



City Council Study Session

AGENDA

REVISED

May 12, 2015

6:30 pm – 10:00 pm
Council Chambers

Call to Order

Public Comment

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

Topics

- 2015 Comprehensive Plan Update
 - Transportation
 - Environment
 - Questions & Answers – Land Use and Housing Elements

Executive Session – If necessary

Adjournment

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.

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.

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 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.

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 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.

Arterial Corridor Level of Service (LOS)

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.

Intersection Level of Service (LOS)

Policy T.1.4 Calculate intersection LOS using standard Highway Capacity Manual analysis procedures for the PM peak hour. The adopted standard is LOS D or E 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.

Coordination

Policy T.1.5 Coordinate planning efforts for transportation with adjacent jurisdictions ~~including the City of Issaquah, City of Redmond, and King County through~~ and other regional partners Including the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

Freight

Policy T.1.6 Ensure the freight system meets the needs local distribution.

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 ~~to~~ increase in the proportion of trips made by transportation modes other than driving alone.*
- Policy T.2.2 *Encourage ~~the~~ integrating 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 ~~to~~ site and design 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 ~~management~~ of regional air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities, and users.*

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.*
- Policy T.2.8 *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 voluntarily striving to complying with the requirements of the State Commute Trip Reduction Act, CTR. The City should work with partnering schools to reduce vehicular traffic.*
- Policy T.2.9 *Support the reduction of vehicle dependence in the city by supporting "ride share" and on demand car/bike services.*

Design

- Policy T.2.10 *Promote developments that are designed in a way that improves overall mobility and accessibility to and within such development.*

- Policy T.2.11 *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.2.12 *Improve local ~~street design~~connectivity for walking, bicycling, and transit use to enhance ~~communities~~community, connectivity, and physical activity.*
- 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.XX Encourage noise reduction on roadways In Innovative ways other than the use of noise walls.

Transit

- Policy T.2.14 *Work with public and private employer based transit service providers to expand local transit service and connect to adjacent jurisdictions.*
- Policy T.2.15 *Encourage transit oriented development in the town center and commercial use centers and joint-use park-and-ride facilities, where appropriate.*
- Policy T.2.16 *Park-and-ride facilities should include safe and convenient access for automobiles, buses, pedestrians, and bicycles.*
- Policy T.2.17 *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.2.18 *Where appropriate, Aadopt road design standards, site-access guidelines, and land use regulations that support transit.*
- Policy T.2.19 *Promote transit services that are dependable, maintain regular schedules with frequent service, and provide an adequate LOS throughout the day, weekends, and holidays.*
- Policy T.2.20 *Encourage a transit system that can serve mixed use centers with frequent, regular transit service.*
- Policy T.2.21 *Encourage public and private employer based transit service that is designed to serve commuting to employment centers and local activity patterns.*
- Policy T.2.XX Encourage exploring Intracity transportation modes, such as expanded metro service, city-sponsored shuttle or other private / public partnership options.

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.

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 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T.3.3 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.

Transportation Systems Management

Policy T.3.4 Maintain a citywide traffic monitoring system to collect AM, PM and daily traffic volumes on an annual basis to determine how transportation investments are performing over time.

Policy T.3.5 Design or redesign ~~roads and~~ arterial and connector streets, including retrofit projects, to 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.3.6 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.3.7 Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity when suitable.

Policy T.3.8 Protect the transportation system against major disruptions by third party infrastructure projects and maintenance, and by developing prevention and recovery strategies and by coordinating disaster response plans.

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*~~

Financial

Policy T.3.12 Emphasize-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.

- Policy T.3.13 *Consider ~~P~~rioritizeing investments in transportation facilities and services that support compact, pedestrian- and transit-oriented development.*
- Policy T.3.14 *Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.*
- Policy T.3.15 *Encourage public and private sector partnerships to identify and implement improvements to personal mobility.*
- Policy T.3.16 *Consider transportation financing methods that sustain maintenance, preservation, and operation of facilities*
- Policy T.3.17 *Consider transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth.*
- Policy T.3.18 *Consider city financing methods that sustain or expand metro provided local transit service.*
- Policy T.3.19 *Try to ~~M~~aintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities ~~the that~~ provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue. The City should first consider identifying additional funding; ~~then adjusting level-of-service standards, before~~ considering and/or reassessment of land use assumptions, before adjusting Level-of-Service standards.*
- Policy T.3.20 *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, ~~and~~ natural environment, including the use of rain gardens or other techniques to reduce pollutants in storm drains and residents.*
- Policy T.4.X Encourage the use of rain gardens or other techniques to reduce pollutants in storm drains, where practical.
- Policy T.4.2 *Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, and improve vehicular traffic flow, and overall system flow and performance.*
- Policy T.4.X Encourage transportation system development that minimizes existing tree canopy removal and replaces any necessary removal along traffic rights of way with native northwest deciduous and evergreen species.
- Policy T.4.3 *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.4.4 ~~Where financially feasible, P~~promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and providing for electric vehicle charging stations throughout the city.

Policy T.4.5 Plan and develop a ~~citywide~~ 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 or replacing~~ vehicle trips with other modes of transportation to decrease vehicle miles traveled.

Human Health and Safety

~~Policy T.4.6 — Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle~~ emissions [CR1]

Policy T.4.7 ~~Provide opportunities for an active, healthy lifestyle by integrating~~ Where practical and financially feasible, integrate the needs of pedestrians and bicyclists in ~~the~~ local and regional ~~transportation plans and non-motorized~~ systems.

Policy T.4.8 Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by ~~from~~ vehicle emissions, noise, or a lack of non-motorized options.

Balancing Costs and Human Impacts of Transportation

~~Policy T.4.9 — Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs~~ populations [CR2].

Policy T.4.10 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.

Sammamish Comprehensive Plan Capital Facilities Plan Element

Excerpt from supporting document

Transportation

The description of the existing transportation system, deficiencies and future needs are identified in the Transportation Element of this Comprehensive Plan.

Capital Projects

Table 7. Transportation Capital Improvement Projects: 2015-2035

No.	Project Location	Project Description	Project Cost \$2014	NEEDED FOR LOS?
1	East Lake Sammamish Parkway SE - 212th Ave SE to South City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	\$ 10,935,000	YES <u>NO</u>
2	Issaquah-Pine Lake Rd SE - SE 48th St to SE Klahanie Blvd	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	21,315,000	YES
3	Issaquah-Pine Lake Rd SE - SE Klahanie Blvd to SE 32nd Way	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	20,000,000	YES
4	SE 4th Street - 218th Ave SE to 228th Ave SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	21,651,000 <u>17,896,000</u>	YES
5	Sahalee Way NE - 220th Ave NE to North City Limits	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	18,981,000	YES
6	Sahalee Way NE - NE 25th Way to 220th Ave NE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	12,327,000	NO
7	East Lake Sammamish Parkway SE / SE 24th St Intersection	Construct traffic signal, turn lanes, curb, gutter & sidewalk	4,474,000	YES
8	SE Duthie Hill Rd - SE Issaquah Beaver Lake Rd to "notch"	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side	13,716,000	YES
9	SE Duthie Hill Rd - West side of "notch" to Trossachs Blvd SE	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side	13,230,000	YES
10	228th Ave SE	Public Works Trust Fund Loan Repayment (remaining loan balance)	3,808,000	N/A
11*	Issaquah-Pine Lake Rd SE - SE Issaquah-Fall City Rd to SE 48th St	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	7,882,000 <u>3,000,000</u>	YES
12*	Issaquah-Fall City Rd SE - SE 48th Issaquah Pine Lake Road St to Klahanie Dr SE	Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	17,321,000 <u>14,000,000</u>	YES
13*	Issaquah-Fall City Rd SE - Klahanie Dr SE to SE Issaquah-Beaver Lake Rd	Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	15,917,000 <u>9,000,000</u>	YES
14	SE Belvedere Wy - East Beaver Lake Dr SE to 263rd Pl SE	New roadway connection - Extend SE Belvedere Way to East Beaver Lake Drive SE	761,000	NO
15	New Roadway Connection to East Beaver Lake Dr SE at 266th Wy SE	Extend 266th Wy SE to E. Beaver Lake Dr & widen East Beaver Lk Dr SE - 266th Way SE to Beaver Lake Way SE	8,498,000	NO
16	212th Way SE (Snake Hill) - East Lake Sammamish Pkwy SE to 212th Ave SE	Improve 2 lanes with left turn pockets, curb, gutter, and sidewalk Reconstruct existing roadway	13,738,000 <u>9,000,000</u>	NO
17	SE 8th St / 218th Ave SE - 212th Ave SE to SE 4th St	Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	10,117,000	NO

No.	Project Location	Project Description	Project Cost \$2014	NEEDED FOR LOS?
18	Sidewalk Projects	Various sidewalk projects, includes gap projects, extensions, safety improvements.	5,000,000	N/A
19	Transit Program	Provides funding for capital project matching funds and/or provide for additional transit service.	10,000,000	N/A
20	Neighborhood CIP	Various capital improvements including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements.	2,000,000	N/A
21	Street Lighting Program	Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting	400,000	N/A
22	Intersection Improvements	Various intersection and other spot improvements as needed, including channelization, signing, safety improvements, signalization, or other traffic control devices.	53,000,000	N/A
	Total Expenditures		237,071,000 164,318,000 175,253,000	

*Projects are tentative, pending the outcome of the Klahanie annexation vote scheduled for April 2015.

Funding

Table 8. Transportation Capital Improvement Funding: 2015-2035

Transportation Fund Revenue (REET)	\$ 25,000,000
Road Impact Fees (includes beginning fund balance)	35,000,000
Anticipated grants	15,000,000 20,000,000
Funding to be determined	162,071,000 84,318,000 95,253,000
Total Revenue	237,071,000 164,318,000 175,253,000

Based on concerns that Duthie Hill Road is not continuous within the City of Sammamish and concerns that King County may not be willing or able to construct improvements within their jurisdictional boundaries, the City Council adopted policy in 2013 that would add the Duthie Hill Rd improvements to the City’s concurrency project list at such time that Sammamish is in control of the entire corridor between Issaquah-Beaver Lake Road and Trossachs Blvd SE or when a coordinated and continuous project can be developed in partnership with King County.

<u>8</u>	<u>SE Duthie Hill Rd - SE Issaquah-Beaver Lake Rd to "notch"</u>	<u>Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side</u>	<u>13,716,000</u>	<u>YES</u>
<u>9</u>	<u>SE Duthie Hill Rd - West side of "notch" to Trossachs Blvd SE</u>	<u>Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8' shoulder on east side</u>	<u>13,230,000</u>	<u>YES</u>

**City of Sammamish
Transportation Committee
MINUTES OF THE MEETING
Thursday, April 16, 2015
Executive Briefing Room**

Committee Members Present: City Council Member Bob Keller, City Council Member Tom Odell, City Council Member Nancy Whitten.

Staff Present: City Manager Ben Yazici, Assistant City Manager / Director of Public Works Laura Philpot, Community Development Director Jeffrey Thomas, Community Development Deputy Director Susan Cezar, Senior Planner Emily Arteche, Associate Planner Robin Proebsting, Public Works Administrative Assistant Colleen Rupke (Recording Secretary)

- **New Business**

- **Committee Chair** – Councilmember Tom Odell was selected as Committee Chair
- **Review Draft Transportation Capital Improvement Projects in the Capital Facilities Plan Element** – Laura Philpot distributed a revised “Sammamish Comprehensive Plan Capital Facilities Plan Element, Table 7. Transportation Capital Improvement Projects: 2015-2035” (included as attachment with these minutes). Philpot explained that the Transportation Element of the Comp Plan is scheduled to go before Council on May 12. However, the Capital Facilities segment of the Comp Plan is scheduled to go to Council on Tuesday, April 21. Staff has requested that the Transportation CIP portion of the Capital Facilities segment be separated out and brought before Council at the same time as the Transportation Element on May 12.

Philpot then explained the proposed edits to the Transportation CIP Project Table #7 were as follows:

No. 1 – East Lake Sammamish Parkway SE (212th Ave SE to South City Limits)

Philpot proposed the removal of project No. 1 because it is no longer needed from a concurrency perspective.

The Committee recommended keeping the project on the list as a “wish list” project.

No. 4 – SE 4th Street (218th Ave SE to 228th Avenue SE)

Project cost has been updated to reflect more accurate estimate.

The Committee concurred with staff's recommendation.

No. 8 & 9 – SE Duthie Hill Road (SE Issaquah Beaver Lake Road to “notch” AND “notch” to Trossachs Blvd SE)

Philpot recommended removing these projects from the list and adding them after the financial summary with a footnote. This is based on Council policy adopted in 2013 that would add the Duthie Hill Road improvements to the City's concurrency project list at such time as Sammamish is in control of the entire corridor between Issaquah-Beaver Lake Road and Trossachs Blvd SE or when a coordinated project can be developed in partnership with King County. Councilmembers expressed concerns with the potential loss of traffic impact fees if these projects are pulled from the list. City Manager Yazici explained that the risk of having to refund Traffic Impact Fees for lack of relevant concurrency projects would be a greater concern if these projects remain on the list at this time while corridor ownership does not belong to the City in total.

The Committee concurred with staff's recommendation.

No. 11-13 – Issaquah Beaver Lake Road SE (SE Issaquah –Fall City Road to SE 48th Street); Issaquah –Fall City Road (Issaquah Pine Lake Road to Klahanie Drive SE AND Klahanie Drive SE to Issaquah Beaver Lake Road)

The project costs have been updated to more accurate estimates. The updated cost estimates were part of the Klahanie Annexation study. Asterisks have been added to the three projects because they are associated with the Klahanie Annexation. If the vote for annexation is positive, the asterisks will be removed and the projects should remain on the list. If the vote is not favorable to annexation into the City, the projects should be removed from the list.

The Committee concurred with staff's recommendation.

No. 14-15 – SE Belvedere Way (East Beaver Lake Drive SE to 263rd Place SE) AND New Roadway Connection to East Beaver Lake Drive SE at 266th Way SE

Philpot recommends removing these projects from the list per prior Council direction. These projects relate to the barricade issue, which requires more Council discussion and review.

The Committee concurred with staff's recommendation.

No. 16 – 212th Way SE “Snake Hill” (East Lake Sammamish Parkway to 212th Avenue SE – which is at the top of the hill)

Council Committee members requested that the “Project Location” be clarified. Also, the “Project Description” will be revised to reflect reconstruction of the roadway. Project cost has been updated to reflect a more accurate estimate.

No. 22 – Intersection Improvements

Project cost has been updated to reflect a more accurate estimate.

The Committee concurred with staff’s recommendation.

Total Expenditures line has been updated to reflect accurate project cost total after the above proposed revisions. Total Project Cost has been revised down to \$164,318,000 (from the original draft amount of \$237,071,000). This will be revised again before it is brought back to the full council to add Project No. 1 back in per the Committee’s recommendation.

Councilmember Whitten advised that she is questioning the City’s underlying assumptions of build-out with regard to ADUs and Infill Development. Councilmember Whitten stated that we need reasonable assumptions and that this is an overarching question for all of the Elements.

Council Committee Members expressed a desire to add policy language sensitive to urban / rural boundaries (context-sensitive design). City Manager Yazici stated this is captured in Policy T-3.5.

- **Set regular meeting date and time for Transportation Committee to meet – TBD.**

- **General Discussion of Topics for Future Transportation Committee Meetings**
 - City Manager Yazici directed Staff to bring the concurrency report for Issaquah-Pine Lake Road (Project #3 on the CIP list) to the Committee for the next meeting to address Councilmember Whitten’s questions and concerns for the logic behind 3-lane design.
 - Council Committee Members want to know if there are intersections we are improving or widening solely to accommodate school traffic. City Manager Yazici did not believe so.
 - There is a desire to discuss “Commute Routes” of the City at greater length and develop policies around those.

- Council Committee Members would like the full Council to be invited to attend a future demonstration of the City's Traffic Model program.
 - There is need for further discussion of Transportation Policies and building in more flexibility to the policies. Council Committee Members would like to see more innovative traffic solutions.
 - Council Committee Members expressed a desire to perhaps meet with City of Issaquah's comparable Transportation Committee for its Council.
- **Next Meeting – TBD** - Colleen will send out a Doodle Poll to determine availability for 1-2 more meetings during May 6-8, preferably after 9:30 AM.

Next Meeting Focus – Transportation Policies in the current Draft Transportation Element of the Draft 2015 Comprehensive Plan.

Staff will work to set up a Traffic Model 101 session for the full council's benefit.



Memorandum

Date: May 12, 2015

To: City Council

From: Emily Arteche, Senior Planner

Re: Draft 2015 Comprehensive Plan Study Session, Transportation and Environment

Introduction

At your next Study Session on May 12, 2015 staff will introduce the draft Transportation and Environmental elements. Most of the existing policies were carried forward to these draft elements. Also, as you recall from your March 10th meeting there were some additions; some consolidation, and some enhancements to the elements as recommended by the Planning Commission.

As has been discussed, goals and policies for each element are provided in Comprehensive Plan Volume 1. The supporting analysis, i.e., the technical information required under GMA that was used to help develop the elements is provided in Volume 2. For Transportation, this includes the 20 year TIP which includes draft amendments per the work of the Council Transportation Committee. The committee's revised amendments to the draft Transportation Element and CIP will be presented to you at your meeting.

Also included in your packets you will find a list of proposed council amendments to the proposed comprehensive plan thru May 7th and responses to your questions on the Plan's Introduction, Land Use and Housing Elements.

Volumes I and 2 combined comprise the 2015 Comprehensive Plan update and are available for your reference on the City's website at:

<http://www.sammamish.us/departments/communitydevelopment/ComprehensivePlan.aspx?Show=Draft2015CP>

What Has Changed in these Elements?

The following briefly recaps the relationship between the draft Transportation and Environment elements to their corresponding elements in the draft plan.

TRANSPORTATION ELEMENT

The Multi-County Planning Policies for transportation and citizen input were aligned with a greater focus on transportation mode choices, support for land use patterns that reduce auto trip demand, less emphasis on reducing traffic congestion, and more emphasis on improving active, non-motorized mobility and safety. Specially, you'll see additional policy guidance for improving and expanding transit service within and out of the City, as well as for the City to become a leader in Commute Trip Reduction. These policies work to address traffic congestion through demand reduction rather than

capacity expansion. Our Public Works Director Laura Philpot is prepared to provide some information about the financial responsibilities associated with the recommended enhancements.

For the Environment and Conservation Element, you will see additional policy guidance for an Urban Forestry Management Plan and to consider City-wide tree canopy management.

Please note that for the discussion on the Transportation Element, much of the review including the TIP 20 year capital project list was reviewed by the Council Transportation Committee. The Committee will report back to the council its recommendations at the May 12 study session including recommended revisions to the goals and policies.

DRAFT Transportation Goals	Relationship to Existing Plan
1	Carries forward existing policy guidance for providing a transportation system that addresses the needs of the community with a stronger focus on a highly efficient multimodal transportation system. Includes policy guidance for concurrency, arterial corridor level of service, intersection level of service, freight mobility and regional coordination. Level of service policy was not changed from the current plan.
2	Carries forward and updates policy guidance for ensuring local circulation and emergency access by investing in transportation systems that offer greater mobility and access including the encouragement of local street connections and efficient travel options for pedestrians, cars and emergency vehicle access. Includes and expands upon current policy guidance for public transportation with emphasis on expanded transit weekday off-peak and weekends and a commute trip reduction program.
3	Includes and expands upon current policy guidance to ensure long-term maintenance of facilities so that they are reliable, functional, safe, attractive, efficient and financially sustainable.
4	New goal on sustainability to minimize the negative impact of transportation on the natural environment, the promotion of public health and safety and balance costs of human impacts.

All GMA required existing plan policy guidance was carried forward in the draft Transportation Element including the following modifications:

- Updates existing policy on innovative design standards by including the adoption of road design standards, incorporating bus stops/shelters into a project design, designing roads to accommodate safe non-motorized travel and designing transportation facilities that are compatible with the natural/built environment.
- *Transportation Objectives.* The Transportation Element of the Sammamish Comprehensive Plan is guided by transportation goals, objectives and policies. Existing transportation objectives were folded into policies to keep consistency with the other elements.
- *Concurrency.* The current plan considers Average Weekday Daily Traffic (AWDT) for roadway segment LOS and PM peak traffic for intersection LOS. The draft element provides for this in the supporting analysis. The roadway segment LOS guides the provision of linear multimodal roadway improvements. The intersection LOS guides the management of congestion at intersections.

- Carried forward is the current policy guidance for facilities necessary for future growth including appropriate review sources.
- Carried forward is the current policy guidance for regional coordination, included under Goal T.1 “Coordination”.
- Carried forward and expanded is the current policy guidance for the city’s return from its investments with additional policies on protecting the life cycle through maintenance and preservation programs and a traffic monitoring system
- Polices such as those related to neighborhood traffic calming were removed as they were more implementation focused and have been replaced with administrative programs.

ENVIRONMENT & CONSERVATION ELEMENT

Overall, the policy direction and guidance contained in the existing Environment & Conservation Element is carried forward. The primary difference between the existing element and draft element is that the existing element contains a significant amount of specific regulatory language that is not included in the draft element. For example, existing element policies speak to regulation for protection and preservation of critical areas, use of SEPA to mitigate for significant adverse environmental impacts to habitat, shoreline uses and planning, stormwater management, wetland protection and development standards in areas with natural hazards. The City has since implemented many of these policies through SMC Chapter 21A.50 – Critical Areas, SMC Chapter 25.0 – Shoreline Management, SMC Chapter 13.0 – Surface Water Management, and the 2011 Sammamish Shoreline Master Program. Draft element policies continue to support the direction established in the existing element and adopted regulations. A summary of the relationship of draft environment element goals to the existing plan is provided below.

DRAFT Environment	Relationship to Existing Plan
1	Carries forward existing policy guidance related to environmental protection and stewardship, recognizes the City’s Sustainability Strategy, and includes new policies that support reuse and recycling and creation of an Urban Forestry Management Plan by 2016.
2	Carries forward existing policy on natural hazards, including floodplains, geologic hazards and erosion hazards.
3	Carries forward existing policy guidance for wetland protection/restoration.
4	Carries forward existing policy guidance diversity of plant and animal species and habitat.
5	Carries forward existing policy guidance for surface water with updated policies on watersheds, rivers, streams lakes, surface water (stormwater) management, groundwater and aquifer protection.
6	Updates and expands existing policy guidance for clean air to include coordinated land use/transportation planning as a strategy for clean air.
7	New goal with policy guidance on climate change, including policy support for commitments made by Sammamish, such as the Mayor’s Climate Protection Agreement, for climate change adaptation strategies, and recognizing that best available science for climate change is evolving and should be tracked.
8	New goal on sustainability and efficiency with emphasis on Leadership in Energy and Environmental Design (LEED), green energy, sustainable building management and maintenance, and environmentally sensitive alternative technologies and energy sources.

9	Carries forward existing policy guidance for protection of the City's forested character with emphasis on protection of vegetation including new policies supporting tree preservation and enhancement of the existing tree canopy.
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Existing plan policy guidance not carried forward in the draft Environment and Conservation Element includes the following:

- *Historical and Cultural Resources.* Goals and policies for historic and cultural resources were moved to the Land Use Element (Goal 10 and supporting policies). The overall policy intent in support of preservation, restoration and adaptive reuse of historic resources was carried forward, along with support for participation in regional efforts to identify and preserve historic and cultural sites. The Planning Commission also recommended a new policy supporting a transparent review process whenever changes to historically significant buildings or properties are proposed.

In addition, Title 21 of the Sammamish Municipal Code involves the protection, enhancement, perpetuation and use of buildings, sites, districts, structures and objects of historical, cultural, architectural, engineering, geographic, ethnic and archaeological significance located in the City of Sammamish. The collection, preservation, exhibition and interpretation of historic and prehistoric materials, artifacts, records and information pertaining to historic preservation and archaeological resource management benefit the general welfare of the residents of the City of Sammamish. The King County landmarks commission is designated to act as the landmarks commission for the city.

- Shoreline goals and policies contained in the existing element have been moved to a separate Shorelines element in the draft Plan, which contains the goals adopted in the City's Shoreline Master Program.

Exhibit 1

Sammamish City Council Questions/Comments

#	Page	Goal/Policy	Revision
Introduction and General Comments			
1.	P.11 and 13		<p>It is not clear how economic growth locally relates to Sustainability and Health.</p> <p><i>Response: Based on City Council Comment #4, "economic vitality" would replace "economic growth" and HS.13 would be changed to "Support a local economy that provides opportunities for economic vitality." A healthy economy provides opportunities for citizens and fiscal sustainability for the city.</i></p>
2.	P. 13		<p>Update poster for "Coming Soon".</p> <p><i>Response: The posters shown on p. 13 were intended as examples of public outreach materials used during the public involvement process. To avoid confusion, the "Coming Soon" poster will be substituted with a different poster.</i></p>
3.			<p>We like the way the existing Plan has a table listing all of the Goals of an element followed by each Goal with its Policies. We would suggest carrying this program forward in the draft 2015 Plan.</p> <p><i>Response: The list of goals for each element will be added at the beginning of each chapter.</i></p>
4.			<p>The draft 2015 Plan has removed most of the introductions from each element and placed this background and support information in Volume II, but there are no footnotes referring the reader to the appropriate pages in Volume II to find further explanation.</p> <p><i>Response: In the Environment & Conservation Element, staff has prepared an example of how the connection between the background information and goals/policies can be shown for Council consideration.</i></p>
5.			<p>We would like a better understanding of what such a major reworking of the Comp Plan means in terms of the Sammamish City Code and Regulations changes needed as a consequence of the rewriting of the Comp Plan. Is this in the staff work plan for this biennium?</p> <p><i>Response: The draft Comprehensive Plan retains all land use designations and the Planning Commission intentionally retained language to make sure that regulatory amendments to the development code were not required. One exception is the urban forestry plan, which was inserted with explicit recognition that this task would be incorporated into the work program.</i></p>

Exhibit 1

#	Page	Goal/Policy	Revision
6.			<p>We notice that the existing Plan makes extensive use of the words "shall", "should" and "may". The draft 2015 Plan uses such words as "promote", "encourage", "enhance", "ensure", "support", "provide" etc. and very little "should". We need to be briefed as to the reasoning behind this change in approach to the wording of goals and policies and the implications of these changes.</p> <p><i>Response: On April 20, staff reviewed the framework for how verbs were selected in the draft Comprehensive Plan (attached). In general, staff avoided the word "shall" "require" and other similar language to keep a policy, rather than regulatory, focus. Use of other words, such as should, may, ensure, support, etc. are based on an assessment of the level of agreement, availability of information, and amount of city control over the pertinent policy.</i></p>
Land Use			
7.	P. 27	3.7	<p>Why did we wholly abandon a well written policy in the existing plan in favor of a proposed policy that is ambiguous, overly broad, unfocused, and unqualified? What should we do to fix it?</p> <p><i>Example: "Policy LU 3.7 Encourage townhomes and mixed attached and detached housing in appropriately zoned areas near services or as transition between single family and other uses."</i></p> <p>The problem of this policy as it might apply to infill development and also in general is that as written the phrase "mixed attached and detached housing" is ambiguous, its meaning is not clear and it could be interpreted to refer (or not refer) to many different types of housing and possibly to include or not include infill development.</p> <p><i>Response: The comment is referring to draft policy LU 3.4. The phrase "mixed attached and detached housing" was specifically added by the Planning Commission with the intention of allowing greater flexibility in areas near services or as a transition between single family and other uses. Additional detail, consistent with current policy LUT-7.7 can be added and/or the reference to mixed and detached housing deleted as directed by Council.</i></p>
8.			<p>Where is infill appropriate?</p> <p><i>Response: Infill development could occur wherever there is vacant or under-developed land surrounded by development and Future Land Use Map, FLUM designations and implementing development regulations would allow development to occur.</i></p>
9.			<p>Are we to assume that these two elements, Land Use and Housing, have been totally redone or is this simply a rewriting of what now exists in the current Plan?</p>

Exhibit 1

#	Page	Goal/Policy	Revision
			<p><i>Response: The draft land use and housing elements have been rewritten, but overall policy direction established in the current Comprehensive Plan has been retained. Examples of changes include deletion of policies that have been implemented (such as policies describing regulations) and updated language to reflect current requirements and conditions.</i></p>
10.			<p>I would like to see a clear definition and consistent use of Character throughout the chapter</p> <p><i>Response: Proposed definition: "Community character is a sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents." Staff will review to ensure consistent usage of this term.</i></p>
11.	P. 27	3.5	<p>We indicate we value our Urban Wildlife but don't seem to protect it. This might be identified in the Environment Element. Do we support the Wildlife corridors identified from the county? Have they been revised? Should corridors be mentioned in LU. Note: Sammamish is a backyard wildlife habitat designated city.</p> <p><i>Response: Wildlife corridors have not been revised and are protected under SMC 21A.50.327 Fish and wildlife habitat corridors. Wildlife habitat and corridors are addressed in the Environment & Conservation Element, under Goal EC.4. Sammamish's status as a Community Wildlife Habitat community is also addressed under this goal.</i></p>
12.	P. 28	4.2	<p>LU 4.2 develop Subarea plans, LU 4.4, maximize development in existing commercial locations. This has been in the plan but did not result in sub area plans that I am aware of. How do we put more emphasis here?</p> <p><i>Response: LU 4.2 is carried forward from the current plan. Implementation of this policy is at the discretion of the City, based on the relative importance of the policy, relative to other priorities. For example, the Planning Commission wanted to emphasize the importance of preparation of an urban forestry management plan by identifying a specific date for completion (Policy EC.1.18).</i></p> <p><i>LU 4.4 is a new policy recommended by the Planning Commission and states that development capacity should be maximized before allowing geographic expansion. For comparison with the existing plan, current policy in LUP 2.1 establishes specific parcel boundaries which are also reflected in the future land use map, LUP 2.2 calls for compact community centers, and LUP 2.8 allows for expansion of the community centers upon Planning Commission recommendation or City Council action. A recommendation or action could come as a result of a subarea planning process.</i></p>

Exhibit 1

#	Page	Goal/Policy	Revision
13.	P. 29	5.4	<p>Discuss Policy LU 5.4, "Recognize that the character of public rights-of-way play a role in determining community character. Wherever feasible, incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping and street furniture, to enhance community character."</p> <p><i>Response: Rights-of-way are a major land use in Sammamish; together with single family residences, rights-of way and open water comprise over 90% of the city's land area. Draft policy LU 5.4 is intended to recognize the major influence that rights-of-way exert on community character and suggest ways to include streetscape improvements to enhance character, consistent with the City's vision.</i></p>
14.	P. 29	6.4	<p>Should we define vistas? This could create competing goals, vistas vs trees. Originally there was discussion on a 228th view corridor.</p> <p><i>Response: Draft policy 6.4 carries forward existing Comprehensive Plan LUG-12 and LUP-12.2. Although the existing Plan does not define this term, a potential definition could be: In the context of this plan, a vista is defined as a pleasing distant view from a public right-of-way or public place.</i></p>
15.	P. 33	10.1	<p>Discuss policy: Preserve the community's history and cultural roots through identification, preservation, restoration and adaptive re-use of buildings.</p> <p><i>Response: This is a carry forward of existing policy ECP-9.4 and is intended to support conservation of valuable historic buildings as a way of preserving community history and identity.</i></p>
16.	P. 33	10.4	<p>Would like a little more emphasis on our growing cultural diversity.</p> <p><i>Response: Cultural diversity is included in LU.10 and policies LU10.1 and 10.4 where we preserve cultural roots and support cultural organizations.</i></p>
Housing			
17.	P. 55	2.7	<p>Is there another term to describe what you are trying to say here? Seems to me that manufactured homes come in many sizes and price ranges from cottages for accessory dwelling units to large homes that are quite expensive.</p> <p>Policy 2.7 Permit manufactured homes on individual lots in residential zones in accordance with the provisions of state and federal law.</p> <p><i>Response: The terminology in draft Policy 2.7 is in response to a state requirement that manufactured housing is not regulated differently than stick built housing.</i></p>

Exhibit 1

#	Page	Goal/Policy	Revision
18.	P. 55	2.13	<p>Hopefully, we will learn of some options for incentivizing energy efficient homes after we attend the Green Building Conference next week. Can we have more of an emphasis on multi-family (not mixed use), duplex and cottage housing? Focus should be livability, the environment and sustainability.</p> <p>Policy 2.13 Promote location- and energy-efficient housing choices through incentives and other means.</p> <p><i>Response: Policy emphasis on this topic will be focused pursuant to Council direction.</i></p>

Exhibit 1

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

Comments in black: Sammamish City Council meetings

- March 10 – Study Session
- April 14- Study Session
- April 20- Committee as a Whole

Comments in blue: Department of Commerce

Comments in green: PSRC

Comments in Red: April 20 email deadline

#	Date	Page	Goal/Policy	Revision	Council Direction
Introduction					
1.	3/10	P. 11	Sustainability Framework	Repeat all the sustainability policies from all the elements in the Introduction. <i>Staff Response: Digest of goals and policies to be added</i>	
2.	4/23	P.11	Sustainability Framework	“Support a local economy that provides economic growth opportunities” might be changed to “regional” rather than “local” <i>Staff Response: Revise goal, “Support a local regional economy that provides economic growth opportunities”.</i>	
3.	4/14 and 4/23	P. 8	About Sammamish	<p>Sidebar with “current” population and forecast of growth between 2012 and 2040. Comments:</p> <ul style="list-style-type: none"> • Use 2015 population estimate • After election, include Klahanie population in estimate • Round forecast to nearest 1,000 <p><i>Staff Response:</i></p> <ul style="list-style-type: none"> • Insert 2014 WA OFM estimate of 49,260 • 2014 WA OFM Klahanie estimate of 10,939 can be included in citywide total following annexation • Forecast can be rounded to nearest 1,000 	
4.	4/21		Intro, Parks and Transportation Elements	Reference to the Trails Master Plan into the Comprehensive Plan, could just be to note that the plan is being updated.	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<i>Staff Response: Add reference, "An update to The Trails Bikeways and Pathways Plan will be completed in 2015. Policies in the document support the Parks Element and Transportation Element, non-motorized modes of travel."</i>	
5.	4/14	P. 11	HS 10	Clarify meaning and state that ROW will not be reduced, just paved area. <i>Staff Response: Revise language: "Minimize the <u>paved area of rights-of-way to the minimum physical infrastructure</u> required for mobility and safety."</i>	
6.	4/14	P. 11	HS.13	Replace, "economic vitality instead of economic growth". <i>Staff Response: Revise language: "Support a local economy that provides <u>opportunities for economic vitality</u> growth opportunities."</i>	
7.	4/14	P. 11	HS.4 and 7	<i>Redundant, Remove one.</i> <i>Staff Response: HS.4 is intended to address energy use in buildings and could be clarified to say "Conserve energy <u>usage in buildings</u>" and HS.7 could remain as is, with its focus on transportation "Reduce energy consumption and emissions related to mobility." Alternatively, the two could be combined.</i>	
8.	4/14	P. 11	HS.8 and 11	<i>Redundant, Remove one.</i> <i>Staff Response: Delete HS.11 and rewording HS.8 to read "Foster healthy neighborhoods and promote a citywide culture of environmental and human health."</i>	
9.	4/14	P. 9	Vision Statement	Vision statement – prefer "bedroom community" over "suburb" <i>Staff Response: Revise vision statement to state: "Sammamish is a vibrant <u>bedroom community suburb</u>..."</i>	
10.	3/24		2040 Vision Statement	VISION 2040 calls for local plans to include a context statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. <i>Staff Response: insert Vision 2040 context statement, consistent with PSRC guidance.</i>	
Land Use					
11.	3/19			Avoiding Unconstitutional Takings. The Washington State Attorney General drafted an advisory memorandum on unconstitutional takings of private	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<p>property. The city may want to review the memorandum and include language on the topic.</p> <p><i>Staff Response: Add the following to Volume 2, "The City does not contemplate any condemnation proceedings and adopts and implements policies in a manner and method designed to avoid inverse and regulatory takings situations."</i></p>	
12.	3/24			<p>The city should consider how to provide more information about economic sectors and the city's actions to support economic development in either a new economic development element (recommended) or existing plan elements.</p> <p><i>Staff Response: Add the following new policy under Goal LU 4, "Consider adding an Economic Development Element to the Comprehensive Plan."</i></p>	
13.	4/20	P. 23	LU. 1	<p>Link to existing CP policies and goals.</p> <p>Existing Goal LUG-1: Create and maintain a small-town atmosphere.</p> <p><i>Staff Response: Revise policy, "Provide for planned population and employment growth and maintain a small-town atmosphere the City's character."</i></p>	
14.	4/20	P. 23	1.1	<p>Link to existing CP policies and goals.</p> <p>Existing Policy LUP 1.2: "The City shall designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as Figure III-2. "</p> <p><i>Staff Response, no change to policy, "Designate the general distribution, location and extent of the uses of land for housing, commerce, recreation, open spaces, public utilities, public facilities, and other land uses. "</i></p>	
15.	4/20	P. 23	1.2	<p>Link to existing CP policies and goals.</p> <p>Existing Policy LUP 1.3: The City shall implement a range of residential and non-residential use classifications:</p> <p>a. Table of Districts and Densities. The City shall utilize the following table to establish land use districts and maximum residential densities.</p>	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<i>Staff Response, no change to policy, "Establish land use designations, densities and intensities as listed and described below"</i>	
16.	4/20	P. 23	1.3	<p>Link to existing CP policies and goals.</p> <p>Existing Policy LUP 1.2: The City shall designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as Figure III-2.</p> <p><i>Staff Response: No change to policy, "Establish and maintain a Comprehensive Plan Future Land Use Map based on the land use designations in Policy LU.1.2, included as Figure LU-1.</i></p>	
17.	4/20	P. 26	2.2	<p>Simplify</p> <p><i>Staff Response: Revise policy, "Consider gateway development, signage, public art, or other features as a way to enhance community identity and highlight community assets. Please see also Comment # 18.</i></p>	
18.	4/14		2.2	<p>Gateway okay at north end of 228th, but not otherwise; opportunity to provide signage from Rotary, Kiwanis.</p> <p><i>Staff Response: Revise policy, "Consider gateway development <u>at the north end of 228th</u>, including signage for service clubs, public art, or other features as a way to enhance community identity and highlight community assets". Please see also Comment # 17.</i></p>	
19.	4/14	P. 26, 27, 28	2.5, 3.6, 4.3	<p>Don't like design guidelines (multiple Council).</p> <p><i>Staff Response: Delete the following policies:</i></p> <p><i>LU.2.5-Develop design guidelines and development regulations to support the following:</i></p> <p><i>a - Compatibility with natural site features b - Retention of trees and native vegetation c - Low impact development</i></p> <p><i>d - Development at a scale and character appropriate to the site</i></p> <p><i>e - Design that supports the human scale</i></p>	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<p>f—Design that reflects community character</p> <p>g—Landscaping to enhance building and site appearance and function</p> <p>h—Integrated and connected access for bicycles, pedestrians and vehicles</p> <p>i—Balanced consideration of automobile and pedestrian/bicycle mobility and safety</p> <p>j—Usable open space, including community gathering places</p> <p>k—Cohesive design character that minimizes visual clutter</p> <p>l—Sense of personal safety</p> <p>LU.3.6 Consider site and design measures in residential areas to:</p> <p>a Ensure that stormwater facilities enhance neighborhood character</p> <p>b Promote privacy</p> <p>c Preserve vegetation, protect the natural environment, and encourage planting of trees and native vegetation</p> <p>LU 4.3 In addition to the community wide design considerations described in Policy LU 2.5, commercial area design guidelines should consider the following goals:</p> <p>a Transition toward a visually continuous, pedestrian and bicycle oriented storefronts adjacent to the street</p> <p>b Promote the unique and distinct character of each commercial center</p> <p>c Establish a cohesive and consistent design character within each commercial center</p>	
20.	4/20	P. 27	3.2	<p>Eliminate set back flexibility</p> <p>Staff Response, Revise policy, “Support design variety, such as variation in façade and rooflines, flexible setback standards, other design features, to enhance neighborhood character.”</p>	
21.	4/20	P. 27	3.4	<p>Define mixed attached/detached housing. What does it include? Link to existing policies</p>	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				Existing Policy: LUP 7.4 The City should encourage design variety such as lot clustering, flexible setback requirements and mixing attached and detached housing in appropriately zoned areas. Staff Response: Revise policy: <i>Encourage townhomes and mixed attached/detached housing in appropriately zoned areas near services or as transition between single family and other uses.</i>	
22.	4/20	P. 27	3.5	Add trails, or is that included in “passive recreation” and if so where is it defined? Staff Response: <i>Revise policy, “Where feasible, design stormwater facilities to provide supplemental benefits, such as wildlife habitat, passive recreation, <u>trails</u> and enhancement of community character.” See also Comment # 23.</i>	
23.	4/14	P. 27	3.5	Add trails to stormwater facilities policy, wildlife should be addressed in policy (multiple comments on wildlife) Staff Response: <i>Revise policy, “Where feasible, design stormwater facilities to provide supplemental benefits, such as wildlife habitat, passive recreation, <u>trails</u> and enhancement of community character.” See also Comment #22.</i>	
24.	4/20	P. 27	3.6	Consider site and design measures in residential areas to: Staff Response: <i>Revise policy,</i> a “Ensure that stormwater facilities enhance neighborhood character b Promote privacy c Preserve vegetation, protect the natural environment, and encourage planting of trees and native vegetation <u>d. provide passive recreation, including trails where appropriate.”</u>	
25.	4/20	P. 27	3.7	Redraft per existing CP. Where is infill appropriate? Staff Response: <i>Draft Policy 3.6 is intended to support compatibility of infill development whenever it occurs, but does not define specific circumstances or locations for infill, instead relying on the FLUM, which defines locations for residential density and housing types citywide. The most similar existing policy is LUP 7.7, excerpted below, with the corresponding change to the draft policy shown following.</i>	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<p>Existing Policy LUP 7.7: Town home developments, carriage houses and infill development should be encouraged in areas which:</p> <ul style="list-style-type: none"> a. Transition between single family residential and other uses or densities; b. Are served by an arterial street system with sidewalks; c. Have nearby pedestrian access to public transit services; and d. Are located within one-quarter mile of a neighborhood park or recreation area. <p>Revise policy, “As Promote infill as;</p> <ul style="list-style-type: none"> a. <u>a transition between single family residential and other uses or densities;</u> b. <u>when served by an arterial street system with sidewalks;</u> c. <u>when there is nearby pedestrian access to public transit services; and</u> d. <u>when it is located within one-quarter mile of a neighborhood park or recreation area.</u> <p>occurs, promote measures for compatible development.”</p>	
26.	4/20	P. 28	LU. 4	<p>Revise and relate per existing CP. Critical to include reference to centers to include mixed use and the residential piece of that and all related policies and goals.</p> <p>Existing LUG-2, “Establish the three designated community centers, including the existing centers at Inglewood Center and Pine Lake Village, and the planned City Hall/Park project, to host a diversity of high quality places to live, work, shop and recreate.”</p> <p>Staff Response: Revise policy, “Promote the long-term economic vitality of designated community centers/commons and town center. the three designated community centers, including the existing centers at Inglewood Center and Pine Lake Village, and the Sammamish Commons/Town Center to host a diversity of high quality places to live, work, shop and recreate.”</p>	
27.	4/20	P. 30	LU.7	<p>Broaden beyond “health” the goal and following related policies to include objectives beyond health. (E.g., reference to road connections and connectivity is of critical importance but it is not a “health” policy so much as a safety one.</p>	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<i>Staff Response, Revised goal, "Support a land use pattern that promotes community health <u>with</u> access to healthy foods and social connectedness as well as <u>road connections and connectivity between neighborhoods and active transport.</u> access to healthy foods and social connectedness."</i>	
28.	4/20	P. 30	7.2	(E.g., reference to road connections and connectivity is of critical importance <i>Staff Response: Revise policy, "Adopt land use designations; that promote efficient transportation systems, including <u>road connections and connectivity between neighborhoods, active transport and the consideration of walking and biking distances in the location of residential, commercial and recreational uses.</u>"</i>	
29.	4/14	P. 30	7.2	needs to be qualified "Adopt land use designations, <u>where appropriate</u> , that promote..." <i>Staff Response: Revise policy, "Adopt land use designations; <u>where appropriate</u> that promote efficient transportation systems, including consideration of walking and biking distances in the location of residential, commercial and recreational uses."</i>	
30.	4/20	P.30	7.4	(E.g., reference to road connections and connectivity is of critical importance <i>Staff Response: Revise policy, "Integrate land use characteristics, such as densities and key destinations, with planning for <u>road connections and connectivity between neighborhoods, active transport trails, bikeways and paths.</u>"</i>	
31.	4/14	P.30	7.5	Need to recognize that things work better when connected; like connections and want emphasis on trails. <i>Staff Response: No change, trails are already mentioned: "Promote neighborhood connectivity.</i> <ul style="list-style-type: none"> a. <i>Seek opportunities to connect neighborhoods to existing and planned road and trail systems</i> b. <i>Ensure that neighborhoods are connected and accessible for all modes of travel</i> c. <i>Connect existing road ends with new development</i> 	

Exhibit 2

Proposed Council Amendments to the Comprehensive Plan update through May 7, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
32.	4/20	P. 30	7.5	<p>Broaden beyond “health” the Goal and following related policies to include objectives beyond health. (E.g., reference to road connections and connectivity is of critical importance but it is not a “health” policy so much as a safety one.</p> <p><i>Staff Response: Revise policy, “Promote neighborhood <u>connectivity-road connections, connectivity and active transport.</u></i></p> <ul style="list-style-type: none"> <i>a. Seek opportunities to connect neighborhoods to existing and planned road and trail systems</i> <i>b. Ensure that neighborhoods are connected and accessible for all modes of travel</i> <i>c. Connect existing road ends with new development</i> 	
33.	4/20	P. 30	7.6	<p>Broaden beyond “health” the Goal and following related policies to include objectives beyond health. (E.g., reference to road connections and connectivity is of critical importance but it is not a “health” policy so much as a safety one.</p> <p><i>Staff Response, Revise policy, “Support <u>road connections, connectivity and active transport that allows for safe walking and bicycling routes to schools.</u>”</i></p>	
34.	4/20	P.31	7.8	<p>Eliminate</p> <p><i>Staff Response: Delete policy, “<u>Increase access to healthy foods, such as through the Farmer’s Market.</u>”</i></p>	
35.	4/20	P.31	7.9	<p>Eliminate</p> <p><i>Staff Response: Delete policy, “<u>Support healthy food access in proximity to residential areas and transit facilities.</u>”</i></p>	
36.	4/20	P.31	7.11	<p>Not relevant to health, expand</p> <p><i>Staff Response: Policy is intended to support social engagement and connectedness in Sammamish. Potential revised language: “Encourage active public and engagement in <u>the creation of plans, regulations and development proposals.</u></i></p>	
37.	4/20	P. 32	8.3	<p>Eliminate Evans Creek Preserve</p> <p><i>Staff Response, Revise policy, “Work with King County and neighboring jurisdictions to study and accomplish adjustments to the city’s portion of King</i></p>	

Exhibit 2

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#	Date	Page	Goal/Policy	Revision	Council Direction
				<p><i>County's UGA boundary where appropriate, and include as part of Sammamish's Potential Annexation Area (PAA).</i></p> <p><i>Areas currently outside of the City's UGA boundary that should be studied for inclusion are listed below.</i></p> <p><i>Additional areas may be identified in the future.</i></p> <ul style="list-style-type: none"> <i>• Duthie Hill Road, consisting of approximately 48 acres bounded on three sides by the City of Sammamish, but outside the City's UGA</i> <i>• Evans Creek Preserve, consisting of about 175 acres owned by the City and adjoining City boundaries, but not included in the City's UGA</i> <i>• Future areas to be determined within the NE Sammamish Sewer and Water District, Sammamish Plateau Sewer and Water District, and/or the existing or expanded UGA."</i> 	
38.	4/14		9.1	<p>strike "solar and wind" – disagreement on Council</p> <p><i>Staff Response, "Identify and adopt zoning code amendments to allow distributed energy generation (solar, wind, etc.) compatible with surrounding uses and adopt incentives that promote distributed generation.</i></p>	
39.	4/20	P.33	LU. 10	<p>Add "and encourage"</p> <p><i>Staff Response: Revise Policy, "Identify, protect, <u>encourage</u> and preserve historic, cultural and archaeological resources."</i></p>	
Housing					
40.	4/14		H.1 Policies H.1.1 1.2	<p>Used the word "character" too much; define and/or use other word.</p> <p><i>Staff Response: Define character in glossary. Proposed language: "Community character is sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents."</i></p>	
41.		P. 54	Goal H.2 Policies 2.2, 2.5, 2.4, 2.6	<p>Instead of "promote" use "support".</p> <p><i>Staff Response: Promote <u>Support</u> a variety of residential densities and housing types to meet a range of housing needs.</i></p>	

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				<p>Permit and promote <u>support</u> smaller housing types (e.g. cottages, duplexes, efficiency studios, and townhouses).</p> <p>Promote <u>Support</u> the development of accessory dwelling units (ADUs.)</p>	
42.		P.55	2.10	<p>Remove this policy on promoting clustering.</p> <p><i>Staff Response:</i> Permit and promote residential clustering as a means of protecting environmentally sensitive areas and encouraging infill development.</p>	
43.		P.55	2.11	<p>Remove minimum density for R-6 and every zone below R-12.</p> <p><i>Staff Response:</i> Require minimum densities for housing in medium and higher density residential areas and commercial zones that allow housing. Note that SMC 21A.25 establishes minimum densities for R-8, R-12, and R-18.</p>	
44.		P.57	3.7	<p>Use other word for “address”</p> <p><i>Staff Response:</i> Address Support efforts to provide the need for housing affordable to households at less than 30% of area median income very low-income), and given the unique challenges of serving this need, local efforts will require including collaboration with other jurisdictions and funders.</p>	
45.		P. 58	5.1	<p>Update policy to reflect “Sound Cities”.</p> <p><i>Staff Response:</i> Collaborate with other local governments and the Suburban Cities Association <u>Association of Washington Cities, National League of Cities Sound Cities Association and the Puget Sound Regional Council (PSRC) on regional housing strategies, especially related to providing low- and very low-income housing.</u></p>	
Utilities Element					
46.	4/21	P.78	UT.1	<p>Strike “Promote and encourage”, replace with “Ensure”</p> <p><i>Staff Response:</i> “EnsurePromote and encourage development and the maintenance of all utilities at levels of service is adequate to accommodate existing and projected growth.</p>	
47.	4/21		New policy 1.5	<p>Add the following: Develop and execute a sewer/water plan to serve legacy development.</p>	

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				<i>Staff Response: Add new policy, “Develop and execute a sewer/water plan to serve legacy development”</i>	
48.	4/21	P. 5	Vol 2	<p>Telecommunications – considering adding language recognizing that phone service is going wireless, but some people are dependent on landlines and service should be protected. Background and policy?</p> <p><i>Staff Response: Add language supporting the preservation of landline phone service. As available, provide information on the numbers of landline users and long-term trends in Volume 2.</i></p> <p><i>Add new policy under Goal UT.4 as follows: <u>Preserve landline telephone service as a long-term viable communications option for city residents and businesses.</u></i></p>	
49.	4/21	P. 5	Vol 2	<p>First sentence under Telecommunications – Cable is missing the number of residential customers (cable services to approximately __ residential customers...)</p> <p><i>Staff Response: Obtain missing information from cable provider and insert.</i></p>	
50.	4/21	P. 78	UT 2.2	<p>Broaden to include consideration of co-location of above-ground facilities</p> <p><i>Staff Response: Promote co-location of new public and private utility distribution facilities <u>above-ground and in underground</u> in shared trenches.</i></p>	
51.	4/21		UT 3.4	<p>Consider adding qualifier regarding safety – “where safety permits...” or “where appropriate”.</p> <p><i>Staff Response: “Promote recreational use of utility corridors, such as trails, sports courts, or similar facilities, <u>where safe and appropriate.</u>”</i></p>	
52.	4/21	P. 79	UT 4.5	<p>Strike “encourage expansion”. Replace with either “Increase speed” or “increase bandwidth”—the two terms are synonymous.</p> <p><i>Staff Response: “Encourage expansion of <u>Increase bandwidth and speed</u> of telecommunication services to enhance service to Sammamish residents.</i></p>	
53.	4/21	P. 80	UT.6	<p>Strike “Conserve water”, replace with “Encourage conservation of water”</p> <p><i>Staff Response: “<u>Encourage</u> Conserve <u>conservation of water and protect water quality.</u>”</i></p>	

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54.	4/21	P. 80	UT 6.3	<p>Septic can be better for removing phosphorus than sewer. This policy should not be a blanket statement. Add “where appropriate” to policy.</p> <p><i>Staff Response: “Support development of a strategy for phased conversion to sewers <u>where appropriate</u> that coordinates public and private interests and creates a model for shared public/private funding.”</i></p>	
55.	4/21	P. 80	New Policy UT 6.4	<p>Individuals need support in conserving water. If there is a leak somewhere, a resident might not realize it right away unless the home has a water meter. Plus, wasted water could act like stormwater and cause issues. Add new policy on coordinating with the water and sewer districts to provide water meters.</p> <p><i>Staff Response: For the Sammamish Plateau Water and Sewer District the District currently has an RFP out to install Smart Meters throughout the District. When fully complete, real-time information on use will be available for each customer. The implementation of the project is expected to take a few years.</i></p> <p><i>Add the following new policy, “<u>Work with water and sewer districts to provide real time meters for every residence.</u>”</i></p>	
56.	4/21	P.80	New policy UT 6.5	<p>Support individuals to conserve water. Add policy on education.</p> <p><i>Staff Response: Add the following new policy: “<u>Coordinate with water and sewer districts to educate homeowners on water conservation.</u>”</i></p>	
Capital Facilities					
57.	3/19			<p>The draft Capital Facilities Element and supporting analysis provides a clear picture 6 years out (with the exception of transportation, which projects to 2035), but lacks a forecast of future needs for the 20-year planning period.</p> <p><i>Staff Response: 5 20-year forecast of future needs is being prepared, based on available information.</i></p>	
58.	3/24			<p>VISION 2040 also contains policies to prioritize infrastructure funding within centers. Policies to prioritize funding for Sammamish’s town center for transportation, utilities, public spaces, and other investments can be added to further support development of the center (MPP-DP-7, MPP-T-11-12).</p>	

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				<i>Staff Response: Add the following new policy, "Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal access to regional transit facilities.</i>	
59.	3/24			Consider documenting growth targets and land use assumptions in elements other than land use, such as the transportation, capital facilities and housing elements. <i>Staff Response: Add references in the Housing and Transportation Elements to growth targets found in Volume 2.</i>	
60.	4/21	P.99	CF 1.4	Consider incorporating language "To the extent not in consistent or in conflict with..." Consider specifically adopting by reference only pertinent sections of plans. Requested City Attorney advice. Staff Response: <i>Adopt by reference <u>to the extent not in consistent or in conflict with the city plans or regulations</u> the following plans which are considered to be incorporated into the Sammamish Comprehensive Plan by reference. The plans may be amended as needed to reflect changing development trends or to update the plans as new facilities are constructed. a Schools: Issaquah School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan, and Snoqualmie Valley School District Capital Facilities Plan</i> <i>b Water: Sammamish Plateau Water and Sewer District Water Comprehensive Plan; and Northeast Sammamish Sewer and Water District Water Comprehensive Plan</i> <i>c Sewer: Sammamish Plateau Water and Sewer District Comprehensive Wastewater Plan, and Northeast Sammamish Sewer and Water District Sewer Comprehensive Plan.</i> <i>d Transportation: Looking to the Future: Six-Year Transit Development Plan (for Metro), and Sound Transit TOD Program Strategic Plan.</i>	
61.	4/21	P. 103	Goal 3	"Ensure" too strong, tone it down <i>Staff Response: "Ensure-Strive for that financially feasible planned capital facilities are financially feasible.</i>	
62.	4/21	P. 103	Policy 3.5	"Use" too strong	

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				Staff Response, " Use Consider debt <u>as a means of paying for a project only when the City Council determines that it is appropriate to enable early completion of priority capital improvements and to amortize the cost over the life of the public facility.</u>	
Transportation					
63.	3/24			<p>The Growth Management Act requires level of service standards for all locally owned arterials and transit routes, and the MPPs call for other modes, such as biking and walking.</p> <p>Staff Response: Include as text box next to Policy T.1.3 and where LOS is discussed in the Capital Facilities Element -- 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.</p>	
64.	3/24			<p>Freight routes are an important part of the transportation system and should be inventoried and planned for in comprehensive plan transportation elements.</p> <p>Staff Response: Freight Route Map created and incorporated into Volume 2 Supporting Analysis.</p>	
Environment & Conservation Element					
Closing					
	4/14			<p>Provide a glossary – define terms such as compatible, gateway development, active transportation, and character.</p> <p>Staff Response: Prepare glossary; see also Comment #40.</p>	

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