit; or

(2) The permit may be immediately revoked by the City in the event the permitted special event or street use shall become dangerous to persons or property, or if any structure, site condition or obstruction permitted becomes insecure or unsafe; or

(3) The permit may be revoked by the City upon 30 days' notice if the permit was not for a specified period of time and is not covered by either of the preceding subsections.

(4) If any event, use or occupancy for which the permit has been revoked is not immediately discontinued, the City may remove any structure, site condition or obstruction, or cause to be made such repairs upon the structure, site condition or obstruction as may be necessary to render the same secure and safe, or to adjourn any special event. The cost and expense of such removal, repair or adjournment shall be assessed against the permittee, including all fees and costs associated with enforcement of the collection of same, including attorney's fees. (Ord. O2010-285 § 1 (Att. A))

14A.30.080 Enforcement.
The City engineer is authorized to enforce or seek enforcement of the provisions of this chapter, and ordinances and resolutions codified in it, and any rules and regulations promulgated thereunder pursuant to the enforcement and penalty provisions of SMC Title 23. (Ord. O2010-285 § 1 (Att. A))

Exhibit 7: Title 14A SMC – Redlined version
6/4/18

Title 14A

PUBLIC FACILITIES

Chapters:

Chapter 14A.01

PUBLIC WORKS STANDARDS ADOPTED

Sections:

14A.01.010 Public works standards adopted.

(1) The City hereby adopts by reference the design standards and specifications set forth in the document entitled "City of Sammamish 2016 Public Works Standards" as now or hereafter amended as the Public Works Standards for the City, which includes but is not limited to transportation standards and street standards. Pursuant to RCW 35A.13.180, a copy of the most current City of Sammamish Public Works Standards is available on the City's website at www.sammamish.us.

(2) The public works director is hereby authorized to administratively interpret and apply the standards in a manner consistent with their terms in order to better implement the standards or allow for changes in street design and construction technology and methods.(Ord. O2016-425 § 1 (Att. A))

14A.01.020 Resolution of conflicts.

In case of inconsistency or conflict between other provisions of the Sammamish Municipal Code and the City of Sammamish Public Works Standards adopted in this chapter, the most restrictive provision shall apply. (Ord. O2016-425 § 1 (Att. A))

14A.01.030 Appeals.

Any person or agency aggrieved by an act or decision of the City pursuant to the Public Works Standards may appeal said act or decision to the City of Sammamish pursuant to the appeal provisions for the underlying development permit application as contained in Chapter 20.05 SMC. (Ord. O2016-425 § 1 (Att. A))

Chapter 14A.05

DEFINITIONS

Sections:
14A.05.010 Definitions.

14A.05.010 Definitions.
The following words and terms are defined pursuant to RCW 82.02.090 and shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

~~The following words and terms shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title. Terms otherwise not defined herein shall be given their usual and customary meaning.~~

"Accessory dwelling unit" is defined for the purposes of this title the same as the term "Dwelling unit, accessory" in SMC 21A.15.350.

"Affordable housing" or "low-income housing" means residential housing that is rented or owned by a person or household whose monthly housing expenses, including utilities other than telephone, do not exceed 30 percent of the applicable median family income listed below and adjusted for household size. Based on the King County Income and Affordability Guidelines, housing affordability levels include:

(a) "Low income" means a family earning between zero and 50 percent of the King County median household income.

(b) "Moderate income" means a family earning between 51 and 80 percent of the King County median household income.

(c) "King County median household income" means the median income of the Seattle Metropolitan Statistical Area ("SMSA"), adjusted for household size, as determined by the United States Department of Housing and Urban Development ("HUD"). In the event that HUD no longer publishes median income figures for King County, the City may determine such other method as it may choose to determine the King County median household income, adjusted for household size.

"Applicant" means a property owner or a public agency or public or private utility that owns a right-of-way or other easement or has been adjudicated the right to such an easement pursuant to RCW 8.12.090, or any person or entity designated or named in writing by the property or easement owner to be the applicant, in an application for a development proposal, permit or approval.

"Building permit" means an official document or certification which is issued by the City and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure.

"Capital facilities plan" means the capital facilities plan element of a comprehensive plan adopted by the City of Sammamish pursuant to Chapter 36.70A RCW, and such plan as amended.

"Capital improvement program (CIP)" means the expenditures programmed by the City of Sammamish for capital purposes over the next-six-year period in the CIP most recently adopted by the City Ceouncil.

"Certificate of concurrency" means the document issued by the City indicating the location or other description of the property on which the development is proposed, the type of development permit for which the certificate is issued, the number and type of units, square footage, and/or maximum trip generation approved, the public facilities

that are available and reserved for the property described in the certificate, any conditions attached to the approval, and the date of issuance.

"City" means the City of Sammamish.

"City's traffic model AM peak hour" is from 7:00-8:00am, which accommodates many school's peak hour.

"City's traffic model PM peak hour" is from 4:45-5:45pm, which reflects the afternoon's average system peak hour.

~~"Concurrency" means adequate public facilities that meet the level of service standard are, or will be, available no later than the impact of development.~~

"Concurrency" means that a development does not cause the level of service on a locally-owned transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development. For the purposes of Title 14A SMC, "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

"Concurrency test" means ~~a comparison~~the determination of an applicant's impact on ~~public facilities to the capacity of public facilities~~transportation facilities by the comparison of the City's adopted level of service standard to the projected level of service at intersections with the proposed development. ~~A concurrency test must be passed or verified by a traffic model that are, or will be, available no later than the impacts of development.it passed in order to obtain a Certificate of Concurrency.~~

"Concurrency test deferral affidavit" means a document signed by an applicant which defers the application for a certificate of concurrency and the concurrency test, acknowledges that future rights to develop the property are subject to the deferred concurrency test, and acknowledges that no vested rights concerning concurrency have been granted by the City or acquired by the applicant without such a test.

"Council" means the City ~~council~~Council of the City of Sammamish.

"Department," ~~when referenced in Chapter 14A.15 SMC,~~ means the department of public works, department of community development, or when referenced in Chapter 14A.20 SMC, means the department of parks and recreation.

"Development" means specified improvements or changes in use designed or intended to permit a use of land that will contain more dwelling units or buildings than the existing use of the land, or to otherwise change the use of the land or buildings/improvements on the land ~~in a manner that increases the amount of vehicle traffic generated by the existing use of the land~~, and that requires a development permit from the City of Sammamish. The rezoning of land is not development.

"Development activity" means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land, that creates additional demand and need for public facilities.

"Development approval" means any written authorization from the City which authorizes the commencement of development activity.

"Development permit" means any order, permit or other official action of the City granting, or granting with conditions, an application for development, including specifically:

~~(a) Comprehensive plan amendment proposing a change of property designation;~~

~~(b) Zone reclassifications;~~

~~(c~~(a) Planned action, as that term is defined in RCW 43.21C.031(2);

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(~~d~~b) Subdivision, including preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation;

(~~e~~c) Mobile home park;

(~~f~~d) Unified Zone Development Plan (UZDP)~~Master site plan, including urban planned developments~~;

(~~g~~e) Conditional use permit;

(~~h~~f) Site development permit;

(~~i~~g) Building permit; or

(~~j~~h) Certificate of occupancy for a change in use.

"Director," when referenced in this title, means the director of the department of public works or the director's designee, or the director of the department of parks and recreation or the director's designee, or the director of the department of community development or the director's designee, as appropriate.

"Dwelling unit" means a ~~single unit providing complete and independent living facilities for one~~residential location such as a house, apartment, condominium, townhouse, mobile home, or ~~more persons, including permanent facilities for living, sleeping, eating, cooking, and sanitation needs~~manufactured home in which people may live.

"Encumbered" means to reserve, set aside, or otherwise earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for public facilities.

"Feepayer" means a person, corporation, partnership, incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation commencing a land development activity which creates the demand for additional capital facilities, and which requires the issuance of a building permit. "Feepayer" includes an applicant for an impact fee credit.

"Financial commitment" consists of the following:

(a) Revenue designated in the most currently adopted CIP for transportation facilities or strategies needed in the committed network for the transportation adequacy measure to test for concurrency. The financial plan underlying the adopted CIP identifies all applicable and available revenue sources and forecasts these revenues through the six-year period that can be ~~with~~ reasonably expected ~~assurance that such funds will be timely to put to such ends~~. Projects to be used in defining the committed network shall represent those projects that are anticipated to be ~~fully funded for construction~~ constructed in the six years of the CIP. This commitment is reviewed annually through the budget process;

(b) Unanticipated revenue from federal or state grants for which the City has received notice of approval; or

(c) Revenue that is assured by an applicant in a form approved by the City in a voluntary agreement.

(d) Grants from federal, state or private sources if the grant has been awarded for specific projects.

(e) Appropriations in state biennial budget for specific projects.

(f) Revenues that can be imposed or expended at the discretion of the City, including, but not limited to, impact fees, SEPA mitigation payments, property taxes, real estate excise taxes, user fees, charges, intergovernmental entitlements, and bonds.

(g) Revenue from special assessment districts created by the City.

(h) Irrevocable commitments from developers in a form acceptable to the City including:

(i) Performance or surety bonds from Washington State financial institutions;

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(ii) Letters of credit from Washington State financial institutions; or

(iii) Assignments of assets in Washington State (i.e., interests in real property, savings certificates, bank accounts, or negotiable securities).

(i) Payments by special districts if such payments are similar in character and reliability to those listed in subsections (5)(a) through (e) of this section.

"Gross floor area" means the total square footage of any building, structure, or use, including accessory uses.

"Hearing examiner" means the examiner who acts on behalf of the City in considering and applying land use regulatory codes as provided under the Sammamish Municipal Code. Where appropriate, "hearing examiner" also refers to the office of the hearing examiner.

"Impact fee" means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. "Impact fee" does not include a reasonable permit or application fee.

"Impact fee account" or "account" means the account(s) established for each type of public facility for which impact fees are collected. The accounts shall be established pursuant to SMC 14A.15.070, 14A.15.080, 14A.20.070 and 14A.20.080, and comply with the requirements of RCW 82.02.070.

"Independent fee calculation" means the street impact calculation or park and recreational impact fee and/or economic documentation prepared by a feepayer to support the assessment of an impact fee calculation other than by the use of the rates listed in SMC 14A.15.110 or 14A.20.110, or the calculations prepared by the director where none of the fee categories or fee amounts in SMC 14A.15.110 or 14A.20.110 accurately describe or capture the impacts of the new development on public facilities.

"ITE land use code" means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the current edition of Trip Generation Manual.

"Level of service standard" means the ~~number of units of capacity per unit of demand, or similar objective measure of the extent or degree of service provided by a public facility~~City's defined performance standards for its adopted concurrency intersections, as defined in the City's Comprehensive Plan.

"Occupancy" means that a space is being lived in, rented, or used and therefore not vacant.

"Owner" means the owner of record of real property, although when real property is being purchased under a real estate contract, the purchaser shall be considered the owner of the real property if the contract is recorded.

"Peak hour" means the ~~single~~ hour during the morning or afternoon with the ~~greatest~~highest traffic ~~volume between 4:00 p.m. and 6:00 p.m. for the p.m. peak hour and between 7:00 a.m. and 9:00 a.m.~~volumes for ~~the a.m. peak hour~~a particular roadway or intersection.

"Planned action" means a project action as that term is defined in RCW 43.21C.031(2).

"Preapplication meeting" for the purposes of this title means a meeting between the applicant for a transportation concurrency certificate or its extension and the staff of the department, according to that department's rules and administrative procedures held for the purpose of determining the requirements to file a development permit application.

"Project improvements" mean site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan approved by the City Council shall be considered a project improvement.

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"Proportionate share" means that portion of the cost of public facility improvements that are reasonably related to the service demands and needs of new development.

"Public facilities" means the following capital facilities owned or operated by government entities: (a) public streets and roads; (b) publicly owned parks, open space, and recreation facilities; (c) school facilities; and (d) fire protection facilities in jurisdictions that are not part of a fire district.

"Rate Study for Impact Fees for Parks and Recreational Facilities" means the rate study completed by Henderson, Young and Company, dated November 2, 2006, for the City of Sammamish.

~~"Reserve" means to document in the City's concurrency records in a manner that assigns the capacity or other measure of public facilities to the applicant and prevents the same capacity or other measure being assigned to any other applicant.~~

"Reservation" and "reserve" means development units are set aside in the City's concurrency records in a manner that assigns the units to the applicant and prevents the same units being assigned to any other applicant.

"Residential" or "residential development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, townhouse and other multifamily development.

"Service area" means a geographic area defined by a county, city, town, or intergovernmental agreement in which a defined set of public facilities provide service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles.

"Significant past tax payment" means taxes exceeding five percent of the amount of the impact fee, and which were paid prior to the date the impact fee is assessed and were earmarked or proratable to the same system improvements for which the impact fee is assessed.

"Square footage" means the square footage of the gross floor area of the development.

"State" means the state of Washington.

~~"Street" means an urban right-of-way, paving and associated improvements which enables motor vehicles, transit vehicles, bicycles and pedestrians to travel between destinations, and affords the principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, street, and other thoroughfare, except an alley.~~

"Street" means a public thoroughfare providing pedestrian and vehicular access through neighborhoods and communities and to abutting property.

"Street Impact Fee Rate Study" means the "Rate Study for Impact Fees for Streets," City of Sammamish, dated September 27, 2006~~.~~ or the most current update.

"System improvements" mean public facilities that are included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements.

"Trip" is a single or one-direction person or vehicle movement. A trip has an origin and a destination at its respective ends (known as trip ends).

Chapter 14A.10

CONCURRENCY

Sections:

14A.10.010 Concurrency requirement.
(1) In accordance with RCW 36.70A.070(6)(b), the City must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the City's comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of the City's concurrency requirement, "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(2) The City shall not issue a development permit until:

~~(a) A concurrency test has been conducted and a~~(a) A certificate of concurrency has been issued; or

(b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or

(c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1). (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.020 Application for certificate of concurrency.
(1) Each applicant for a comprehensive plan amendment requesting property redesignation or zone reclassification, except as provided in SMC 14A.10.030(1), shall elect one of the following options:

(a) Apply for a certificate of concurrency; or

(b) Execute a concurrency test deferral affidavit.

(2) Each applicant for a planned action, subdivision (including a preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation), mobile home park, a master site plan, urban planned development, conditional use permit, or site development permit shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with a comprehensive plan amendment or zone reclassification, or except as provided in SMC 14A.10.030(1).

(3) Each applicant for a building permit or certificate of occupancy for a change in use shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with subsections (1) or (2) of this section, or except as provided in SMC 14A.10.030(1).

(4) Applicants for a certificate of concurrency may designate the density and intensity of development to be tested for concurrency, provided such density and intensity shall not exceed the maximum allowed for the parcel. If the applicant designates the density and intensity of development, the concurrency test will be based on and applicable to only the applicant's designated density and intensity. If the applicant does not designate density and intensity, the

concurrency test will be based on the maximum allowable density and intensity. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.030 Exemptions from concurrency test.
(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency:

(a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility:

(i) Right-of-way use;

(ii) Street improvements, including new streets constructed by the City of Sammamish;

(iii) Street use permits;

(iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs;

(v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370;

(vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370;

(vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs; ~~or~~

(viii) Demolition or moving of a structure; or

(ix) Tenant improvements that do not generate additional trips.

~~(b) Any development by the City of Sammamish.~~

~~(c) Public schools.~~

~~(2) Exemptions from the concurrency test on the capacity of public facilities shall be entered in the City's records in the same manner as though a concurrency test had been performed for the exempt development permits. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)~~

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14A.10.040 Concurrency test.
(1) The City shall perform a concurrency test for each application for a certificate of concurrency~~, except as provided in SMC 14A.10.030~~. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test for each type of public facility:

(a) For individual single-family residential building permits on existing lots, ~~annual certification that the capacity of public facilities may be sufficient to maintain the City's level of service standard for single-family residential development totaling less than 50 units that is estimated to occur during the following year;~~or other land use permits that generate less than 10 trips during an individual peak hour, the city will run a concurrency test once enough permits have been received that collectively result in 10 or more trips during an individual peak hour~~.~~ or

(b) For all other development, review of each application compared to the capacity of the public facilities in accordance with the provisions of this chapter.

~~(2) The City may enter into an agreement with each public or private entity that provides public facilities in the City to establish the responsibilities of the City and the provider of public facilities in providing data for or conducting a concurrency test.~~

(2~~3~~) If the ~~capacity of available public facilities is equal to or greater than the capacity required to maintain~~impact of the development does not cause the level of service to decline below the standard ~~for the impact of the development~~set forth in SMC 14A.10.050, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.

(4~~3~~) ~~If the capacity of available public facilities is less than the capacity required to maintain the level of service standard for the impact of the development, or~~If the impact of the development will cause the level of service to decline below the standard set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options:

(a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to ~~reduce the need for public facilities to not exceed the capacity that is available~~meet the level of service standard set forth in SMC 14A.10.050, or ~~arrange to provide for public facilities that are not otherwise available; or~~

(b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080~~; or~~.

~~(~~c) Arrange to provide for public facilities that are not otherwise available.

(4~~5~~) The City shall conduct the concurrency test~~,~~ as needed~~,~~ in the order that completed applications are received by the City.

(5~~6~~) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.050 Level of service standards.

~~(1) In conducting the concurrency test, the level of service standards for road and street segments are based on allowable average weekday daily traffic (AWDT) volumes by corridor, as a function of each roadway's characteristics described and listed in the transportation element of the adopted comprehensive plan as amended. Level of service ("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 methodology 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 must have a v/c of 1.00 or less to be considered adequate. The following corridors comprised of the concurrency segments shown on Figure V-6 of the transportation element will be monitored:~~

~~**East Lake Sammamish Parkway North**~~

~~Concurrency segments 1, 2 and 3~~

~~**East Lake Sammamish Parkway Central**~~

~~Concurrency segments 5 and 6~~

~~**East Lake Sammamish Parkway South**~~

~~Concurrency segments 7 and 8~~

~~**Sahalee Way – 228th Avenue North**~~

~~Concurrency segments 21, 22 and 23~~

~~**228th Avenue Central**~~

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~~Concurrency segments 24 and 25~~

~~**228th Avenue South**~~

~~Concurrency segments 26 and 27~~

~~**Issaquah-Pine Lake Road**~~

~~Concurrency segments 32, 33 and 34~~

~~**244th Avenue Corridor North**~~

~~Concurrency segments 35, 36 and 37~~

~~**244th Avenue Corridor South**~~

~~Concurrency segment 39~~

~~**Louis Thompson Road – 212th Corridor**~~

~~Concurrency segments 11, 12, 13 and 14~~

(1) In conducting the concurrency test, the ~~The~~ intersection LOS standards adopted in ~~this transportation element~~the Transportation Element of the Comprehensive Plan are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterials or collector ~~roadways~~arterials. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction. The intersection standards shall be applied to both the morning and afternoon peak ~~hour~~hours. The LOS standard for the higher road classification shall be the standard applied.

~~(2) In conducting the concurrency test, the City shall apply the level of service standards for roads, streets, and intersections Citywide. If no road, street or intersection operates below the level of service standard, development may occur anywhere within the City. If any road, street or intersection operates below the level of service standard, development may not be approved anywhere within the City until the level of service is achieved, or transportation improvements or strategies to accommodate the impacts of development will be completed within six years.~~

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(2) In conducting the concurrency test in accord with section 14A.10.010, the city shall apply the level of service standards for the concurrency intersections as designated in the comprehensive plan. If no intersections operates below the level of service standard, the concurrency certificate shall be granted. If any concurrency intersection operates below the level of service standards, the concurrency certificate will be denied or the applicant may choose to accept a 90-day reservation as described in 14A.10.040(4)(a).

(3) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for ~~roads, streets and~~ intersections shall be achieved and maintained, no later than six years from the date of ~~occupancy of~~ the development~~, or of each phase of a development~~.

(4) In the event that the applicant is required to ~~provide~~ construct a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.

(5) ~~In conducting the concurrency test, t~~The City shall determine ~~that~~which additional public facilities ~~that~~ are needed to ~~achieve the level of service standards are~~be included in the Ccapital ~~f~~Facilities ~~p~~Plan ~~e~~Element of the ~~City's C~~comprehensive Pplan to achieve the adopted level of service standards. Such additional public facilities shall be underwritten by ~~one or more of the following~~ a financial commitment~~, s specific to the additional public facility needed to achieve the level of service standard:~~

~~(a) Grants from federal, state or private sources if the grant has been awarded for specific projects.~~

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~~(b) Appropriations in state biennial budget for specific projects.~~

~~(c) Revenues that can be imposed or expended at the discretion of the City, including, but not limited to, impact fees, SEPA mitigation payments, property taxes, real estate excise taxes, user fees, charges, intergovernmental entitlements, and bonds.~~

~~(d) Revenue from special assessment districts created by the City.~~

~~(e) Irrevocable commitments from developers in a form acceptable to the City including:~~

~~(i) Performance or surety bonds from Washington State financial institutions;~~

~~(ii) Letters of credit from Washington State financial institutions; or~~

~~(iii) Assignments of assets in Washington State (i.e., interests in real property, savings certificates, bank accounts, or negotiable securities).~~

~~(f) Payments by special districts if such payments are similar in character and reliability to those listed in subsections (5)(a) through (e) of this section.~~

~~(g) All development permits that require one or more public facilities provided by entities other than the City shall condition the issuance of the development permit for the same parcel on the availability of such public facilities. The City may enter into an agreement with each public or private entity that provides public facilities in the City to establish the responsibilities of the City and the provider of public facilities in providing data for or conducting a concurrency test. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)~~

14A.10.060 Certificate of concurrency.

(1) A certificate of concurrency shall be issued by the public works director or his/her designee after the concurrency test is passed ~~and the applicant has paid the associated impact fee deposit set forth in SMC 14A.15.020~~.

(2) Upon issuance of a certificate of concurrency, the City shall reserve capacity on behalf of the applicant, and indicate the reservation on the certificate of concurrency.

(3) A certificate of concurrency shall expire if the development permit for which the concurrency is reserved is not applied for within 180 days of issuance of the certificate of concurrency.

(4) A certificate of concurrency shall be valid for the development permit application period and subsequently for the same period of time as the development permit for which it was issued.

(5) A certificate of concurrency may be extended according to the same terms and conditions as the underlying development permit. If a development permit is granted an extension, the certificate of concurrency, if any, shall also be extended. Certificates of concurrency shall not be extended beyond the expiration of the underlying development permit, or any extensions thereof.

(6) A certificate of concurrency is valid only for the uses and intensities authorized for the development permit for which it is issued. Any change in use or intensity that increases the impact of development on public facilities is subject to an additional concurrency test of the incremental increase in impact on public facilities. Any change in use or intensity that decreases the impact of development on public facilities is not subject to an additional concurrency test and any capacity that is not required as a result of the decrease in impact shall be available for other applications.

(7) A certificate of concurrency is valid only for the development permit with which it is issued, and for subsequent development permits for the same parcel, as long as the applicant obtains the subsequent development permit prior to the expiration of the earlier development permit. A certificate of concurrency transfers automatically to subsequent development permits for the parcel for which the certificate was issued; provided, that the use or intensity has not changed, and the previous development permit has not expired. The transfer of validity of a certificate of concurrency from one development permit to a subsequent development permit shall not extend or otherwise change the expiration of the certificate of concurrency.

(8) A certificate of concurrency runs with the land, and cannot be transferred to a different parcel. A certificate of concurrency transfers automatically with ownership of the parcel for which the certificate was issued. Upon final subdivision approval of a parcel that has obtained a certificate of concurrency, the City shall replace the certificate of concurrency by issuing a separate certificate of concurrency to each subdivided parcel, assigning to each a pro rata portion of the public facility capacity or other measure that was reserved for the original certificate. The issuance of pro rata certificates of concurrency to subdivided parcels shall not extend or otherwise change the expiration of the certificates of concurrency. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

14A.10.070 Fees.

(1) The City shall charge each applicant an administrative fee and a concurrency test fee in an amount to be established by resolution by the City ~~c~~Council. The concurrency test fee shall not be refundable after the concurrency test has been performed.

(2) The City shall charge a processing fee to any individual who requests an informal analysis of capacity if the requested analysis requires substantially the same research as a concurrency test. The processing fee shall be nonrefundable and nonassignable to a concurrency test. The amount of the processing fee shall be the same as the concurrency test fee authorized by subsection (1) of this section.

~~(3) When a concurrency test approval notification letter is prepared, the City shall charge an associated impact fee deposit set forth in SMC 14A.15.020. If the deposit is not received within 45 calendar days from the date of the approval notification, the application for a certificate of concurrency shall expireO2006-208 § 1; Ord. O2004-139 § 1)~~

14A.10.080 Appeals.

(1) An applicant may appeal a denial of a certificate of concurrency on the following grounds:

(a) A technical or mathematical error;

(b) The applicant provided alternative data that was rejected by the City; or

(c) Unwarranted delay in review of the application that allowed capacity to be given to another applicant.

(2) Appeal of denial of a certificate of concurrency shall be to the hearing examiner in accordance with procedures in SMC Title 20. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)

Chapter 14A.30

RIGHT-OF-WAY USE PERMITS

Sections:

14A.30.010 Purpose – Permit required.

The purpose of this chapter is to establish minimum rules and regulations for controlling and enforcing right-of-way uses to assure that proposed uses are consistent with the public health, safety, and welfare of the community, and that harm or nuisance which may result from a proposed right-of-way use is prevented.

It shall be unlawful for anyone to make private use of any public right-of-way without a right-of-way use permit issued by the City, or to use any public right-of-way without complying with all provisions of a permit issued by the City. (Ord. O2010-285 § 1 (Att. A))

14A.30.015 Definitions.

The following words and phrases, wherever used in this chapter, shall have the meanings ascribed to them in this section except where otherwise defined or unless the context shall clearly indicate to the contrary.

(1) “Abutting property” means and includes property bordering upon and contiguous to a public right-of-way as defined herein.

(2) “Applicant” means any person, company, corporation, enterprise, or entity applying for the issuance or renewal of a right-of-way use permit or any person, company, corporation, enterprise, or entity that has been issued a right-of-way use permit.

(3) “Application” means, for the purposes of this chapter, the collection of papers or electronic data necessary to initiate a right-of-way use permit request, and shall include an application in the form approved by the City, and other submittals consistent with the purposes of this chapter.

(4) “Private use” means use of the public right-of-way for the benefit of a person, partnership, group, organization, company, corporation, entity or outside jurisdiction other than as a public thoroughfare for any type of vehicle, pedestrian, bicycle or equestrian travel.

(5) “Right-of-way” or “ROW” means and includes streets, avenues, ways, boulevards, drives, places, alleys, sidewalks, landscape (parking) strips, squares, triangles, easements and other rights-of-way open to the use of the public, including the space above or beneath the surface of same. This definition specifically does not include streets, alleys, ways, landscape strips, sidewalks, easements, etc., which have not been deeded, dedicated, or otherwise permanently appropriated to the City for public use.

(6) “Special event” means an event which will generate or invite public participation, and/or spectators, for a particular and limited purpose and time including, but not limited to, fun runs/walks, roadway foot races, fundraising walks, bike-a-thons, parades, block parties, carnivals, shows, exhibitions and fairs. (Ord. O2010-285 § 1 (Att. A))

14A.30.020 Right-of-way use permit application process and fee.
(1) The City engineer or designee, herein referred to as "the City," shall establish policies and procedures to administer the permit program.

(2) Applicants may be required to submit, in addition to the application form, any documents the City deems necessary for the City to perform an accurate evaluation of the right-of-way use permit application.

(3) Decisions regarding issuance, renewal, denial, or termination of any such permits shall be subject to insurance requirements, bond requirements, indemnification and hold harmless agreements, the capacity of the rights-of-way to accommodate the applicant's proposed facilities or use, evaluation of competing public interests, and any other administrative requirements applicable to the permit.

(4) As part of a complete right-of-way use permit application, the applicant shall submit to the City, at the time of application, right-of-way use permit fees, including a nonrefundable application fee, as set forth in the most current City of Sammamish fee schedule.

(5) If insurance is required, the insurance guidelines in City policy shall apply unless otherwise established by the City.

(6) Conditions of approval will be identified during the City's review of the application and may include a certificate of insurance, indemnification and hold harmless agreement, traffic control plan, performance bond, time and use restrictions, video data, status reports, restoration of disturbed right-of-way features, or any other requirements the City deems necessary to protect the right-of-way and public health, safety, and welfare. (Ord. O2010-285 § 1 (Att. A))

14A.30.025 Right-of-way use permit types.
(1) Type A, ROW special use permit, is a short-term permit and allows the use of the right-of-way for nonconstruction activities as described in SMC 14.30.030.

(2) Type B, ROW construction permit, is a permit that allows the use of the right-of-way for construction activities as described in SMC 14.30.040.

(3) Type C, ROW utility permit, is a permit that allows for the use of the right-of-way to construct or maintain utilities as described in SMC 14.30.050.

(4) Type D, ROW lease permit, is a permit that allows long-term usage of public right-of-way for nonconstruction activities as described in SMC 14.30.060. (Ord. O2010-285 § 1 (Att. A))

14A.30.030 Type A right-of-way special use permit.
(1) Type A ROW special use permit is required for any special event that is held within the public right-of-way or creates significant traffic impacts within the public right-of-way.

(2) Type A ROW special use permit may be required for uses that are nonconstruction uses but not defined as a special event by this chapter.

(3) Proof of insurance may be required with the City listed as an additional insured to protect the public and the City against liability for injury to persons or property. (Ord. O2010-285 § 1 (Att. A))

14A.30.040 Type B right-of-way construction permit.
(1) Type B ROW construction permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, corporation, company, enterprise or entity to commence any work within the public right-of-way. Types of activities that would fall under a Type B ROW construction permit include but are not limited to driveways, curbs, stormwater infrastructure, sidewalks, retaining walls, cutting or maintaining trees and haul routes. Construction work associated with a franchised utility provider or a telecommunication provider shall obtain a Type C ROW utility permit as described in SMC 14.30.050.

(2) Proof of insurance shall be required, with the City listed as an additional insured, on all work within the right-of-way to address liability for injury to persons or property. Insurance amounts shall be those identified in Section 1-

07.18 (Public Liability and Property Damage Insurance) of the Standard Specifications for Road, Bridge and Municipal Construction (current version) published by the Washington State Department of Transportation, and City amendments thereto. These insurance requirements may be modified at the discretion of the City.

(3) A current City business license is required for any person performing work in the city right-of-way.

(4) It is unlawful for any person to perform any work in City right-of-way unless operating under a valid state of Washington general contractor's license, or a valid state of Washington specialty contractor's license applicable to the type of work being performed.

(5) Contractors are responsible for traffic control, work area protection/security and street maintenance to protect the life, health and safety of the public during any permitted work within the right-of-way, and all methods and equipment used will be subject to the approval of the City.

(6) All streets, sidewalks, alleys, parkways, and other public rights-of-way disturbed in the course of work performed under any permit shall be restored in accordance with the City of Sammamish public works standards or as required and approved by the City engineer.

(7) All work within City right-of-way must be pursued to completion with due diligence, and if work is not completed within a reasonable length of time, as determined by the City engineer, the City shall cause the work to be completed at the applicant's expense.

(8) Any costs incurred by the City for right-of-way restoration will be charged to the property owner and/or developer employing the contractor. (Ord. O2010-285 § 1 (Att. A))

14A.30.050 Type C right-of-way utility permit.

(1) Type C ROW utility permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, or corporation to commence any work within the public right-of-way associated with providing or maintaining franchised utilities or telecommunication facilities within the City right-of-way.

(2) Proof of insurance shall be required, with the City listed as an additional insured, on all work within the right-of-way to address liability for injury to persons or property. Insurance amounts shall be those identified in Section 1-07.18 (Public Liability and Property Damage Insurance) of the Standard Specifications for Road, Bridge and Municipal Construction (current version) published by the Washington State Department of Transportation, and City amendments thereto. These insurance requirements may be modified at the discretion of the City.

(3) A current City business license is required for any person performing work in the City right-of-way.

(4) It is unlawful for any person to perform any work in City right-of-way unless operating under a valid state of Washington general contractor's license, or a valid state of Washington specialty contractor's license applicable to the type of work being performed.

(5) Contractors are responsible for traffic control, work area protection/security and street maintenance to protect the life, health and safety of the public during any permitted work within the right-of-way, and all methods and equipment used will be subject to the approval of the City.

(6) All streets, sidewalks, alleys, parkways, and other public rights-of-way disturbed in the course of work performed under any permit shall be restored in accordance with the City of Sammamish public works standards or as required and approved by the City engineer.

(7) All work within City right-of-way must be pursued to completion with due diligence, and if work is not completed within a reasonable length of time, as determined by the City engineer, the City shall cause the work to be completed at the applicant's expense.

(8) Any costs incurred by the City for right-of-way restoration will be charged to the property owner and/or developer employing the contractor. (Ord. O2010-285 § 1 (Att. A))

14A.30.060 Type D right-of-way lease permit.
(1) Type D ROW lease permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, or corporation to commence any work within the ROW or utilize the unopened or unused public ROW for long-term private benefit or use. Types of activities that fall under a Type D ROW lease permit include, but are not limited to, construction of fences, landscaping, private irrigation, sheds, private nonfranchised utilities, and garages. Infrastructure associated with a franchised utility provider or a telecommunication provider shall obtain a Type C ROW utility permit as described in SMC 14.30.050.

(2) Proof of insurance may be required with the City listed as an additional insured to protect the public and the City against liability for injury to persons or property.

(3) At any time the City deems the area being leased is necessary for public benefit, the ROW lease permit may be terminated and the applicant will be required, at their expense, to move their facilities from the public ROW. (Ord. O2010-285 § 1 (Att. A))

14A.30.070 Revocation or suspension of permit.
All permits issued pursuant to this chapter shall be temporary, shall vest no permanent rights in the applicant, and may be revoked by the City as follows:

(1) The permit may be immediately revoked by the City in the event of a violation of any of the terms or conditions of the permit; or

(2) The permit may be immediately revoked by the City in the event the permitted special event or street use shall become dangerous to persons or property, or if any structure, site condition or obstruction permitted becomes insecure or unsafe; or

(3) The permit may be revoked by the City upon 30 days' notice if the permit was not for a specified period of time and is not covered by either of the preceding subsections.

(4) If any event, use or occupancy for which the permit has been revoked is not immediately discontinued, the City may remove any structure, site condition or obstruction, or cause to be made such repairs upon the structure, site condition or obstruction as may be necessary to render the same secure and safe, or to adjourn any special event. The cost and expense of such removal, repair or adjournment shall be assessed against the permittee, including all fees and costs associated with enforcement of the collection of same, including attorney's fees. (Ord. O2010-285 § 1 (Att. A))

14A.30.080 Enforcement.
The City engineer is authorized to enforce or seek enforcement of the provisions of this chapter, and ordinances and resolutions codified in it, and any rules and regulations promulgated thereunder pursuant to the enforcement and penalty provisions of SMC Title 23. (Ord. O2010-285 § 1 (Att. A))

Exhibit 8: Title 21A SMC – Clean version, 6/4/18

21A.15.685 Level of service (LOS), traffic.
"Level of service (LOS), traffic" means the City's defined performance standards for its adopted concurrency intersections, as defined in the City's Comprehensive Plan

21A.15.870 Peak hour.
"Peak hour" means the hour during the morning or afternoon with the highest traffic volumes for a particular roadway or intersection.

21A.95.020 Applicability.
(1) An application for commercial site development permit may be submitted for commercial development projects on sites consisting of one or more contiguous lots legally created and zoned to permit the proposed uses.

(a) A commercial site development permit is separate from and does not replace other required permits such as conditional use permits or shoreline substantial development permits. A commercial site development permit may be combined and reviewed concurrently with other permits.

(b) Prior to the issuance of a building permit, all applications for apartment, townhouse, commercial, or office projects must apply for and receive a commercial site development permit. In the event of any question, the city manager or his or her designee shall be responsible for determining the applicability of a commercial site development permit, and how the commercial site development permit shall be processed in conjunction with other applicable permits.

(c) If any of the following scenarios apply to a multifamily, commercial or office proposal, then the applicant must apply for and obtain a CSDP first, prior to issuance of any other permit. In the event of any question, the City manager or his/her designee shall be responsible for determining the applicability of a CSDP.

(i) If three residential units or more will not be located on an individual parcel. This includes three individual single-family dwelling units, townhouse units, apartment units or a combination of dwelling types. Note: Accessory dwelling units are not counted as a residential unit for purposes of this calculation.

(ii) Any new office, multifamily, commercial or office building. Note: New institutional buildings are also included in this definition.

(iii) An office, multifamily, commercial, institutional expansion, tenant improvement or change of use that results in an increase in the number of dwelling units; an increase in impervious surface which triggers a new level of surface water review; a change in the number of ingress or egress points from the site (whether at the applicant's request or expansion in any of the following areas: building square footage, parking space requirements, or peak a.m. or peak p.m. traffic trips.

21A.95.080 Modification to an approved permit.
A subsequent building permit application may contain minor modifications to an approved commercial site development plan provided a modification does not:

(1) Increase the building floor area by more than 10 percent;

(2) Increase the number of dwelling units;

(3) Increase the total impervious surface area; provided, that relocatable facilities for schools shall be exempt from this restriction;

(4) Result in an insufficient amount of parking and/or loading;

(5) Locate buildings outside an approved building envelope; provided, that relocatable facilities for schools shall be exempt from this restriction;

(6) Change the number of ingress and egress points to the site;

(7) Significantly increase the traffic impacts of a.m. or p.m. peak-hour trips to and from the site;

(8) Significantly increase the quantity of imported or exported materials or increase the area of site disturbance.

Modifications that exceed the conditions of approval as stated in this section and require a new review as determined by the director shall only be accomplished by applying for a new commercial site development permit for the entire site. The new application shall be reviewed according to the laws and rules in effect at the time of application. (Ord. O2003-132 § 14)

21B.95.100 Modification to an approved plan.

(1) The director will determine whether a subsequent development permit is in compliance with the applicable UZDP by determining if the application deviates from the UDZP. If the application proposal meets or exceeds the UZDP's conformance to the criteria of SMC 21B.95.060 and supports coordinated infrastructure construction and compatible development, the application will be considered to be in conformance with the UZDP;

(2) In addition, the director will review the application to ensure that the application proposal does not:

(a) Increase the building floor area by more than 10 percent or exceed planning thresholds set by the Town Center Plan, as amended by the City council;

(b) Increase the number of dwelling units or the amount of commercial floor area;

(c) Increase the total impervious surface area identified in the UZDP;

(d) Result in an insufficient amount of parking and/or loading;

(e) Result in incompatible uses locating in close proximity;

(f) Significantly increase the traffic impacts of a.m. or p.m. peak-hour trips to and from the site; and

(g) Significantly increase the quantity of imported or exported materials or increase the area of site disturbance; and

Exhibit 9: Title 21A SMC – Redlined version, 6/4/18

~~**21A.15.320 Direct traffic impact.**~~
~~"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 peak hour, peak direction a.m. or p.m. peak hour vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)~~

21A.15.685 Level of service (LOS), traffic.
"Level of service (LOS), traffic" means ~~a quantitative measure of traffic congestion identified by a declining letter scale (A—F) as calculated by the methodology contained in the 1985 Highway Capacity Manual Special Report 209 or as calculated by another method approved by the City engineer. LOS "A" indicates free flow of traffic with no delays while LOS "F" indicates jammed conditions or extensive delay. (Ord. O2003-132 § 10)~~ the City's defined performance standards for its adopted concurrency intersections, as defined in the City's Comprehensive Plan.

21A.15.870 Peak hour.
"Peak hour" means the hour during the morning or afternoon ~~when the most critical level of service occurs~~ with the highest traffic volumes for a particular roadway or intersection. ~~(Ord. O2003-132 § 10)~~

21A.95.020 Applicability.
(1) An application for commercial site development permit may be submitted for commercial development projects on sites consisting of one or more contiguous lots legally created and zoned to permit the proposed uses.

(a) A commercial site development permit is separate from and does not replace other required permits such as conditional use permits or shoreline substantial development permits. A commercial site development permit may be combined and reviewed concurrently with other permits.

(b) Prior to the issuance of a building permit, all applications for apartment, townhouse, commercial, or office projects must apply for and receive a commercial site development permit. In the event of any question, the city manager or his or her designee shall be responsible for determining the applicability of a commercial site development permit, and how the commercial site development permit shall be processed in conjunction with other applicable permits.

(c) If any of the following scenarios apply to a multifamily, commercial or office proposal, then the applicant must apply for and obtain a CSDP first, prior to issuance of any other permit. In the event of any question, the City manager or his/her designee shall be responsible for determining the applicability of a CSDP.

(i) If three residential units or more will not be located on an individual parcel. This includes three individual single-family dwelling units, townhouse units, apartment units or a combination of dwelling types. Note: Accessory dwelling units are not counted as a residential unit for purposes of this calculation.

(ii) Any new office, multifamily, commercial or office building. Note: New institutional buildings are also included in this definition.

(iii) An office, multifamily, commercial, institutional expansion, tenant improvement or change of use that results in an increase in the number of dwelling units; an increase in impervious surface which triggers a new level of surface water review; a change in the number of ingress or egress points from the site (whether at the applicant's request or expansion in any of the following areas: building square footage, parking space requirements, or peak a.m. or peak p.m. traffic trips.

21A.95.080 Modification to an approved permit.
A subsequent building permit application may contain minor modifications to an approved commercial site development plan provided a modification does not:

(1) Increase the building floor area by more than 10 percent;

(2) Increase the number of dwelling units;

(3) Increase the total impervious surface area; provided, that relocatable facilities for schools shall be exempt from this restriction;

(4) Result in an insufficient amount of parking and/or loading;

(5) Locate buildings outside an approved building envelope; provided, that relocatable facilities for schools shall be exempt from this restriction;

(6) Change the number of ingress and egress points to the site;

(7) Significantly increase the traffic impacts of a.m. or p.m. peak-hour trips to and from the site;

(8) Significantly increase the quantity of imported or exported materials or increase the area of site disturbance.

Modifications that exceed the conditions of approval as stated in this section and require a new review as determined by the director shall only be accomplished by applying for a new commercial site development permit for the entire site. The new application shall be reviewed according to the laws and rules in effect at the time of application. (Ord. O2003-132 § 14)

21B.95.100 Modification to an approved plan.

(1) The director will determine whether a subsequent development permit is in compliance with the applicable UZDP by determining if the application deviates from the UDZP. If the application proposal meets or exceeds the UZDP's conformance to the criteria of SMC 21B.95.060 and supports coordinated infrastructure construction and compatible development, the application will be considered to be in conformance with the UZDP;

(2) In addition, the director will review the application to ensure that the application proposal does not:

(a) Increase the building floor area by more than 10 percent or exceed planning thresholds set by the Town Center Plan, as amended by the City council;

(b) Increase the number of dwelling units or the amount of commercial floor area;

(c) Increase the total impervious surface area identified in the UZDP;

(d) Result in an insufficient amount of parking and/or loading;

(e) Result in incompatible uses locating in close proximity;

(f) Significantly increase the traffic impacts of a.m. or p.m. peak-hour trips to and from the site; and

(g) Significantly increase the quantity of imported or exported materials or increase the area of site disturbance; and

Exhibit 10: Code Change Matrix

6/4/18 Joint City Council/Planning Commission Meeting
Updates to Titles 14, 14A, and 21A of the Sammamish Municipal Code (SMC)

No.	Section	Original	Amended (5/15/18)	Amended (6/5/18)	Rationale
1	Amended: 14A.05.010 Definitions	N/A- definition not previously included.	N/A- definition not previously included.	"City's traffic model AM peak hour" is from 7:00-8:00am, which accommodates many school's peak hour."	Definition added to clarify that the City's traffic model incorporates a single AM peak hour. It is not necessarily the system-wide average AM peak hour. This is chosen per direction from the Council whose opinion was that many of the City's roads experience congestion in the morning due to school traffic. This AM peak hour may or may not be the same as any individual intersection's AM peak hour.
2	Amended: 14A.05.010 Definitions	N/A- definition not previously included.	N/A- definition not previously included.	"City's traffic model PM peak hour" is from 4:45-5:45pm, which reflects the average system peak hour."	Definition added to clarify that the City's traffic model incorporates a single system-wide PM peak hour based on 2016 traffic counts. This PM peak hour may or may not be the same as an individual intersection's PM peak hour.
3	Amended: 14A.05.010 Definitions	"Concurrency test" means a comparison of an applicant's impact on public facilities to the capacity of public facilities that are, or will be, available no later than the impacts of development.	"Concurrency test" means the determination of an applicant's impact on transportation facilities by the comparison of the City's adopted level of service standard to the level of service at intersections with the proposed development. A concurrency test must be passed or verified by a traffic model that it passed in order to obtain a Certificate of Concurrency.	"Concurrency test" means the determination of an applicant's impact on transportation facilities by the comparison of the City's adopted level of service standard to the projected level of service at intersections with the proposed development. ~~A concurrency test must be passed or verified by a traffic model that it passed in order to obtain a Certificate of Concurrency.~~	Definition edited per Council request for more clarification. Also, staff recommend deleting last sentence as concurrency testing is addressed and described in 14A.10.
4	Amended: 14A.05.010 Definitions	N/A – definition not previously included.	"Financial commitment" consists of the following: (a) Revenue designated in the most currently adopted CIP for transportation facilities or strategies needed in the committed network for the transportation adequacy measure to test for concurrency. The financial plan underlying the adopted CIP identifies all applicable and available revenue sources and forecasts these revenues through the six-year period with reasonable assurance that such funds will be timely to put to such ends. Projects to be used in defining the committed network shall represent those projects that are anticipated to be constructed in the six years of the CIP. This commitment is reviewed annually through the budget process;	"Financial commitment" consists of the following: (a) Revenue designated in the most currently adopted CIP for transportation facilities or strategies needed in the committed network for the transportation adequacy measure to test for concurrency. The financial plan underlying the adopted CIP identifies all applicable and available revenue sources and forecasts these revenues through the six-year period that can be ~~with~~ reasonably expected ~~assurance that such funds will be timely to put to such ends~~. Projects to be used in defining the committed network shall represent those projects that are anticipated to be constructed in the six years of the CIP. This commitment is reviewed annually through the budget process;	Council asked whether the definition should be more certain about the sources and dedication of revenue for the adopted 6 year CIP. The Council currently adopts a biennial budget so it does not have a mechanism to approve funds for the capital program beyond that timeframe. The definition is reworded to better match the intent of WAC 365-196-430(2)(k) and RCW 36.70A.070 which discuss the proposed sources of funding and multiyear financing plans.
5	Amended: 14A.05.010 Definitions	N/A – definition not previously included	"Project improvements" mean site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan approved by the City council shall be considered a project improvement.	"Project improvements" mean site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan approved by the City Ce~~c~~ouncil shall be considered a project improvement.	Capitalized "Council"

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6	Amended: 14A.10.040(3)(a) Concurrency Test.	(a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050, or arrange to provide for public facilities that are not otherwise available; or (b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080.	N/A	(a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050, or ~~arrange to provide for public facilities that are not otherwise available; or~~ (b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080; or~~.~~ (c) Arrange to provide for public facilities that are not otherwise available.	There are three options an applicant may select if the development does not pass concurrency. Two of the three are described in the same subsection. Staff recommend making the second option listed in (a) as its own subsection (c~~b~~) for clarity.
7		(5) The City shall conduct the concurrency test in the order that completed applications are received by the City.	(4) The City shall conduct the concurrency test as needed in the order that completed applications are received by the City.	(4) The City shall conduct the concurrency test, as needed, in the order that completed applications are received by the City.	Council requested that commas be added for clarity.
8	Amended: 14A.10.50(2) Level of Service Standards.	N/A	(2	~~(2~~	Deleted stray section number. This does not cause any subsequent sections to be renumbered.
9	Amended: 21A.15.320 Direct traffic impact.	"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 peak hour, peak direction vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)	"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 ~~peak hour, peak direction~~ a.m. or p.m. peak hour vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)	~~"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 peak hour, peak direction a.m. or p.m. peak hour vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)~~	Recommend striking definition as it is not used anywhere in the Comprehensive Plan or in the City's code. Development requirements associated with traffic impacts are addressed in 14A.10 Concurrency, and 14A.15 Street Impact Fees.

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No.	Section	Original	Amended	Rationale
1	Amended: 14A.01.010 Public works standards adopted.	N/A – this section did not exist	"City of Sammamish 2016 Public Works Standards" as now or hereafter amended as the Public Works Standards for the City, which includes but is not limited to transportation standards and street standards. Pursuant to RCW 35A.13.180, a copy of the most current City of Sammamish Public Works Standards is available on the City's website at www.sammamish.us. (2) The public works director is hereby authorized to administratively interpret and apply the standards in a manner consistent with their terms in order to better implement the standards or allow for changes in street design and construction technology and methods.(Ord. O2016-425 § 1 (Att. A))	Moved from Section 14.01.010 for consolidation. Edits made to direct readers to the City's website for the most recent standards, rather than the City Clerk.
2	Amended: 14A.01.020 Resolution of conflicts.	N/A – this section did not exist	In case of inconsistency or conflict between other provisions of the Sammamish Municipal Code and the City of Sammamish Public Works Standards adopted in this chapter, the most restrictive provision shall apply. (Ord. O2016-425 § 1 (Att. A))	Moved from Section 14.01.020 for consolidation.
3	Amended: 14A.01.030 Appeals.	N/A – this section did not exist	Any person or agency aggrieved by an act or decision of the City pursuant to the Public Works Standards may appeal said act or decision to the City of Sammamish pursuant to the appeal provisions for the underlying development permit application as contained in Chapter 20.05 SMC. (Ord. O2016-425 § 1 (Att. A))	Moved from Section 14.01.030 for consolidation.
4	Amended: 14A.05.010 Definitions	The following words and terms shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title. Terms otherwise not defined herein shall be given their usual and customary meaning.	Provision removed.	Text removed as it was duplicative to a similar existing statement and it didn't add clarity.
5	Amended: 14A.05.010 Definitions	"Capital improvement program (CIP)" means the expenditures programmed by the City of Sammamish for capital purposes over the next-six-year period in the CIP most recently adopted by the City Council.	"Capital improvement program (CIP)" means the expenditures programmed by the City of Sammamish for capital purposes over the next-six-year period in the CIP most recently adopted by the City Council.	Definition moved from Section 14.05.010 for consolidation.
6	Amended: 14A.05.010 Definitions	"Concurrency" means adequate public facilities that meet the level of service standard are, or will be, available no later than the impact of development.	"Concurrency" means that a development does not cause the level of service on a locally-owned transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development. For the purposes of Title 14A SMC, "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.	Definition replaced with the definition from Section 14.05.010 since it provides a more accurate definition for Concurrency.
7	Amended: 14A.05.010 Definitions	"Concurrency test" means a comparison of an applicant's impact on public facilities to the capacity of public facilities that are, or will be, available no later than the impacts of development.	"Concurrency test" means the determination of an applicant's impact on transportation facilities by the comparison of the City's adopted level of service standard to the level of service at intersections with the proposed development. A concurrency test must be passed or verified by a traffic model that it passed in order to obtain a Certificate of Concurrency.	Definition moved from Section 14.05.010, which provided a more accurate description of concurrency. The definition was also edited to reflect the intersection-only based concurrency program.
8	Amended: 14A.05.010 Definitions	"Council" means the City council of the City of Sammamish.	"Council" means the City Council of the City of Sammamish.	Definition edited for grammar.
9	Amended: 14A.05.010 Definitions	"Department," when referenced in Chapter 14A.15 SMC, means the department of public works, or when referenced in Chapter 14A.20 SMC, means the department of parks and recreation.	"Department," means the department of public works, department of community development, or when referenced in Chapter 14A.20 SMC, means the department of parks and recreation.	Definition edited for accuracy in the City departments referenced.
10	Amended: 14A.05.010 Definitions	N/A – definition not previously included.	"Development" means specified improvements or changes in use designed or intended to permit a use of land that will contain more dwelling units or buildings than the existing use of the land, or to otherwise change the use of the land or buildings/improvements on	Definition moved from Section 14.05.010 for consolidation. Definition also edited to be more accurate, as development is not defined by increased vehicle trip generation.

			the land, and that requires a development permit from the City of Sammamish. The rezoning of land is not development.	
11	Amended: 14A.05.010 Definitions	"Development permit" means any order, permit or other official action of the City granting, or granting with conditions, an application for development, including specifically: (a) Comprehensive plan amendment proposing a change of property designation; (b) Zone reclassifications; (c) Planned action, as that term is defined in RCW 43.21C.031(2); (d) Subdivision, including preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation; (e) Mobile home park; (f) Master site plan, including urban planned developments; (g) Conditional use permit; (h) Site development permit; (i) Building permit; (j) Certificate of occupancy for a change in use.	"Development permit" means any order, permit or other official action of the City granting, or granting with conditions, an application for development, including specifically: (a) Planned action, as that term is defined in RCW 43.21C.031(2); (b) Subdivision, including preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation; (c) Mobile home park; (d) Unified Zone Development Plan (UZDP); (e) Conditional use permit; (f) Site development permit; (g) Building permit; or (h) Certificate of occupancy for a change in use.	Definition edited to exclude comprehensive plan amendments and zone reclassifications from city actions constituting a development permit. Minor edits made for grammar.
12	Amended: 14A.05.010 Definitions	"Dwelling unit" means a single unit providing complete and independent living facilities for one or more persons, including permanent facilities for living, sleeping, eating, cooking, and sanitation needs.	"Dwelling unit" means a residential location such as a house, apartment, condominium, townhouse, mobile home, or manufactured home in which people may live.	Definition replaced with definition of dwelling unit reflected in the Appendix A of the Institute of Transportation Engineers, Trip Generation Handbook, 4th Edition, 2017
13	Amended: 14A.05.010 Definitions	N/A – definition not previously included.	"Financial commitment" consists of the following: (a) Revenue designated in the most currently adopted CIP for transportation facilities or strategies needed in the committed network for the transportation adequacy measure to test for concurrency. The financial plan underlying the adopted CIP identifies all applicable and available revenue sources and forecasts these revenues through the six-year period with reasonable assurance that such funds will be timely to put to such ends. Projects to be used in defining the committed network shall represent those projects that are anticipated to be constructed in the six years of the CIP. This commitment is reviewed annually through the budget process; (b) Unanticipated revenue from federal or state grants for which the City has received notice of approval; or (c) Revenue that is assured by an applicant in a form approved by the City in a voluntary agreement. (d) Grants from federal, state or private sources if the grant has been awarded for specific projects. (e) Appropriations in state biennial budget for specific projects. (f) Revenues that can be imposed or expended at the discretion of the City, including, but not limited to, impact fees, SEPA mitigation payments, property	Definition moved from Section 14.05.010 for consolidation. Definition revised to reflect more accurate description of financial commitment.

			taxes, real estate excise taxes, user fees, charges, intergovernmental entitlements, and bonds. (g) Revenue from special assessment districts created by the City. (h) Irrevocable commitments from developers in a form acceptable to the City including: (i) Performance or surety bonds from Washington State financial institutions; (ii) Letters of credit from Washington State financial institutions; or (iii) Assignments of assets in Washington State (i.e., interests in real property, savings certificates, bank accounts, or negotiable securities). (i) Payments by special districts if such payments are similar in character and reliability to those listed in subsections (5)(a) through (e) of this section.	
14	Amended: 14A.05.010 Definitions	"ITE land use code" means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the current edition of Trip Generation.	"ITE land use code" means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the current edition of Trip Generation Manual.	Definition edited to correctly cite the name of the document it references.
15	Amended: 14A.05.010 Definitions	"Level of service standard" means the number of units of capacity per unit of demand, or similar objective measure of the extent or degree of service provided by a public facility.	"Level of service standard" means the City's defined performance standards for its adopted concurrency intersections, as defined in the City's Comprehensive Plan.	Definition edited to be consistent with the proposed intersection-based level of service standard concurrency policy as described in the proposed updates to the Transportation Element of the Comprehensive Plan.
16	Amended: 14A.05.010 Definitions	N/A – definition not previously included.	"Occupancy" means that a space is being lived in, rented, or used and therefore not vacant.	Newly defined term. Definition based on verbiage reflected in the Appendix A of the Institute of Transportation Engineers, Trip Generation Handbook, 4th Edition, 2017, though no specific definition is provided in that source.
17	Amended: 14A.05.010 Definitions	"Peak hour" means the single hour with the greatest traffic volume between 4:00 p.m. and 6:00 p.m. for the p.m. peak hour and between 7:00 a.m. and 9:00 a.m. for the a.m. peak hour.	"Peak hour" means the hour during the morning or afternoon with the highest traffic volumes for a particular roadway or intersection.	Definition edited to be more consistent with "peak hour" definition from Section 21A.15.870.
18	Amended: 14A.05.010 Definitions	N/A – definition not previously included.	"Preapplication meeting" for the purposes of this title means a meeting between the applicant for a transportation concurrency certificate or its extension and the staff of the department, according to that department's rules and administrative procedures held for the purpose of determining the requirements to file a development permit application.	Definition moved from Section 14.05.010 for consolidation. Definition also edited to clarify that this definition applies only to this title.
19	Amended: 14A.05.010 Definitions	"Reserve" means to document in the City's concurrency records in a manner that assigns the capacity or other measure of public facilities to the applicant and prevents the same capacity or other measure being assigned to any other applicant.	"Reservation" and "reserve" means development units are set aside in the City's concurrency records in a manner that assigns the units to the applicant and prevents the same units being assigned to any other applicant.	Definition replaced with definition from Section 14.05.010 for consolidation.
20	Amended: 14A.05.010 Definitions	"Street" means an urban right-of-way, paving and associated improvements which enables motor vehicles, transit vehicles, bicycles and pedestrians to travel between destinations, and affords the principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, street, and other thoroughfare, except an alley.	"Street" means a public thoroughfare providing pedestrian and vehicular access through neighborhoods and communities and to abutting property.	Definition replaced with definition from Section 21A.15.1245 for consolidation.
21	Amended: 14A.05.010 Definitions	"Street Impact Fee Rate Study" means the "Rate Study for Impact Fees for Streets," City of Sammamish, dated September 27, 2006. (Ord. O2014-366 § 1 (Att. A); Ord. O2006-206 § 1; Ord. O2004-138 § 1)	"Street Impact Fee Rate Study" means the "Rate Study for Impact Fees for Streets," City of Sammamish, dated September 27, 2006 or the most current update.	Definition revised to reference future updates.
22	Amended: 14A.05.010 Definitions	N/A – definition not previously included.	"Trip" is a single or one-direction person or vehicle movement. A trip has an origin and a destination at its respective ends (known as trip ends).	Newly defined term. Definition based on definition of dwelling unit reflected in the Appendix A of the Institute of Transportation Engineers, Trip Generation Handbook, 4th Edition, 2017

23	Amended: 14A.10.010(2)	(2) The City shall not issue a development permit until: (a) A concurrency test has been conducted and a certificate of concurrency has been issued; or (b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or (c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1). (Ord. O2006-208 § 1; Ord. O2004-139 § 1)	(2) The City shall not issue a development permit until: (a) A certificate of concurrency has been issued; or (b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or (c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1). (Ord. O2006-208 § 1; Ord. O2004-139 § 1)	Some smaller developments do not need to perform a separate concurrency test.
24	Amended: 14A.10.030(1)	(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency: (a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility: (i) Right-of-way use; (ii) Street improvements, including new streets constructed by the City of Sammamish; (iii) Street use permits; (iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs; (v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370; (vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370; (vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs; or (viii) Demolition or moving of a structure. (b) Any development by the City of Sammamish. (c) Public schools.	(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency: (a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility: (i) Right-of-way use; (ii) Street improvements, including new streets constructed by the City of Sammamish; (iii) Street use permits; (iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs; (v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370; (vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370; (vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs; (viii) Demolition or moving of a structure; or (ix) Tenant improvements that do not generate additional trips.	Specifies that tenant improvements that do not generate additional traffic trips should be exempt from concurrency.
25	Amended: 14A.10.030 (2)	(2) Exemptions from the concurrency test on the capacity of public facilities shall be entered in the City's records in the same manner as though a concurrency test had been performed for the exempt development permits. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)	Provision removed.	Section removed for accuracy.
26	Amended: 14A.10.040 (1) Concurrency Test.	(1) The City shall perform a concurrency test for each application for a certificate of concurrency, except as provided in SMC 14A.10.030. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test for each type of public facility: (a) For individual single-family residential building permits on existing lots, annual certification that the capacity of public facilities may be sufficient to maintain the City's level of service standard for single-family	(1) The City shall perform a concurrency test for each application for a certificate of concurrency. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test for each type of public facility: (a) For individual single-family residential building permits on existing lots, or other land use permits that generate less than 10 trips during an individual peak hour, the city will run a concurrency test once enough permits have been received that collectively result in 10 or more trips during an individual peak hour or	Specifies city's process for evaluating concurrency for applications that generate fewer than 10 trips during an individual peak hour. Also broadens the description to apply to any permit that generates fewer than 10 trips – not just residential.

		residential development totaling less than 50 units that is estimated to occur during the following year; or		
27	Amended: 14A.10.040 (2) Concurrency Test.	(2) The City may enter into an agreement with each public or private entity that provide public facilities in the City to establish the responsibilities of the City and the provider of public facilities in providing data for or conducting a concurrency test.	Provision removed.	Removed because a code provision is not necessary to permit the City to enter into these types of agreement. It also wasn't clear what the original intent was.
28	Amended: 14A.10.040 (3) Concurrency Test.	(3) If the capacity of available public facilities is equal to or greater than the capacity required to maintain the level of service standard for the impact of the development, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.	(2) If the impact of the development does not cause the level of service to decline below the standard set forth in SMC 14A.10.050, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.	Updated to provide more consistency with the proposed intersection-only LOS concurrency policy specified in 14A.10.050. Section number updated because of edits to previous section.
29	Amended: 14A.10.040 (4) Concurrency Test.	(4) If the capacity of available public facilities is less than the capacity required to maintain the level of service standard for the impact of the development, or the impact of the development will cause the level of service to decline below the standard set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options: (a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to reduce the need for public facilities to not exceed the capacity that is available, or arrange to provide for public facilities that are not otherwise available; or (b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080.	(3) If the impact of the development will cause the level of service to decline below the standard set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options: (a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050, or arrange to provide for public facilities that are not otherwise available; or (b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080.	Updated to provide more consistency with the proposed intersection-only concurrency policy specified in 14A.10.050. Section number updated because of edits to previous sections.
30	Amended: 14A.10.040 (5) Concurrency Test.	(5) The City shall conduct the concurrency test in the order that completed applications are received by the City.	(4) The City shall conduct the concurrency test as needed in the order that completed applications are received by the City.	Provides some flexibility since the City does not provide individual concurrency tests for permits that generate less than 10 trips during an individual peak hour. Section number updated because of edits to previous sections.
31	Amended: 14A.10.040 (6) Concurrency Test.	(5) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)	(56) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)	Section number updated because of edits to previous sections.
32	Amended: 14A.10.050 (1) Level of Service Standards	(1) In conducting the concurrency test, the level of service standards for road and street segments are based on allowable average weekday daily traffic (AWDT) volumes by corridor, as a function of each roadway's characteristics described and listed in the transportation element of the adopted comprehensive plan as amended. Level of service ("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 methodology 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 must have a v/c of 1.00 or less to be considered adequate. The following corridors comprised of the concurrency segments shown on Figure V-6 of the transportation element will be monitored: **East Lake Sammamish Parkway North** Concurrency segments 1, 2 and 3 **East Lake Sammamish Parkway Central** Concurrency segments 5 and 6	~~(1) In conducting the concurrency test, the level of service standards for road and street segments are based on allowable average weekday daily traffic (AWDT) volumes by corridor, as a function of each roadway's characteristics described and listed in the transportation element of the adopted comprehensive plan as amended. Level of service ("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 methodology 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 must have a v/c of 1.00 or less to be considered adequate. The following corridors comprised of the concurrency segments shown on Figure V-6 of the transportation element will be monitored:~~ ~~**East Lake Sammamish Parkway North**~~ ~~Concurrency segments 1, 2 and 3~~ ~~**East Lake Sammamish Parkway Central**~~ ~~Concurrency segments 5 and 6~~ ~~**East Lake Sammamish Parkway South**~~	Edited to remove references to road segments, since they will no longer be part of the concurrency and level of service standards. Updated intersection LOS description to reference both AM and PM peak hours.

		East Lake Sammamish Parkway South Concurrency segments 7 and 8 **Sahalee Way – 228th Avenue North** Concurrency segments 21, 22 and 23 **228th Avenue Central** Concurrency segments 24 and 25 **228th Avenue South** Concurrency segments 26 and 27 **Issaquah-Pine Lake Road** Concurrency segments 32, 33 and 34 **244th Avenue Corridor North** Concurrency segments 35, 36 and 37 **244th Avenue Corridor South** Concurrency segment 39 **Louis Thompson Road – 212th Corridor** Concurrency segments 11, 12, 13 and 14 The intersection LOS standards adopted in this transportation element are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterial or collector 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. The intersection standards shall be applied to the peak hour.	~~Concurrency segments 7 and 8~~ ~~**Sahalee Way – 228th Avenue North**~~ ~~Concurrency segments 21, 22 and 23~~ ~~**228th Avenue Central**~~ ~~Concurrency segments 24 and 25~~ ~~**228th Avenue South**~~ ~~Concurrency segments 26 and 27~~ ~~**Issaquah-Pine Lake Road**~~ ~~Concurrency segments 32, 33 and 34~~ ~~**244th Avenue Corridor North**~~ ~~Concurrency segments 35, 36 and 37~~ ~~**244th Avenue Corridor South**~~ ~~Concurrency segment 39~~ ~~**Louis Thompson Road – 212th Corridor**~~ ~~Concurrency segments 11, 12, 13 and 14~~ (1) In conducting the concurrency test, the intersection LOS standards adopted in the Transportation Element of the Comprehensive Plan are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterials or collector arterials. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied.	
33	Amended: 14A.10.050 (2) Level of Service Standards	(2) In conducting the concurrency test, the City shall apply the level of service standards for roads, streets, and intersections Citywide. If no road, street or intersection operates below the level of service standard, development may occur anywhere within the City. If any road, street or intersection operates below the level of service standard, development may not be approved anywhere within the City until the level of service is achieved, or transportation improvements or strategies to accommodate the impacts of development will be completed within six years.	(2) In conducting the concurrency test in accord with section 14A.10.010, the city shall apply the level of service standards for the concurrency intersections as designated in the comprehensive plan. If no intersections operates below the level of service standard, the concurrency certificate shall be granted. If any concurrency intersection operates below the level of service standards, the concurrency certificate will be denied or the applicant may choose to accept a 90-day reservation as described in 14A.10.040(4)(a).	Section replaced to reference the intersection level of service standards.
34	Amended: 14A.10.050 (3) Level of Service Standards	(3) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for roads, streets and intersections shall be achieved and maintained, no later than six years from the date of occupancy of the development, or of each phase of a development.	(3) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for intersections shall be achieved and maintained, no later than six years from the date of the development.	Edited to remove references to road segments, since they will no longer part of the concurrency and level of service standards. Tied concurrency's six year timeline to the impact of development per the GMA.
35	Amended: 14A.10.050 (4) Level of Service Standards	(4) In the event that the applicant is required to provide a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.	(4) In the event that the applicant is required to construct a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.	Edited for accuracy.
36	Amended: 14A.10.050 (5) Level of Service Standards	(5) In conducting the concurrency test, the City shall determine that additional public facilities that are needed to achieve the level of service standards are included in the capital facilities plan element of the City's comprehensive plan. Such additional public facilities shall be underwritten by one or more of the following financial commitments specific to the additional public facility needed	(5) The City shall determine which additional public facilities are needed to be included in the Capital Facilities Plan Element of the Comprehensive Plan to achieve the adopted level of service standards. Such additional public facilities shall be underwritten by a financial commitment.	Edits made for readability and accuracy, refers to the newly moved definition of financial commitment to the definitions secttion.

		to achieve the level of service standard:(a) Grants from federal, state or private sources if the grant has been awarded for specific projects. (b) Appropriations in state biennial budget for specific projects. (c) Revenues that can be imposed or expended at the discretion of the City, including, but not limited to, impact fees, SEPA mitigation payments, property taxes, real estate excise taxes, user fees, charges, intergovernmental entitlements, and bonds. (d) Revenue from special assessment districts created by the City. (e) Irrevocable commitments from developers in a form acceptable to the City including: (i) Performance or surety bonds from Washington State financial institutions; (ii) Letters of credit from Washington State financial institutions; or (iii) Assignments of assets in Washington State (i.e., interests in real property, savings certificates, bank accounts, or negotiable securities). (f) Payments by special districts if such payments are similar in character and reliability to those listed in subsections (5)(a) through (e) of this section. (g) All development permits that require one or more public facilities provided by entities other than the City shall condition the issuance of the development permit for the same parcel on the availability of such public facilities. The City may enter into an agreement with each public or private entity that provides public facilities in the City to establish the responsibilities of the City and the provider of public facilities in providing data for or conducting a concurrency test. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)		
37	Amended: 14A.10.060 Certificate of Concurrency	(1) A certificate of concurrency shall be issued by the public works director or his/her designee after the concurrency test is passed and the applicant has paid the associated impact fee deposit set forth in SMC 14A.15.020.	(1) A certificate of concurrency shall be issued by the public works director or his/her designee after the concurrency test is passed.	Removed reference to impact fees, since not all concurrency applications would be subject to impact fees.
38	Amended: 14A.10.070 Fees	(1) The City shall charge each applicant an administrative fee and a concurrency test fee in an amount to be established by resolution by the City council. The concurrency test fee shall not be refundable after the concurrency test has been performed. (2) The City shall charge a processing fee to any individual who requests an informal analysis of capacity if the requested analysis requires substantially the same research as a concurrency test. The processing fee shall be nonrefundable and nonassignable to a concurrency test. The amount of the processing fee shall be the same as the concurrency test fee authorized by subsection (1) of this section. (3) When a concurrency test approval notification letter is prepared, the City shall charge an associated impact fee deposit set forth in SMC 14A.15.020. If the deposit is not received within 45 calendar days from the date of the approval notification, the application for a certificate of concurrency shall expire. (Ord. O2006-208 § 1; Ord. O2004-139 § 1)	(1) The City shall charge each applicant an administrative fee and a concurrency test fee in an amount to be established by resolution by the City Council. The concurrency test fee shall not be refundable after the concurrency test has been performed. (2) The City shall charge a processing fee to any individual who requests an informal analysis of capacity if the requested analysis requires substantially the same research as a concurrency test. The processing fee shall be nonrefundable and nonassignable to a concurrency test. The amount of the processing fee shall be the same as the concurrency test fee authorized by subsection (1) of this section.	Item 3 removed as it doesn't match current city practice.
39	Amended: 14A.30.010	N/A – this section did not exist	The purpose of this chapter is to establish minimum rules and regulations for controlling and enforcing right-of-way uses to assure that proposed uses are consistent with the	Section moved from Section 14.30.010 for consolidation.

			public health, safety, and welfare of the community, and that harm or nuisance which may result from a proposed right-of-way use is prevented. It shall be unlawful for anyone to make private use of any public right-of-way without a right-of-way use permit issued by the City, or to use any public right-of-way without complying with all provisions of a permit issued by the City. (Ord. O2010-285 § 1 (Att. A))	
40	Amended: 14A.30.015	N/A – this section did not exist	The following words and phrases, wherever used in this chapter, shall have the meanings ascribed to them in this section except where otherwise defined or unless the context shall clearly indicate to the contrary. (1) “Abutting property” means and includes property bordering upon and contiguous to a public right-of-way as defined herein. (2) “Applicant” means any person, company, corporation, enterprise, or entity applying for the issuance or renewal of a right-of-way use permit or any person, company, corporation, enterprise, or entity that has been issued a right-of-way use permit. (3) “Application” means, for the purposes of this chapter, the collection of papers or electronic data necessary to initiate a right-of-way use permit request, and shall include an application in the form approved by the City, and other submittals consistent with the purposes of this chapter. (4) “Private use” means use of the public right-of-way for the benefit of a person, partnership, group, organization, company, corporation, entity or outside jurisdiction other than as a public thoroughfare for any type of vehicle, pedestrian, bicycle or equestrian travel. (5) “Right-of-way” or “ROW” means and includes streets, avenues, ways, boulevards, drives, places, alleys, sidewalks, landscape (parking) strips, squares, triangles, easements and other rights-of-way open to the use of the public, including the space above or beneath the surface of same. This definition specifically does not include streets, alleys, ways, landscape strips, sidewalks, easements, etc., which have not been deeded, dedicated, or otherwise permanently appropriated to the City for public use. (6) “Special event” means an event which will generate or invite public participation, and/or spectators, for a particular and limited purpose and time including, but not limited to, fun runs/walks, roadway foot races, fundraising walks, bike-a-thons, parades, block parties, carnivals, shows, exhibitions and fairs. (Ord. O2010-285 § 1 (Att. A))	Definitions moved from Section 14.30.015 for consolidation.
41	Amended: 14A.30.020	N/A – this section did not exist	(1) The City engineer or designee, herein referred to as “the City,” shall establish policies and procedures to administer the permit program. (2) Applicants may be required to submit, in addition to the application form, any documents the City deems necessary for the City to perform an accurate evaluation of the right-of-way use permit application. (3) Decisions regarding issuance, renewal, denial, or termination of any such permits shall be subject to insurance requirements, bond requirements, indemnification and hold harmless agreements, the capacity of the rights-of-way to accommodate the applicant’s proposed facilities or use, evaluation of competing public interests, and any other administrative requirements applicable to the permit. (4) As part of a complete right-of-way use permit application, the applicant shall submit to the City, at the time of application, right-of-way use permit fees, including a nonrefundable application fee, as set forth in the most current City of Sammamish fee schedule.	Section moved from Section 14.30.020 for consolidation.

			(5) If insurance is required, the insurance guidelines in City policy shall apply unless otherwise established by the City. (6) Conditions of approval will be identified during the City's review of the application and may include a certificate of insurance, indemnification and hold harmless agreement, traffic control plan, performance bond, time and use restrictions, video data, status reports, restoration of disturbed right-of-way features, or any other requirements the City deems necessary to protect the right-of-way and public health, safety, and welfare. (Ord. O2010-285 § 1 (Att. A))	
42	Amended: 14A.30.025	N/A – this section did not exist	(1) Type A, ROW special use permit, is a short-term permit and allows the use of the right-of-way for nonconstruction activities as described in SMC 14.30.030. (2) Type B, ROW construction permit, is a permit that allows the use of the right-of-way for construction activities as described in SMC 14.30.040. (3) Type C, ROW utility permit, is a permit that allows for the use of the right-of-way to construct or maintain utilities as described in SMC 14.30.050. (4) Type D, ROW lease permit, is a permit that allows long-term usage of public right-of-way for nonconstruction activities as described in SMC 14.30.060. (Ord. O2010-285 § 1 (Att. A))	Section moved from Section 14.30.025 for consolidation.
43	Amended: 14A.30.030	N/A – this section did not exist	(1) Type A ROW special use permit is required for any special event that is held within the public right-of-way or creates significant traffic impacts within the public right-of-way. (2) Type A ROW special use permit may be required for uses that are nonconstruction uses but not defined as a special event by this chapter. (3) Proof of insurance may be required with the City listed as an additional insured to protect the public and the City against liability for injury to persons or property. (Ord. O2010-285 § 1 (Att. A))	Section moved from Section 14.30.030 for consolidation.
44	Amended: 14A.30.040	N/A – this section did not exist	(1) Type B ROW construction permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, corporation, company, enterprise or entity to commence any work within the public right-of-way. Types of activities that would fall under a Type B ROW construction permit include but are not limited to driveways, curbs, stormwater infrastructure, sidewalks, retaining walls, cutting or maintaining trees and haul routes. Construction work associated with a franchised utility provider or a telecommunication provider shall obtain a Type C ROW utility permit as described in SMC 14.30.050. (2) Proof of insurance shall be required, with the City listed as an additional insured, on all work within the right-of-way to address liability for injury to persons or property. Insurance amounts shall be those identified in Section 1-07.18 (Public Liability and Property Damage Insurance) of the Standard Specifications for Road, Bridge and Municipal Construction (current version) published by the Washington State Department of Transportation, and City amendments thereto. These insurance requirements may be modified at the discretion of the City. (3) A current City business license is required for any person performing work in the city right-of-way. (4) It is unlawful for any person to perform any work in City right-of-way unless operating under a valid state of Washington general contractor's license, or a valid state of Washington specialty contractor's license applicable to the type of work being performed. (5) Contractors are responsible for traffic control, work area protection/security and street maintenance to protect the life, health and safety of the public during any permitted	Section moved from Section 14.30.040 for consolidation.

			work within the right-of-way, and all methods and equipment used will be subject to the approval of the City. (6) All streets, sidewalks, alleys, parkways, and other public rights-of-way disturbed in the course of work performed under any permit shall be restored in accordance with the City of Sammamish public works standards or as required and approved by the City engineer. (7) All work within City right-of-way must be pursued to completion with due diligence, and if work is not completed within a reasonable length of time, as determined by the City engineer, the City shall cause the work to be completed at the applicant's expense. (8) Any costs incurred by the City for right-of-way restoration will be charged to the property owner and/or developer employing the contractor. (Ord. O2010-285 § 1 (Att. A))	
45	Amended: 14A.30.050	N/A – this section did not exist	(1) Type C ROW utility permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, or corporation to commence any work within the public right-of-way associated with providing or maintaining franchised utilities or telecommunication facilities within the City right-of-way. (2) Proof of insurance shall be required, with the City listed as an additional insured, on all work within the right-of-way to address liability for injury to persons or property. Insurance amounts shall be those identified in Section 1-07.18 (Public Liability and Property Damage Insurance) of the Standard Specifications for Road, Bridge and Municipal Construction (current version) published by the Washington State Department of Transportation, and City amendments thereto. These insurance requirements may be modified at the discretion of the City. (3) A current City business license is required for any person performing work in the City right-of-way. (4) It is unlawful for any person to perform any work in City right-of-way unless operating under a valid state of Washington general contractor's license, or a valid state of Washington specialty contractor's license applicable to the type of work being performed. (5) Contractors are responsible for traffic control, work area protection/security and street maintenance to protect the life, health and safety of the public during any permitted work within the right-of-way, and all methods and equipment used will be subject to the approval of the City. (6) All streets, sidewalks, alleys, parkways, and other public rights-of-way disturbed in the course of work performed under any permit shall be restored in accordance with the City of Sammamish public works standards or as required and approved by the City engineer. (7) All work within City right-of-way must be pursued to completion with due diligence, and if work is not completed within a reasonable length of time, as determined by the City engineer, the City shall cause the work to be completed at the applicant's expense. (8) Any costs incurred by the City for right-of-way restoration will be charged to the property owner and/or developer employing the contractor. (Ord. O2010-285 § 1 (Att. A))	Section moved from Section 14.30.050 for consolidation.
46	Amended: 14A.30.060	N/A – this section did not exist	(1) Type D ROW lease permits are required before any person, firm, corporation, company, enterprise or entity shall commence or permit any other person, firm, or corporation to commence any work within the ROW or utilize the unopened or unused public ROW for long-term private benefit or use. Types of activities that fall under a Type D ROW lease permit include, but are not limited to, construction of fences,	Section moved from Section 14.30.060 for consolidation.

			landscaping, private irrigation, sheds, private nonfranchised utilities, and garages. Infrastructure associated with a franchised utility provider or a telecommunication provider shall obtain a Type C ROW utility permit as described in SMC 14.30.050. (2) Proof of insurance may be required with the City listed as an additional insured to protect the public and the City against liability for injury to persons or property. (3) At any time the City deems the area being leased is necessary for public benefit, the ROW lease permit may be terminated and the applicant will be required, at their expense, to move their facilities from the public ROW. (Ord. O2010-285 § 1 (Att. A))	
47	Amended: 14A.30.070	N/A – this section did not exist	All permits issued pursuant to this chapter shall be temporary, shall vest no permanent rights in the applicant, and may be revoked by the City as follows: (1) The permit may be immediately revoked by the City in the event of a violation of any of the terms or conditions of the permit; or (2) The permit may be immediately revoked by the City in the event the permitted special event or street use shall become dangerous to persons or property, or if any structure, site condition or obstruction permitted becomes insecure or unsafe; or (3) The permit may be revoked by the City upon 30 days' notice if the permit was not for a specified period of time and is not covered by either of the preceding subsections. (4) If any event, use or occupancy for which the permit has been revoked is not immediately discontinued, the City may remove any structure, site condition or obstruction, or cause to be made such repairs upon the structure, site condition or obstruction as may be necessary to render the same secure and safe, or to adjourn any special event. The cost and expense of such removal, repair or adjournment shall be assessed against the permittee, including all fees and costs associated with enforcement of the collection of same, including attorney's fees. (Ord. O2010-285 § 1 (Att. A))	Section moved from Section 14.30.070 for consolidation.
48	Amended: 14A.30.080	N/A – this section did not exist	The City engineer is authorized to enforce or seek enforcement of the provisions of this chapter, and ordinances and resolutions codified in it, and any rules and regulations promulgated thereunder pursuant to the enforcement and penalty provisions of SMC Title 23. (Ord. O2010-285 § 1 (Att. A))	Section moved from Section 14.30.080 for consolidation.

Titles 21A & 21B of the Sammamish Municipal Code – updated definitions

#	Section	Original	Amended	Rationale
49	Amended: 21A.15.320 Direct traffic impact.	"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 peak hour, peak direction vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)	"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 ~~peak hour, peak direction~~ a.m. or p.m. peak hour vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)	Definition edited for consistency of language used with peak hour throughout SMC 14A and 21A.
50	Amended: 21A.15.685 Level of service (LOS), traffic.	"Level of service (LOS), traffic" means a quantitative measure of traffic congestion identified by a declining letter scale (A – F) as calculated by the methodology contained in the 1985 Highway Capacity Manual Special Report 209 or as calculated by another method approved by the City engineer. LOS "A" indicates free flow of traffic with no delays while LOS "F" indicates jammed conditions or extensive delay. (Ord. O2003-132 § 10).	"Level of service (LOS), traffic" means ~~a quantitative measure of traffic congestion identified by a declining letter scale (A – F) as calculated by the methodology contained in the 1985 Highway Capacity Manual Special Report 209 or as calculated by another method approved by the City engineer. LOS "A" indicates free flow of traffic with no delays while LOS "F" indicates jammed conditions or extensive delay. (Ord. O2003-132 § 10)~~ the City's defined performance standards for its adopted concurrency intersections, as defined in the City's Comprehensive Plan~~.~~	Definition edited for accuracy with language in SMC 14A.
51	Amended: 21A.15.870 Peak hour.	"Peak hour" means the hour during the morning or afternoon when the most critical level of service occurs for a particular roadway or intersection. (Ord. O2003-132 § 10)	"Peak hour" means the hour during the morning or afternoon ~~when the most critical level of service occurs~~ with the highest traffic volumes for a particular roadway or intersection. ~~(Ord. O2003-132 § 10)~~	Definition edited for accuracy with language in SMC 14A.
52	Amended: 21A.95.020 (1)(c)(iii) Applicability.	(iii) An office, multifamily, commercial, institutional expansion, tenant improvement or change of use that results in an increase in the number of dwelling units; an increase in impervious surface which triggers a new level of surface water review; a change in the number of ingress or egress points from the site (whether at the applicant's request or expansion in any of the following areas: building square footage, parking space requirements or peak p.m. traffic trips.	(iii) An office, multifamily, commercial, institutional expansion, tenant improvement or change of use that results in an increase in the number of dwelling units; an increase in impervious surface which triggers a new level of surface water review; a change in the number of ingress or egress points from the site (whether at the applicant's request or expansion in any of the following areas: building square footage, parking space requirements, or peak a.m. or peak p.m. traffic trips.	Language added for clarity and accuracy of peak hour language in SMC 14A.
53	Amended: 21A.95.080 (7) Modification to an approved permit.	(7) Significantly increase the traffic impacts of peak-hour trips to and from the site;	(7) Significantly increase the traffic impacts of a.m. or p.m. peak-hour trips to and from the site;	Language added for clarity and accuracy of peak hour language in SMC 14A.
54	Amended: 21B.95.100 (2)(f) Modification to an approved plan.	(f) Significantly increase the traffic impacts of peak-hour trips to and from the site; and	(f) Significantly increase the traffic impacts of a.m. or p.m. peak-hour trips to and from the site; and	Language added for clarity and accuracy of peak hour language in SMC 14A.

Titles 20, 21A, 21B & 27A of the Sammamish Municipal Code – updated references to Titles 14 & 14A

No.	Section	Original	Amended	Rationale
55	Amended: 20.05.040 Application requirements	[…]20.050.040(1)(l) Approved traffic impact analysis from the director or designee, if required by Chapter 14.15 SMC […]	20.050.040(1)(l) Approved traffic impact analysis from the director or designee, if required by Chapter 14A.15 SMC	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
56	Amended: 20.10.070 Jurisdiction of the hearing examiner	[…] 20.10.070(1)(a) Appeals from the decisions of the director for short subdivisions, including those variance decisions of the City engineer made pursuant to the public works standards as adopted in Chapter 14.01 SMC with regard to circulation in the subject short subdivisions; […]	20.10.070(1)(a) Appeals from the decisions of the director for short subdivisions, including those variance decisions of the City engineer made pursuant to the public works standards as adopted in Chapter 14A.01 SMC with regard to circulation in the subject short subdivisions;	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
57	Amended: 20.10.070 Jurisdiction of the hearing examiner	[…]20.10.070(1)(g) Appeals from the department's final decisions regarding transportation concurrency, mitigation payment system and intersection standards provisions of SMC Title 14; […]	20.10.070(1)(g) Appeals from the department's final decisions regarding transportation concurrency, mitigation payment system and intersection standards provisions of SMC Title 14A;	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
58	Amended: 20.15.090 Substantive authority	[…] 20.15.090(2)(f) The City's public works standards and transportation regulations, as adopted in SMC Title 14. […]	20.15.090(2)(f) The City's public works standards and transportation regulations, as adopted in SMC Title 14A.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
59	Amended: 21A.40.110 Off-street parking plan design standards	[…]21A.40.110(5) Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the City of Sammamish public works standards as adopted by Chapter 14.01 SMC. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street. […]	21A.40.110(5) Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the City of Sammamish public works standards as adopted by Chapter 14A.01 SMC. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
60	Amended: 21A.40.140 Internal circulation street standards	[…]Internal access streets to off-street parking areas shall conform with the surfacing and design requirements for private commercial streets set forth in the City of Sammamish public works standards as adopted by Chapter 14.01 SMC. (Ord. O99-29 § 1) […]	Internal access streets to off-street parking areas shall conform with the surfacing and design requirements for private commercial streets set forth in the City of Sammamish public works standards as adopted by Chapter 14A.01 SMC. (Ord. O99-29 § 1)	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
61	Amended: 21A.45.070 Temporary signs	[…] The following temporary signs or displays are permitted and, except as required by the International Building Code; Chapter 16.20 SMC, Construction Administrative Code; or as otherwise required in this chapter, do not require a sign permit, subject to the requirements set out in this chapter. All temporary signs shall not obstruct sight distances and shall follow the regulations prescribed by Chapter 14.01 SMC, Public Works Standards Adopted, and by SMC 21A.25.220, Sight distance requirements. No temporary signs shall be located within center medians or within roundabouts and the amenity zone along the outside turning edge of a roundabout, traffic circles, or islands. Temporary signs shall not be illuminated. […]	The following temporary signs or displays are permitted and, except as required by the International Building Code; Chapter 16.20 SMC, Construction Administrative Code; or as otherwise required in this chapter, do not require a sign permit, subject to the requirements set out in this chapter. All temporary signs shall not obstruct sight distances and shall follow the regulations prescribed by Chapter 14A.01 SMC, Public Works Standards Adopted, and by SMC 21A.25.220, Sight distance requirements. No temporary signs shall be located within center medians or within roundabouts and the amenity zone along the outside turning edge of a roundabout, traffic circles, or islands. Temporary signs shall not be illuminated.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
62	Amended: 21A.60.060 Adequate streets.	[…] 21A.60.060(1) All new development shall be served by adequate streets. Streets are adequate if the development's traffic impacts on surrounding public streets are acceptable under the level-of-service standards and the compliance procedures established in SMC Title 14. […]	21A.60.060(1) All new development shall be served by adequate streets. Streets are adequate if the development's traffic impacts on surrounding public streets are acceptable under the level-of-service standards and the compliance procedures established in SMC Title 14A.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A

63	Amended: 21A.60.060 Adequate streets	[…]21A.60.060(3) A variance request from the street cross-section or construction standards established by the City of Sammamish public works standards adopted by SMC Title 14, and does not require a variance from this title unless relief is requested from a building height, setback, landscaping or other development standard set forth in Chapters 21A.25 through 21A.65 SMC. (Ord. O99-29 § 1) […]	21A.60.060(3) A variance request from the street cross-section or construction standards established by the City of Sammamish public works standards adopted by SMC Title 14A, and does not require a variance from this title unless relief is requested from a building height, setback, landscaping or other development standard set forth in Chapters 21A.25 through 21A.65 SMC. (Ord. O99-29 § 1)	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
64	Amended: 21A.95.040 Application of development standards.	[…]21A.95.040(1) An application for commercial site development permit shall be reviewed pursuant to Chapter 43.21C RCW, SEPA, as implemented by Chapter 197-11 WAC; Chapter 9.04 KCC as adopted by SMC Title 13, Surface Water Management; Chapter 14.01 SMC, Public Works Standards Adopted; Chapter 16.15 SMC, Clearing and Grading; Chapter 16.05 SMC, Building Codes and Fire Code; Chapter 20.15 SMC, State Environmental Policy Act Procedures; SMC Title 21A, Development Code; SMC Title 25, Shoreline Management; administrative rules adopted pursuant to Chapter 2.55 SMC to implement any such code or ordinance provision; King County board of health rules and regulations; and City approved utility comprehensive plans. […]	21A.95.040(1) An application for commercial site development permit shall be reviewed pursuant to Chapter 43.21C RCW, SEPA, as implemented by Chapter 197-11 WAC; Chapter 9.04 KCC as adopted by SMC Title 13, Surface Water Management; Chapter 14A.01 SMC, Public Works Standards Adopted; Chapter 16.15 SMC, Clearing and Grading; Chapter 16.05 SMC, Building Codes and Fire Code; Chapter 20.15 SMC, State Environmental Policy Act Procedures; SMC Title 21A, Development Code; SMC Title 25, Shoreline Management; administrative rules adopted pursuant to Chapter 2.55 SMC to implement any such code or ordinance provision; King County board of health rules and regulations; and City approved utility comprehensive plans.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
65	Amended: 21B.40.110 Off-street parking plan design standards.	[…]21B.40.110(5) Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the City of Sammamish public works standards as adopted by Chapter 14.01 SMC. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint-use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.[…]	21B.40.110(5) Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the City of Sammamish public works standards as adopted by Chapter 14A.01 SMC. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint-use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
66	Amended: 21B.40.140 Internal circulation street standards.	[…] Internal access streets to off-street parking areas shall conform with the surfacing and design requirements for private commercial streets set forth in the City of Sammamish public works standards as adopted by Chapter 14.01 SMC unless the director determines an alternate design is appropriate. (Ord. O2010-293 § 1 (Att. A)) […]	Internal access streets to off-street parking areas shall conform with the surfacing and design requirements for private commercial streets set forth in the City of Sammamish public works standards as adopted by Chapter 14A.01 SMC unless the director determines an alternate design is appropriate. (Ord. O2010-293 § 1 (Att. A))	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
67	Amended: 21B.45.110 General sign design standards.	[…]21B.45.110(3)(b)(iv) Shall not obstruct sight distances as prescribed by Chapter 14.01 SMC, Public Works Standards Adopted, or by SMC 21B.25.200, Sight distance requirements. […]	21B.45.110(3)(b)(iv) Shall not obstruct sight distances as prescribed by Chapter 14A.01 SMC, Public Works Standards Adopted, or by SMC 21B.25.200, Sight distance requirements.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
68	Amended: 21B.45.120 Design standards for specific sign types.	[…]21B.45.120(6)(b)(iv) All signs located on a street corner or driveway shall conform with Chapter 14.01 SMC, Public Works Standards Adopted, and SMC 21B.25.220, Sight distance requirements. (Ord. O2017-436 § 1 (Att. A); Ord. O2010-293 § 1 (Att. A)) […]	21B.45.120(6)(b)(iv) All signs located on a street corner or driveway shall conform with Chapter 14A.01 SMC, Public Works Standards Adopted, and SMC 21B.25.220, Sight distance requirements. (Ord. O2017-436 § 1 (Att. A); Ord. O2010-293 § 1 (Att. A))	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
69	Amended: 21B.45.140 Temporary signs.	[…]The following temporary signs or displays are permitted and, except as required by the International Building Code; Chapter 16.20 SMC, Construction Administrative Code; or as otherwise required in this chapter, do not require a sign permit, subject to the requirements set out in this chapter. All temporary signs shall not obstruct sight distances and shall follow the regulations prescribed by Chapter 14.01 SMC, Public Works Standards Adopted, and by SMC 21A.25.220, Sight distance requirements. No temporary signs shall be located within center medians or within roundabouts and the amenity zone along the outside turning edge of a roundabout, traffic circles, or islands. Temporary signs shall not be illuminated […]	The following temporary signs or displays are permitted and, except as required by the International Building Code; Chapter 16.20 SMC, Construction Administrative Code; or as otherwise required in this chapter, do not require a sign permit, subject to the requirements set out in this chapter. All temporary signs shall not obstruct sight distances and shall follow the regulations prescribed by Chapter 14A.01 SMC, Public Works Standards Adopted, and by SMC 21A.25.220, Sight distance requirements. No temporary signs shall be located within center medians or within roundabouts and the amenity zone along the outside turning edge of a roundabout, traffic circles, or islands. Temporary signs shall not be illuminated.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A

70	Amended: 21B.96.010 Purpose – Interim Town Center Street Design Standards (July 7, 2010) adopted.	[…] 21B.96.010(2) These design standards supplant those adopted under Ordinance O2000-60 under Chapter 14.01 SMC. […]	21B.96.010(2) These design standards supplant those adopted under Ordinance O2000-60 under Chapter 14A.01 SMC.	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A
71	Amended: 27A.20.040 Rights-of-way.	[…]Financial guarantees for any right-of-way improvement required pursuant to SMC Title 14 shall be sufficient to cover the cost of restoring the right-of-way to original condition or complying with conditions of any permit or approval, including corrective work necessary to provide drainage consistent with approved plans and conditions, and to protect the public health, safety and welfare. (Ord. O99-29 § 1) […]	Financial guarantees for any right-of-way improvement required pursuant to SMC Title 14A shall be sufficient to cover the cost of restoring the right-of-way to original condition or complying with conditions of any permit or approval, including corrective work necessary to provide drainage consistent with approved plans and conditions, and to protect the public health, safety and welfare. (Ord. O99-29 § 1)	Proposed updated references for consistency with proposed code changes to Titles 14 and 14A

Exhibit 11: Q&A Matrix, 6/4/18

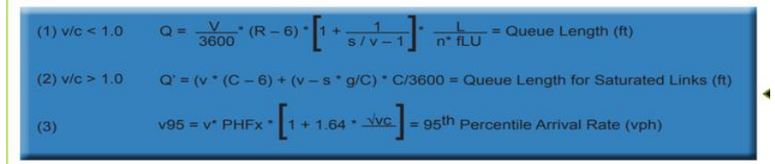
City Council & Planning Commission Q&A

Date	No.	Commenter	Questions and Comments	Staff Response to Questions and Comments
4/30/18 CC/PC Mtg	1		Why is 218th Avenue SE changing to a Collector Arterial south of Inglewood Hill Road under this emergency amendment?	It adds the intersection of Inglewood Hill Road and 218th Ave SE as a concurrency intersection.
4/30/18 CC/PC Mtg	2		How do the changes to Policy T.1.2 impact multi-modal transportation issues?	As directed by City Council, the concurrency policy will focus on intersections only. Multi-modal level of service will be incorporated into the Transportation Maser Plan (TMP) work to allow for a more holistic approach later this year and into 2019.
4/30/18 CC/PC Mtg	3		Does the terminology, "address," in the proposed Policy T.1.2, adequately cover the City's intent to do something about multi-modal transportation facilities and options?	Yes, the term, "address" is appropriate for this policy language and identifies the City's intent to focus on and implement measure to address multi-modal transportation facilities and options.
4/30/18 CC/PC Mtg	4		Is the new concurrency policy only about car trips?	Yes, concurrency testing will focus on intersections and vehicles. The TMP will address multi-modal level of service.
4/30/18 CC/PC Mtg	5		With regard to the sidebar for the re-numbered Policy T.1.3, should the reference to a specific time for the peak hour be deleted? Can it be a dynamic reference?	Yes. In addition, the reference to the specific time for the AM and PM peak hours will be removed from page T.24 of Transportation Element Background Chapter (and any other locations in the Plan) for consistency.
4/30/18 CC/PC Mtg	6		Why is Duthie Hill Road mentioned twice under Principal Arterials on Page T.10 of the clean version of the Transportation Element Background Chapter (Exhibit #3)?	A portion of the road is not in the City limits, so it reflects the portions within the City limits.
4/30/18 CC/PC Mtg	7		On page T-14 of Exhibit #3, where the proposed amendments state, "Traffic signal and roundabout intersection inventory," should it also add the language, "those with four-way flashers."	Noted.
4/30/18 CC/PC Mtg	8		Does it matter if the traffic counts do not state whether they were taken in the AM or PM timeframe?	The text does explain when the counts are taken. The daily traffic counts are 24 hour counts, Monday-Friday. The intersection turning movement counts are collected on a Tuesday and Thursday during the AM and PM peak hours.
4/30/18 CC/PC Mtg	9		Why are we not using the 2017 traffic counts in this emergency amendment of the Comprehensive Plan?	Updating the model was started in 2017 using the 2016 traffic counts in support of the then planned update to the Comprehensive Plan Transportation Element. Staff felt it didn't make sense to throw away that work and redo it again with the 2017 data. Updating the traffic model to include the 2017 counts data would be excessively time consuming and expensive to do and would not provide much benefit. Once the model is adequately calibrated, the 2017 (and subsequent years) traffic counts data will be used to validate the model.
4/30/18 CC/PC Mtg	10		Is it true that the traffic model uses 2016 traffic counts, but also incorporates new development into the model, so it can be verified against the 2017 traffic counts?	Yes. This is regularly done.
4/30/18 CC/PC Mtg	11		On Page T-28 of Exhibit #3 in the discussion of concurrency, use of the word, "can" should be changed to shall. How does this relate to the GMA? Is it more or less restrictive?	Staff will make the change for consistency with the GMA (RCW 36.70A.070(6)(b)). The term "concurrent" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.
4/30/18 CC/PC Mtg	12		What are the performance indicators we are looking for with the new concurrency policy? What is the outcome we are looking for and how do we measure it?	Staff conducted significant outreach last spring to the community, regional and local stakeholders, and the Council to understand what the community cares about. The feedback will be incorporated into the TMP work, including concurrency and LOS changes, and impacts of the investments that the City makes. The three goals that rose to the top were 1) Complete connections for all modes, 2) Supported by the community, and 3) Fundable and implementable. The community told us their transportation priorities were: 1.To have an efficient system that maximizes traffic capacity, 2.To make it easier to get to/from regional destinations with more transit options, 3.To have more connections to make it easier to get around by various means, 4.That management of the system should be grounded on fiscal sustainability, 5.That the network should safe and welcoming, and 6.To design the right of way and trails in a way that supports community character by connecting trails, be safe and aesthetically pleasing.
4/30/18 CC/PC Mtg	13		A clarification of how the concurrency and LOS tools work. If an intersection needs to be improved, the improvement will affect driver experience and could potentially make for a slightly worse driver experience for the majority of drivers at that intersection to improve the experience for a smaller group of drivers.	In a situation where there is a two-way stop at a principal arterial, this could be the case. The City has options for addressing the needed improvements with different strategies to determine the optimal solution that balances cost, safety, and efficiency.

4/30/18 CC/PC Mtg	14		Does the Comp Plan need additional language to give the City the ability and flexibility to address situations in which there may be limited options for improvements in a more direct manner?	Concurrency is relatively prescriptive and the better choice might instead be to focus on how the City identifies concurrency intersections in the Comp Plan. There are many other tools available to the Council to help achieve its vision for the transportation system. Please refer to the March 5, 2018 Council meeting materials and video for more information.
4/30/18 CC/PC Mtg	15		Can the City be forced to make an improvement that we do not want to do or that is not in the best interest of the public?	The City would have to accept development and make necessary changes if identified as a concurrency project. The City will also be focusing on this topic in the TMP with a more holistic and comprehensive look at the City's future roadway network.
4/30/18 CC/PC Mtg	16		For intersections outside the City limits, we should leave the delay times in Table T-5	Noted.
4/30/18 CC/PC Mtg	17		Has the City verified Table T-5 with what happens on the ground in the AM peak hour? E.g. Sahalee Way and NE 36th Street.	The table is still in draft form and the City is continuing to refine the model and verify the data inputs.
4/30/18 CC/PC Mtg	18		Can we show information about the intersections outside the city in a separate	Information will be shown as a separate table.
4/30/18 CC/PC Mtg	19		What time and date was Mayor Malchow timing the delays? The data could be compared against the model outputs.	The video is time and date stamped.
4/30/18 CC/PC Mtg	20		There are inconsistencies in the proposed Comp Plan. Example Pg. T-70 of redlined version, Vol 2. Talks about concurrency, LOS, roadway segments. That's not the direction we gave staff. Struggling with why segments are even discussed in the chapter.	Will go back and try to make the document as consistent as possible. May take quite a bit of time to make it completely cohesive.
4/30/18 CC/PC Mtg	21		If modeled results are under/overestimating by quite a bit, how can we trust the models?	Please see the attachment to the 5/15/18 packet material regarding the models, and what has and is being done to calibrate and verify the input data.
4/30/18 CC/PC Mtg	22		Are there new employment allocations for Sammamish that might impact the travel model, and what impacts does the moratorium have on the Town Center?	For 2035 we assumed that the moratorium has been lifted. The growth allocations have been updated based on the State's Office of Financial Management's 2030 projections but extrapolated another 5 years to match the City's 2035 planning horizon.
4/30/18 CC/PC Mtg	23		Should consider adding SR520 and I90 interchanges in the TMP in the section discussing intersections outside the City.	Noted.
5/10/18	24	Malchow	Traffic counts in the background Element of the Comp Plan were taken on 4/17-23/16. Counts for NE 37th/Sahalee were actually taken 5/31-6/16. Why the different date? Was there an issue with the tubing there?	Likely due to a bad count and the need to recollect the count once the volumes were reviewed and the error was identified. It was taken before school was out and is considered to have been collected with a comparable time period.
5/11/18	25	Malchow	Andrew TSI – January 16, 2018 stated there were two types of counts, the 24 hour tube counts and then there's the counts used in the travel demand model. This is where your intersection turning movement counts are taken via either video camera or someone stands there with equipment & counts cars turning L/R, straight. Which counts are we using for our model?	Both types of counts are used in the model for calibration/validation procedures.
5/12/18	26	Malchow	Email from DEA states the volume in counts decreased in the peak hour (another slide shows this email) and that's what's in the model. Our own AWDT counts show an increase in overall counts, so how can counts go down in the peak hour?	This is the SR202/Sahalee intersection. The counts go down because the downstream congestion on SR202 impacts the intersection and reduces the number of cars that pass over the tubes and make it through the intersection during the peak hour.
5/13/18	27	Malchow	Explain the difference between ADT and peak hour counts and how the data is used. (Request paraphrased from PowerPoint slides ~6-10, 13). Using the Peak Hour traffic counts and/or peak hour turning movements for an input into the model is a mistake for the following reasons: * You cannot move as many vehicles passed a tube counter strip (or camera or person) in the road when you have congestion *Fewer vehicles can pass the point, which decreases your counts & leads to the industry term "peak spreading". If you count fewer cars, and use that assumption in the model for LOS at intersections, it will artificially create less of a delay because the model assumes less cars passed the counter strip	ADT is the daily traffic volumes measured along a roadway, often by a tube count. Peak hour counts refer to intersection turn movement counts that are collected at each movement entering an intersection during a peak hour (for example, 7-8am or 4:45-5:45pm). Both data points are used in the calibration and validation of the travel demand model. Only peak hour counts are used in the peak hour intersection analysis, which applies the city's operations model, which is run in Synchro software.

5/14/18	28	Malchow	Andrew (Bratlein) stated specifically they looked at TURNING movements. What about vehicles NOT turning? NE 37th @ Sahalee, many of those cars are not turning if proceeding N bound on Sahalee. Were they counted? If not, was the tube count used? If the tube count was used, then a decrease in the # of vehicles could be attributed to congestion rather than actual fewer cars.	Turn movement counts include all vehicles traveling through and turning at the intersection.
5/15/18	29	Malchow	I asked on January 16, 2018 if the data from the flashing yellows was incorporated into our new LOS at intersections. What I didn't know then is that we were only dealing with 2016 counts. NOTE: traffic counts = 2016 data & the flashing yellows began installation in September of 2017…so the flashing yellow data can't be added into the model unless using 2017 traffic counts (which staff said they couldn't do). This inconsistency in the model is an error. (sic)	Flashing yellow signal have been added to the operations model, but do not affect the results of the travel demand forecasting model. While it is understood that they were not in place in 2016, when the counts were collected, we do not believe that they substantially influence traffic patterns. Thus testing their benefits on top of 2016 traffic volumes is a reasonable approach.
5/16/18	30	Malchow	What are we using for the (Q) based on congestion levels at the intersections? We would still need a capacity (for the v/c) of the roadway, what are we using for capacity since T-8 is gone & we don't have a defined "capacity". Andrew Bratlein (TSI) stated that Synchro calculates queue values & that he himself altered the DEA model for queue length or what he termed "latent demand" (which wasn't present in our model before). Synchro's website states this about the queue length. This seems to indicate we are using a capacity number for the v/c. Since Council took issue with how we calculated capacity (Table T-8), what capacity is staff using to put into the model to calculate the queue?	The city intersections in the concurrency model are tested using standard HCM methodologies for isolated intersections. Analysis procedures that consider queue lengths more explicitly, such as simulation, are recommended for the City's congested corridors to identify potential infrastructure improvements. This is a much more detailed planning process that will be conducted as part of the TMP, rather than through routine concurrency review. In selecting an appropriate concurrency approach, important considerations include the ability to apply the concurrency model consistently and efficiently - detailed simulation, while important for identifying infrastructure needs, is not a pragmatic tool for concurrency application.
5/15/2018	31	Stuart	Does the pipeline model just have the permitted or certificate of concurrency- approved projects? Would that be the model we'd run for new projects? So we don't need to make any guesses because nothing else would be approved unless it's run through that model with a higher degree of accuracy because we know exactly what they're applying for.	Yes, that's correct.
5/15/2018	32	Stuart	How long does it take to calibrate the model?	It takes about 4-5 months between collecting the traffic counts and calibrating the model.
5/15/2018	33	Malchow	Is the operational model, is it the info baseline that's put into Visum model for the predictive stuff? We're modeling existing state of affairs so that's the baseline in Visum?	Yes. The baseline data (2016) is put into the Visum model as the starting point.

The equation used in calculating queue (Q) is dependent on the congestion level at the intersection. If the v/c <1.0, then equation one 1 is used. For lane groups with v/c >1.0, equation 2 is used. Equation 2 represents the maximum queue after two cycles, including unserved vehicles from the first cycle plus all arrivals on the second cycle.



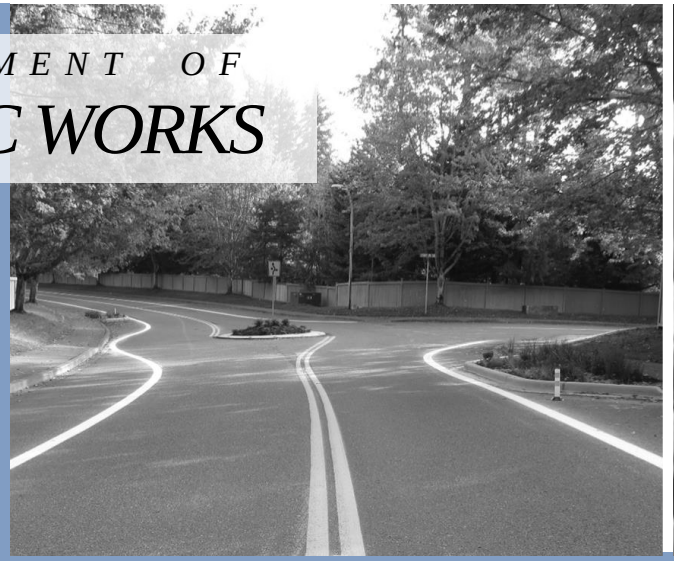
5/15/2018	34	Hornish	You said there's no chance of human error because the Visum output going directly into Synchro, yet at 36th/Sahalee, we had a 234 sec delay and I think in the discussions last week, you said it was because of human error. Can you fix my misunderstanding that if there's no human input, yet there's human error in the outlier in that intersection. [Later] So, just to clarify, there are human inputs in the model? [Later] And yet, as of two weeks ago we hadn't verified it because that outlier was there. Had you run the 6 year plan, you would have shown a great improvement because of the error in human input for the current conditions. Is that what I'm understanding?	When we transfer the data from Visum to Synchro or Sidra, that's automated. The raw data input (traffic counts and turning movement counts) that's input manually. There was an error in the turning movement field counts at 36th/Sahalee, which will be corrected in the model. Yes. [Later] This is a draft product. Staff identified an error in the count and are fixing it. We appreciate the careful attention being given by Council.
5/15/2018	35	Stuart	If I understand correctly, the error was in the count taken where someone actually hit the 10s instead of the 1s counter every time a car was there, it wasn't that there was an error in the inputting of the data.	That's correct.
5/15/2018	36	Hornish	I just want to clarify that there are human interactions with the model.	Yes, absolutely.
5/15/2018	37	Baughman	Does the pipeline model only count things that have been permitted? Most of Town Center doesn't have a concurrency certificate so is it accurate to say that the 6 year model doesn't take that into account? [Later] So, what is the basis of the longer range forecast? How are TAZs, certificates of concurrency, and what we think will happen used in the model? [Later] So you're not running the model on what could be built, you're running the model on assumptions on forecasted growth.	That is correct. The pipeline model does take into account regional growth trends. For the Town Center, it only includes the development that's been approved. [Later] The 20 yr. model will incorporate the land use section of the Comprehensive Plan, TAZs and regional growth assumptions. We assume that the Town Center is fully built out by 2035. [Later] Yes, that's correct.
5/15/2018	38	Indapure	If we're not accounting for forecasting in the pipeline model, why don't we have the infrastructure before we have permission for these houses to be built? Are those assumptions built into our model going forward, or before permitting happens? Do you run the model and only issue permits if the concurrency is satisfied? I think what we would all like to see is that, yes, we are capable of handling more traffic. [Later] Partially, but what I want to see that when we run these models we can look into the future and know that we can handle future traffic and construction. How can we get to that if we're not putting those numbers into the pipeline? [Later] We're working on now is the car experience only and not. It doesn't take into account transit or other modes?	I think what you're asking about is when the concurrency test is conducted and when a concurrency certificate provided? [Later] Staff can run the model based on different future scenarios to assist in developing policies that make sense. Our intention for the 2035 model is to reflect all of the growth we reasonably can anticipate. [Later] Yes, the proposed concurrency and LOS policies are based is just one piece. As a City we interested in looking at what facilities do we need to make the transportation system welcoming to everyone as part of the TMP. Our intention is to feed that back into your planning process and have the projects land within the impact fee program.
5/15/2018	39	Valderrama	The TMP will allow sensitives for testing for changes-- for example if we we're mandating to take a minimum density of R6, we could look at the impact within the TMP and see how it drives priorities?	That's correct.

5/15/2018	40	Malchow	Follow-up on question #26: I want to clarify that the staff response to my question says that this is the SR 202/ Sahalee intersection. What I showed in my slide deck was that intersection and additional intersections. For the most part, the AWDT are going up and not down. We're only looking at the peak hour-- this speaks to the peak spreading I talked about in my slide desk. My scrutiny is not in the pipeline model, it's in the operational model. If the baseline for Visum, which is the demand model, if we're using the operation model as that baseline I think there are still existing errors in the baseline/ operation model. I'm glad when I highlighted 36 we actually did find and error there and we were able to correct that. For 29 (flashing yellow turn signals), I struggle with the answer. Andrew had mentioned that flashing yellow arrow turn signals has been incorporated into the model. My issue is that you're using an element that hadn't been incorporated until late 2017 and you're framing that against 2016 traffic counts. How are you able to use 2016 counts with an element that didn't exist when those counts were taken? [Later] That would be my suggestion. What transpired on the ground in 2016 is not necessarily what transpired in 2017. There are more cars now, it's inevitable. What we're saying is that our peak traffic counts are going down, which is counter-intuitive to AWDT traffic counts going up at nearly every place in the city. We have more vehicles driving on our road yet our peak hour counts are going down, which is indicative of peak spreading. So, if we have errors in the baseline we can't use the model to project what's happening in the future. This also affects our TIP. We've said our peak hour is 7-8am, but I've seen that our peak hours are all over the place. We've had to land on one peak hour, but it's not reflective of what is going on. At 37th and Sahalee, the peak hour there is actually 7:30-8:30. So our peak hour is not our peak hour there, or at Skyline with the late start where it moves from 8:45-9:45. We completely miss it. There was no queue at 8am at Sahalee when Cheryl and the modeler were standing there, but at 8:45 the queue went all the way back. I struggle with the queue and how we're measuring it. That's question #30, and I still need clarification. What I've found on Synchro's website is they have a tool to calculate the queue, but you need a "c" (capacity). So what are we using as our "c"? Because we got rid of it. [Later] We used to have a capacity based on lane width-- is that the same in the HCM?	I think that's a good point. It might be best if we had a one-on-one. Initially yes, the 2016 Synchro model did not include the flashing yellow arrows. The counts were collected in 2016 before the flashing yellow arrows. Our response was that these flashing yellow arrows were beneficial and I interpreted the question as "can you show the benefit with those signals in place". The 2016 counts are probably not that different than the 2017 counts, which won't be very different from 2018. But that's certainly something we can vet with the new counts. Again, I interpreted the questions as "Are we able to understand how these traffic signals improve traffic operations in Sammamish". If you would like us to truly reflect what conditions were on the ground in 2016 even though that may not be the condition that exists today, that's something we can do. [Later] The Synchro analysis software is based off the HCM. The capacity that is assumed in Synchro is based off formulas assumed in the HCM national standard. It's not based on any local numbers we used to use. It's passenger cars per lane per hour. [Later] No, the HCM takes into account all kinds of factors and is based on national data-- It's not as arbitrary as the old Table T-8 values. In an urban system, we'll often say 600 vehicles per lane per hour. In a non-congested highway setting, it's about 2,000 vehicles per lane per hour. It's probably lower when you're close to an intersection control.
5/15/2018	41	Malchow (cont.)	What staff has said to Council is that Synchro can't predict operation chokepoints and does not know how to handle standstill traffic so it assumes it does not occur. Obviously it does occur, so how do we overcome that? [Later] I'm still struggling with the queue, event if we can address that in the TMP later.	We know that queues are occurring, I see it myself when I'm coming into Sammamish. There's a lot of weight hanging on the concurrency policy right now, more than one policy can bear. I strongly think that standing queues are a huge issue here that we need to model and understand, but that's not something appropriate for a tool that is used routinely for development review. The best place for it is in the TMP. We can then see about other development scenarios and how it fits in. Concurrency isn't the place to address that. [Later] I understand. A segment type analysis done during peak one- or two- hour with a volume to capacity analysis could be done to answer your questions.
5/15/2018	43	Stuart	If understand correctly, the way the current 2016 existing conditions model works, to keep at existing conditions you add in all the new development that has come online and all of the improvements that have been made. Is that correct? Or does the 2016 existing conditions just stay as 2016? [Later] So the additions of the flashing yellows are put into the pipeline model then?	Correct. [Later] In this case, we put the flashing yellows into the operations/ Synchro model. [Later] I want to be clear about our two models. First, the operations model reports delays and is based on traffic counts. The Travel demand forecasting/Visum model shows future conditions and takes into account growth and transportation investments. The outcome of that model is volume forecasts. We can use those volume forecasts to assess whether or not an intersection will operate effectively or not in 2024 and pull that back into our operations model and test whether anything new, like a flashing yellow arrow, will have an effect. The flashing yellow arrows will be in the pipeline model.
5/15/2018	44	Malchow	I don't understand the point of using 2016 counts with 2017 flashing arrows that didn't exist.	They will be removed from the 2016 model.

5/15/2018	45	Stuart	Do we use a single peak hour because if we tried to do an individualized peak hour for every intersection we're not really measuring the efficiency of our system, we're measuring the efficiency of individualized intersections? So, we need to pick an hour or two hours, but it has to be the same across the system, correct? [Later] So, to be clear, the only tool at our disposal to ensure that the property development is taking place is not concurrency, because they still have to pass SEPA and other traffic tests.	The main reason for the uniform peak hour has to do with forecasting. Our system wide peak was 8-9am and we moved it back to 7-8am to account for school start times. Concurrency enables us to forecast whether bringing new development in allows us to continue to maintain our level of service during our prescribed time period. Peak hours are absolutely different at different intersections. Developers have to collect counts from 7-9am, so we could include anything in that window. We talked about 7-8am not being the system wide peak, but there was a desire from Council to use it because of school traffic. [Later] Yes. And the difference between the peak hours is less than 1% in total traffic counts. One of the reasons we have so much peaking between 7-8am is because there are such short windows for school drop off, so that's when conditions are the worst. We actually do encourage peak spreading by working with schools to spread their start times apart because it minimizes traffic peaking.
5/15/2018	46	Malchow	Why did we move the peak hour from 7-8am? Was it to account for schools or was it because the majority of trips were occurring during that time?	The majority of trips actually occurred from 8-9am. Technically the system-wide peak was 8-9am, but there wasn't a huge difference and the hotspots really occurred near the schools during the school starting times. The Council did direct staff to go with 7-8am.
5/15/2018	47	Ritchie	What does 97% accuracy on the model mean? [Later] So, you're staying there was a statistical model done which was verified by an on-site counts. Was this done at all of our intersections? [Later] I appreciate that. Is that your standard operating procedure? [Later] So, is it fair to say this model does not reflect driver experience? We're not talking about the time from my house to x. Because in order to build that, we'd have to say x to y. So how to do you plug in data for driver's experience for each person, all of whom go different ways?	The Sammamish Visum Model Calibration Plot shows a comparison on the Y axis on the left side with the model assigned volumes on your network in the travel demand model. The X axis on the bottom show a comparison to the count at the exact same location. The green line shows a 1:1 relationship, so if the x falls on that line the volume we're modeling exactly matches the count that we took. There's some variation and some intersections where the observed count was slightly higher than what the model shows. But, according to a statistical analysis, the R^2 or likeness of fit is .995 (almost 1). But R^2 is not always the best value, and you can also use root mean square error. Anything under a percent real mean square error of 35 is assumed to be calibrated within industry standards. We're at 4. So this model is extremely well calibrated model. [Later] Correct, this was based on data collected at about 77 locations in both directions, so there were about 154 locations. [Later] We did more count locations than is typically done so it took longer to calibrate the model. Having a calibrated AM and PM models to this level is very robust. Later] You're looking long-term and thinking about how to build the city out so residents have a reliable origin and destination trip. What we're talking about today is concurrency analysis, so that isn't necessarily the place to look at that long term conversation. Your concurrency program needs to identify failing intersections or segments that need to receive funding to mitigate impacts. The HCM does that. To go beyond that, you need a simulation (there's a companion program that runs with Synchro). Because of the amount of information and data that goes into that model, it's difficult to use for concurrency so it's more on the TMP side. Syncho analysis just says which intersections are failing. To go beyond that, you need to use a different simulation model to get origin and destination travel time. It's a very complicated model with lots of data needs to set up and calibrate.
5/15/2018	48	Malchow	The 97% accuracy refers to the future Visum model, not that the current Synchro model is 97% accurate.	The 97% refers to how well the Visum model, which generates the volumes that we put into Synchro, matches conditions on the ground today and what is our confidence with its ability to predict traffic volumes given the reasonable growth we're anticipating. We're continually looking at ways to confirm that the current model matches driver's experience, but depending on what part of an intersection you're in you could have a very different experience. The drone videos will be a good opportunity to see whether Synchro is matching what we're seeing.
5/15/2018	49	O'Farrell	With the opening of Snake Hill Rd, we may experience differences in delays trying to get off the Plateau, so we need to think of that too. This is a third way of getting off the plateau.	Yes, that's why we're waiting to collect traffic counts for 2018 until people get used to using Snake Hill again.
5/15/2018	50	Malchow	Why are we making changes in code/ public works standards not tied to level of service? Because we weren't allowed to do that for the Comp Plan.	We were trying to get it all into one unified code section for ease of use. We did not make any substantive changes to the public works standards. Changes to the Comp Plan are limited to the emergency action taken by the Council.
5/15/2018	51	Baughman	The code revision text does not reflect the peak hour we've been discussing. It says "for particular roadways or intersections", but we have the same hour for all.	We can operationalize this comment.

5/15/2018	52	Malchow	[For #7 in the matrix] There's a word missing. [Later] Who is the director's designee where it mentions that in the code? [Later] [For #13 in the matrix] Not sure "reasonable assurance" is the right term to stay consistent with the WAC. Maybe the city attorney can check that. [Later] Under project improvements, Council should be written with a capital C [Later] The rate study should say "or the most current update" to be congruent with code.	Okay. [Later] Typically the Deputy Director, City Engineer, or Traffic Engineer. [Later] Okay. [Later] Okay. [Later] Yes.
5/15/2018	53	Malchow	Comment on 14A.10.040: Needs to be a comma-- "The concurrency test as needed, in the order…"	We'll make sure that doesn't introduce an unintended consequence and add it to the list.
5/15/2018	54	Malchow	21.A.15.870 Peak hour needs to be flagged. I suggest you stop calling it peak hour and say AM hour or PM hour instead.	We'll take a look at that but it might have a ripple effect.

DEPARTMENT OF
PUBLIC WORKS



Comprehensive Plan Transportation Element & Code Update

Joint City Council/Planning Commission Meeting

June 4, 2018

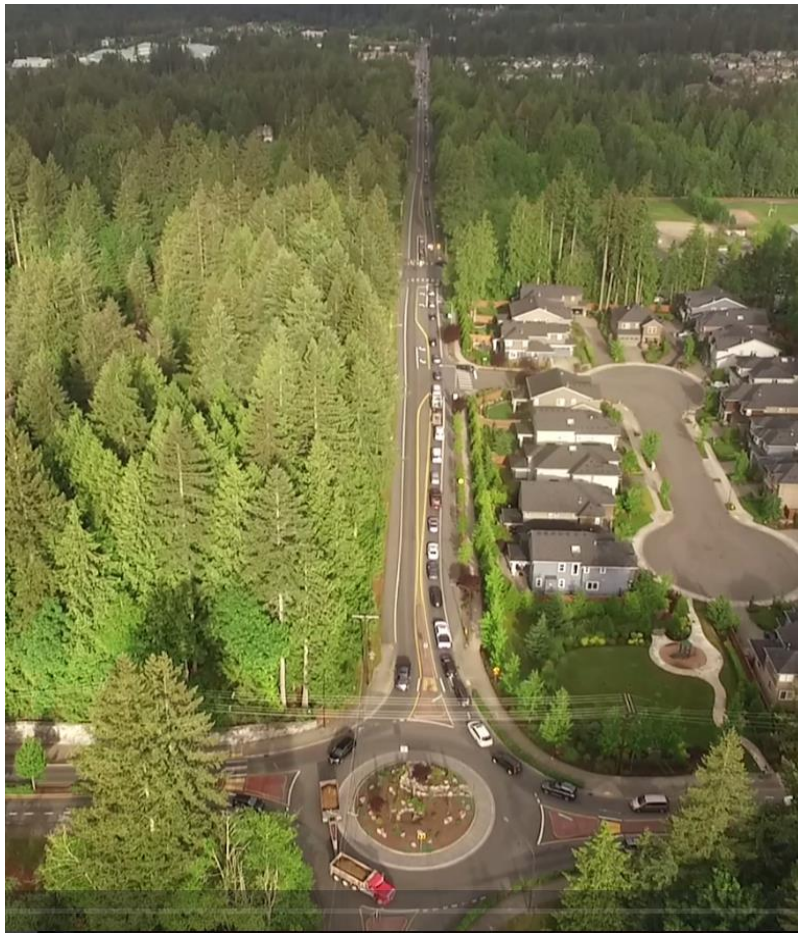
City of Sammamish Washington

Agenda

- Traffic Model, Data and Drones
- Major changes since last meeting
  - Glossary
  - Transportation Element Policies
  - Transportation Element Background
  - Code Updates
- Next Steps

Traffic Model, Data & Drones

- ✓ Staff cross checked 2013-2016 intersection turning movement counts. Data looks reasonable. Sahalee/NE 36th St miscounts have been corrected in the model.
- ✓ Only one flashing yellow arrow was in the 2016 model (228th/NE 8th) and has been removed.
- ✓ Growth assumptions for Town Center have been verified with Planning.
- ✓ Traffic model has been carefully reviewed and refined.
- ✓ Drone data has been collected.



Comprehensive Plan Transportation Element & Code Amendments

- Proposed amendments only related to Council's emergency action
- Necessary amendments made in response to Council's direction
  - Updated two terms in Glossary
  - Concurrency policy to focus on AM and PM peak hours intersection-only operations
  - Remove corridors and segments from concurrency policy
  - Include 2019-2024 TIP in Transportation Element
  - Revise future forecast to reflect new proposed policy
  - Updated codes

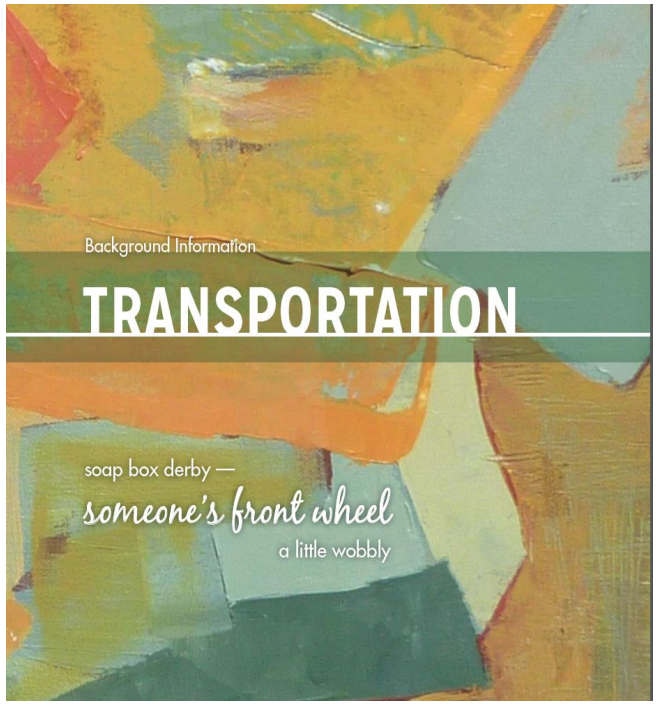
Key Comp Plan edits since 4/30 & 5/15 meetings

Glossary

Revised definitions for Concurrency and Level of Service to match proposed changes

Transportation Element Policy Chapter

Removed reference to 7-8AM and 4:45-5:45PM peak hours



Key Comp Plan edits since 4/30 & 5/15 meetings (cont)

Transportation Element Background Chapter

- Updated Background Table T-5 to include 2016 AM and PM peak hour intersection delays and LOS.
- Fixed inconsistencies in the Transportation Analysis Zones Maps between clean and redlined version.
- Added section on key intersections outside the City.

Key Comp Plan edits since 4/30 & 5/15 meetings (cont)

Transportation Element Background Chapter

- Updated 2019-2024 TIP to include failing intersections.
- Removed all text and tables describing concurrency segments and corridors and 2015 Comp Plan concurrency intersections.
- Long range list of capital projects is combination of 2016 and 2024 analysis based on proposed LOS, and on the 2035 analysis which is based on the 2015 Comprehensive Plan.

Code updates since 4/30 & 5/15 meetings

14A.05.010 Definitions

- "City's traffic model AM peak hour" is from 7:00-8:00am, which accommodates many school's peak hour."
- "City's traffic model PM peak hour" is from 4:45-5:45pm, which reflects the average system peak hour."
- "Concurrency test" means the determination of an applicant's impact on transportation facilities by the comparison of the City's adopted level of service standard to the projected level of service at intersections with the proposed development. ~~A concurrency test must be passed or verified by a traffic model that it passed in order to obtain a Certificate of Concurrency.~~

Code updates since 4/30 & 5/15 meetings (cont)

14A.05.010 Definitions

"Financial commitment" consists of the following:

(a) Revenue designated in the most currently adopted CIP for transportation facilities or strategies needed in the committed network for the transportation adequacy measure to test for concurrency. The financial plan underlying the adopted CIP identifies all applicable and available revenue sources and forecasts these revenues through the six-year period that can be ~~with~~ reasonable~~y~~ expected ~~assurance that such funds will be timely to put to such ends~~. Projects to be used in defining the committed network shall represent those projects that are anticipated to be constructed in the six years of the CIP. This commitment is reviewed annually through the budget process.

Code updates since 4/30 & 5/15 meetings (cont)

14A.05.010 Definitions

"Project improvements" mean site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan approved by the City Ccouncil shall be considered a project improvement.

Code updates since 4/30 & 5/15 meetings (cont)

14A.10.040(3)(a) Concurrency Test

(a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050~~, or arrange to provide for public facilities that are not otherwise available~~; or

(b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080~~.~~; or

(c) Arrange to provide for public facilities that are not otherwise available.

Code updates since 4/30 & 5/15 meetings (cont)

14A.10.040 Concurrency Test

(4) The City shall conduct the concurrency test, as needed, in the order that completed applications are received by the City.

21A.15.320 Direct traffic impact.

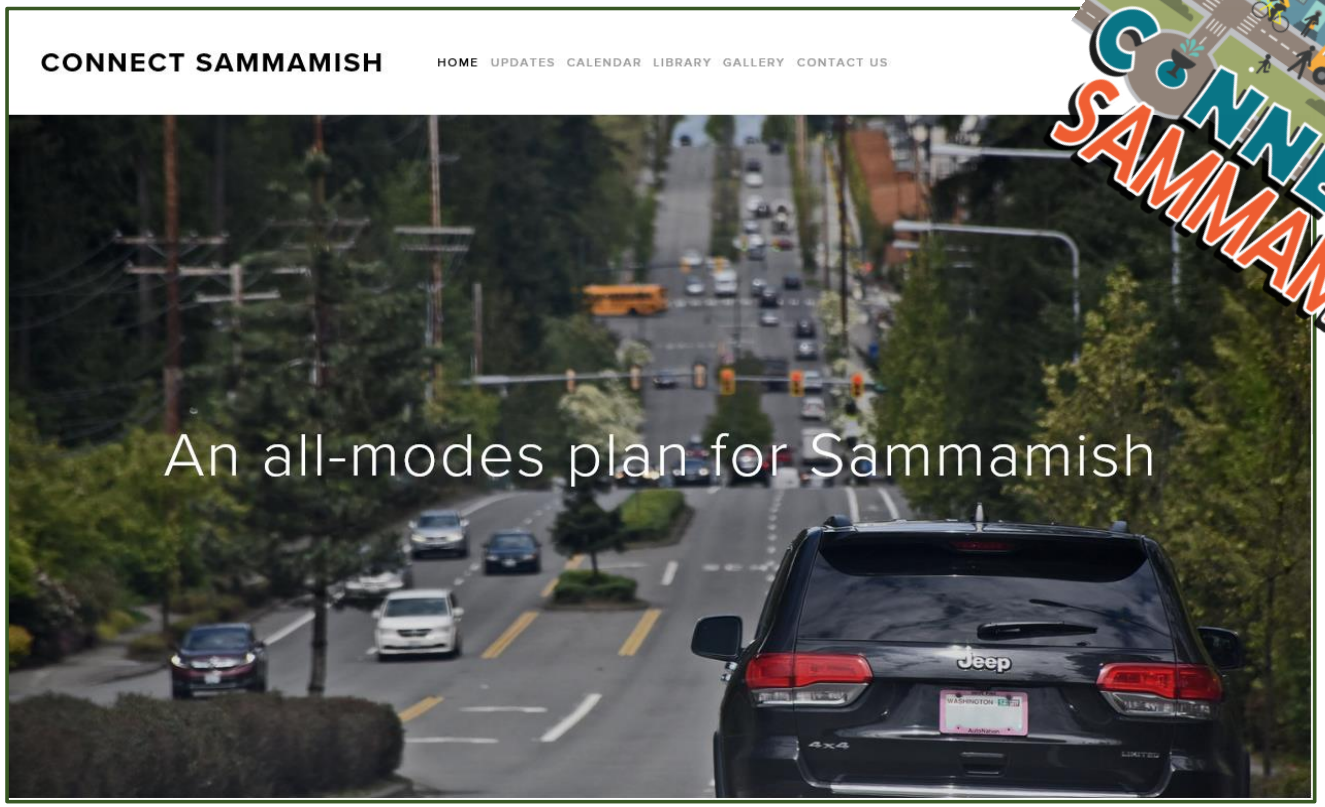
~~"Direct traffic impact" means any increase in vehicle traffic generated by a proposed development that equals or exceeds 10 peak hour, peak direction a.m. or p.m. peak hour vehicle trips on any roadway or intersection. (Ord. O2003-132 § 10)~~

- No additional edits proposed for Titles 20, 21B and 27A.

Next Steps

Task	Date
CC Mtg: Draft 2019-2024 TIP presentation	June 5
CC Mtg: Draft 2019-2024 TIP – continue discussion if needed	June 12
CC Mtg: Resolution adopting the 2019-2024 TIP	June 19
PC Public Hearing: Emergency Comprehensive Plan Updates and Code Revisions	June 21
CC Public Hearing: Emergency Comprehensive Plan Amendments	July 10
CC Public Hearing: Code Revisions	July 17

Thank You



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