



# City Council Committee of the Whole

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## **AGENDA** **REVISED**

May 18, 2015

6:30 pm – 10:00 pm

### **Call to Order**

- **Presentation:** East Lake Sammamish Trail

### **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](mailto:manderson@sammamish.us)*

### **Topics**

- **Klahanie:** Annexation Plan
- **Update:** 2015 Comprehensive Plan
- **Questions & Answers:** Land Use, Housing, Transportation, Capital Facilities & Utilities

**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.





# Memorandum

**Date:** May 18, 2015

**To:** City Council

**From:** Emily Arteche, Senior Planner

**Re:** Draft 2015 Comprehensive Plan, Environment and Conservation, Updated Draft Amendments and Questions

## Introduction

At your next Committee of the Whole meeting on May 18, 2015 you will conclude your discussion on the Draft Environment and Conservation Element of the Comprehensive Plan and review the list of questions and answers. Below is the same information on the draft environmental element that was introduced at your last meeting.

Also included with the memo is an updated list of draft amendments compiled thru your May 12<sup>th</sup> meeting, a complete list of compiled questions and answers and a critical areas map.

## 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.

<b>DRAFT Environment</b>	<b>Relationship to Existing Plan</b>
<b>1</b>	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.
<b>2</b>	Carries forward existing policy on natural hazards, including floodplains, geologic hazards and erosion hazards.
<b>3</b>	Carries forward existing policy guidance for wetland protection/restoration.
<b>4</b>	Carries forward existing policy guidance diversity of plant and animal species and habitat.
<b>5</b>	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 goals 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.

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.

Sammamish City Council  
 Questions/Comments

#	Date	Page	Goal/Policy	Revision
<b>Introduction and General Comments</b>				
1.	4/23	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.	4/23	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 explication.</p> <p><i>Response: In the Environment &amp; 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.</i></p>

#	Date	Page	Goal/Policy	Revision
				<i>One exception is the urban forestry plan, which was inserted with explicit recognition that this task would be incorporated into the work program.</i>
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>
		<b>Land Use</b>		
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>

#	Date	Page	Goal/Policy	Revision
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 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> <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 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	LU.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. Wildlife habitat and corridors are addressed in the Environment &amp; 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</i></p>

#	Date	Page	Goal/Policy	Revision
				<p><i>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 reflected in the FLUM, 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>
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 goods, 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.	4/20	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>

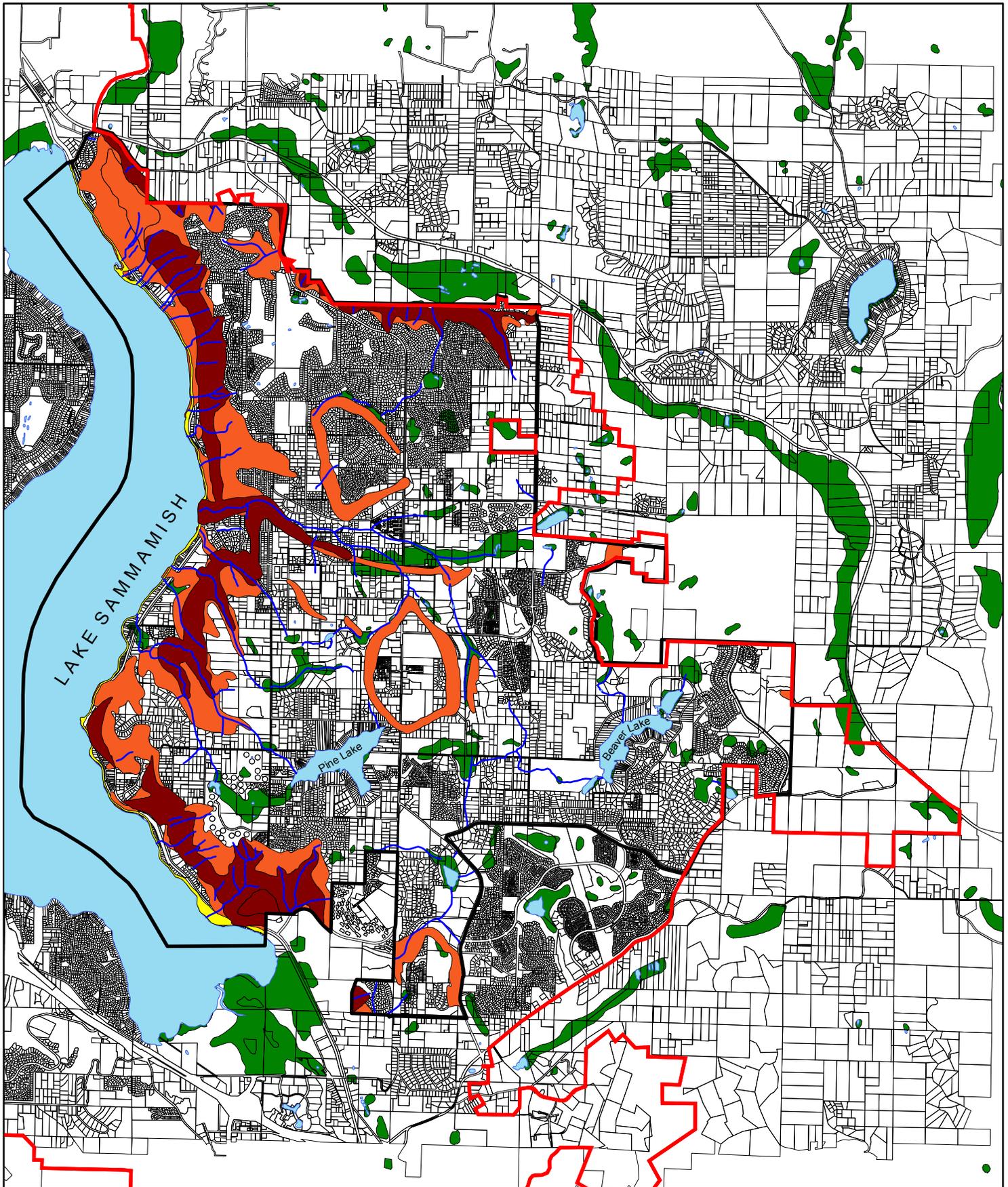
#	Date	Page	Goal/Policy	Revision
16.		P. 33	10.4	<p>Would like a little more emphasis on our growing cultural diversity.</p> <p><i>Response: Staff requests additional guidance on policy direction to respond to this comment.</i></p>
<b>Environment &amp; Conservation Element</b>				
17.				<p>The environmental element may address this but, would we develop an updated wildlife corridor plan and manage to it. (EC-1.2, EC.1.5, EC3.6, EC3.8, EC4.2).</p> <p><i>Wildlife corridors around found in SMC 21A.50.327 Fish and wildlife habitat corridors. An updated wildlife corridor plan could be part of the comprehensive plan development code implementation, depending upon City Council prioritization.</i></p> <p><i>Wildlife habitat and corridors are addressed in the Draft Environment &amp; Conservation Element, under Goal EC.4. Sammamish's status as a Community Wildlife Habitat community is also addressed under this goal.</i></p>
18.				<p>Do we evaluate the storm water facility in regards to wildlife, what is the process?</p> <p><i>Response: Yes, polluted water creates numerous costs to the public and to wildlife. As the saying goes, "we all live downstream." Communities that use surface water for their drinking supply must pay much more to clean up polluted water than clean water. The process is multifold and includes the "Best management practices", i.e., educating state residents about how to prevent pollution from entering waterways and laws that require people and businesses involved in earth disturbing activities take steps to prevent erosion are another way to prevent stormwater pollution. Detention ponds, green roofs, storm drain grates, filter strips, sediment fences and permeable paving are other examples.</i></p>
19.				<p>Can we build on fault lines, seismic hazard areas? What are the restrictions?</p> <p><i>Response: Our building codes are derived from the International Code Council. These codes are adopted by The State Building Code Council which advises the Legislature on building code issues and to develop the building codes used in Washington State.</i></p> <p><i>The building code requires all structures to be designed to resist all loads including dead loads, live loads, roof loads, flood loads, snow loads, wind loads and seismic loads. These</i></p>

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				<p>loads are identified and mapped out within the International Building Code &amp; International Residential Code.</p> <p>Specifically, seismic design is broken up into categories for a site, these categories have been developed by the USGS, BSSC, SDPRG, and FEMA. Buildings are then constructed based off Climate and geographic design criteria, which is provided by each jurisdiction based on the code.</p> <p>The city of Sammamish's design criteria has been adopted under <b>SMC 16.05.070</b> for commercial and <b>SMC 16.05.080</b> for residential.</p>
20.	3/12	P. 43	3.6	<p>What is isolated wetland:</p> <p>Response: "Wetland, isolated" means a wetland that is hydrologically isolated from other aquatic resources. Isolated wetlands may perform important functions and are protected by state law (Chapter <a href="#">90.48</a> RCW), whether or not they are protected by federal law.</p>
21.	3/12			<p>What is the wetland map and management area relations?</p> <p>Response: The wetland map is a map of wetlands. The data was collected from both King County, surveys from plats, and onsite reconnaissance. The wetland management area is area special overlay district handed down from King County upon incorporation. It is to provide a means to designate certain unique and outstanding wetlands when necessary to protect their functions and values from the impacts created from geographic and hydrologic isolation and impervious surface. The development code provides additional protections to these wetlands in the wetland management area.</p>
22.	3/12			<p>Is there a map showing all the critical areas on one map.</p> <p>Response: Yes, attached is a map showing wetlands and other critical one map. This map is available on the city's webpage.</p>
		<b>Housing</b>		
23.	4/20	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</p>

#	Date	Page	Goal/Policy	Revision
				<p>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>
24.	4/20	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>
		<b>Transportation</b>		
		<b>Utilities Element</b>		
25.				<p>The Introduction first line refers to "telecommunications". To what does that refer? What is included?</p> <p><i>Response: Wireless and land lines</i></p>
26.				<p>Why was existing CP policy UPC 6.3 eliminated? Should we add it back in?</p> <p>UPC 6.3 The City should consider educational and regulatory measures aimed at prudent avoidance of potential power-line EMF exposure such as:</p> <ul style="list-style-type: none"> <li>• Siting power lines to reduce exposures and exploring with service providers measures to reduce the creation of magnetic fields around transmission and distribution lines without creating new hazards,</li> <li>• Encouraging service providers to measure fields in their customers' homes and help them to identify sources of high fields; and,</li> <li>• Encouraging underground electrical lines wherever practical consistent with the policies of this Element.</li> </ul> <p><i>Response: Neither the U.S. government nor the State of Washington have established limits on public exposure to power frequency EMF. Over the past 30 years, there have</i></p>

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				<i>been many scientific studies conducted on power frequency EMF. According to extensive reviews conducted by leading public health agencies such as the World Health Organization (WHO) and the U.S. National Institute of Environmental Health Sciences (one of the U.S. National Institutes of Health), this large body of research has not established that exposure to power frequency EMF causes adverse health effects in humans or animals. Based on a recent in-depth review of the scientific literature, the WHO concluded that current evidence does not confirm the existence of any health consequences from exposure to low level electromagnetic fields. The planning commission didn't feel that such policies were warranted anymore.</i>
27.			6.2 and 6.3	<p>What is our existing policy, if any, in regard to the mandate to hook up to sewer over time as set forth in proposed Policies UT. 6.2 and .6.3? How would the proposed policies change the existing policies and if so, how and why?</p> <p><i>Response: There are no existing policies.</i></p>
28.				<p>What other alternatives are there rather than to a broad underlying assumption and mandate that eventually all development existing and new, should be served by, and if necessary, convert to sewer service?</p> <p><i>Response: The proposed policy has a suggested amendment to indicate, "where appropriate".</i></p>
<b>Capital Facilities</b>				
29.			1.4	<p>Proposed Policy CF 1.4 incorporates into our proposed Comp Plan (CP) and adopts by reference the plans of our three Schools, our two water and sewer districts and the transportation plans of Metro and Sound Transit. What is our existing policy, if any, in this regard? Would CF 1.4 change the existing policy and if so, how?</p> <p><i>Response: The current policy, CFP-4.3 states "Upon approval by the applicable District and all appropriate County and State agencies, the adopted non-City facility plans 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. The following plans are hereby adopted by reference"..."</i></p>

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30.				<p>What other alternatives are there rather than just adopting the plans of these other districts?</p> <p>For example, could we adopt only those portions of those plans needed to provide the information required to meet the GMA requirement for the Capital Facilities Section (see proposed CP, page 98, explanatory paragraph right above the Goals and Policies Section) WITHOUT adopting their policies which may or may not agree with our City policies and objectives or those we might desire (e.g., a policy not permitting Metro to cut all mid-day service to our city or a policy not requiring all to hookup to sewer)?</p> <p><i>Response: The current draft policy 1.4 has a suggested amendment to include the following, "to the extent not in consistent or in conflict with the city plans or regulations"</i></p>
31.				<p>What are some thoughtful policies about storm water facilities, with opportunities for sustainability, etc.?</p> <p><i>Response: Draft SFG- 9: states, "Promote sustainable development through the use of environmentally sensitive building techniques and low impact stormwater methods and the corresponding policies in the draft land use and the environmental and conservation elements."</i></p>



## Environmentally Sensitive Areas

Plot Date: September 2003

**Legend:**

- ↗ UGA
- ↘ City Limits
- City Tax Lots
- Lakes
- ↗ Streams
- Erosion
- Wetlands
- Flood
- Landslide
- ↗ Wildlife corridor (King County)

Scale 1 inch = 1 Mile



SOURCES: King County GIS CD #3, Standard Data, dated April 2003.

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 omissions in this information. This map is provided "as is".

**Figure IV-2**

Proposed Council Amendments to the Comprehensive Plan update through May 12, 2015

Comments in black: Sammamish City Council meetings

- March 10 – Study Session
- April 14- Study Session
- April 20- Committee as a Whole
- May 12- Study Session

Comments in blue: Department of Commerce

Comments in green: PSRC

Comments in Red: April 20 email deadline

Comments in Purple: May 6, Transportation Committee

#	Date	Page	Goal/Policy	Revision	Council Direction
<b>Introduction</b>					
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>“Support a <del>local</del> regional economy that provides economic growth opportunities”.</i>	
3.	4/14 and 4/23	P. 8	About Sammamish	Sidebar with “current” population and forecast of growth between 2012 and 2040. Comments: <ul style="list-style-type: none"> <li>• Use 2015 population estimate</li> <li>• After election, include Klahanie population in estimate</li> <li>• Round forecast to nearest 1,000</li> </ul> <i>Staff Response:</i> <ul style="list-style-type: none"> <li>• <i>Insert 2014 WA OFM estimate of 49,260</i></li> <li>• <i>2014 WA OFM Klahanie estimate of 10,939 can be included in citywide total following annexation</i></li> <li>• <i>Forecast can be rounded to nearest 1,000</i></li> </ul>	

Proposed Council Amendments to the Comprehensive Plan update through May 12, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
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.  <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>"Minimize the <u>paved area of rights-of-way to the minimum physical infrastructure required for mobility and safety.</u>"</i>	
6.	4/14	P. 11	HS.13	Replace, "economic vitality instead of economic growth".  <i>"Support a local economy that provides <u>opportunities for economic vitality growth opportunities.</u>"</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, revise language: Delete HS.11 and rewording HS.8 to read "Foster healthy neighborhoods <u>and promote a citywide culture of environmental and human health.</u>"</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>	

Proposed Council Amendments to the Comprehensive Plan update through May 12, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
		Land Use			
11.	3/19			<p>Avoiding Unconstitutional Takings. The Washington State Attorney General drafted an advisory memorandum on unconstitutional takings of private 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>"Provide for planned population and employment growth and maintain a small-town atmosphere <del>the City's character.</del>"</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 <b>Figure III-2.</b>"</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>	

Proposed Council Amendments to the Comprehensive Plan update through May 12, 2015

#	Date	Page	Goal/Policy	Revision	Council Direction
				<p>a. Table of Districts and Densities. The City shall utilize the following table to establish land use districts and maximum residential densities.</p> <p><i>Staff Response, no change to policy, "Establish land use designations, densities and intensities as listed and described below"</i></p>	
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 <b>Figure III-2</b>.</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>"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>"Consider gateway development <u>at the north end of 228<sup>th</sup></u>, including signage for <u>service clubs</u>, 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>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>	

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

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				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.  <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?  <i>"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)  <i>"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:  <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 d. <u>provide passive recreation, including trails where appropriate.</u>"</i>	
25.	4/20	P. 27	3.7	Redraft per existing CP. Where is infill appropriate?  <i>Staff Response: 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>  Existing Policy LUP 7.7: Town home developments, carriage houses and infill development should be encouraged in areas which:	

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				<p>a. Transition between single family residential and other uses or densities;</p> <p>b. Are served by an arterial street system with sidewalks;</p> <p>c. Have nearby pedestrian access to public transit services; and</p> <p>d. Are located within one-quarter mile of a neighborhood park or recreation area.</p> <p><i>Revise language: “<del>As</del> Promote infill as:</i></p> <p><i>a. <u>a transition between single family residential and other uses or densities;</u></i></p> <p><i>b. <u>when served by an arterial street system with sidewalks;</u></i></p> <p><i>c. <u>when there is nearby pedestrian access to public transit services; and</u></i></p> <p><i>d. <u>when it is located within one-quarter mile of a neighborhood park or recreation area.</u></i></p> <p><i><del>occurs, promote measures for compatible development.”</del></i></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><i>“<del>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.”</del></i></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> <p><i>Staff Response, revise language: “Support a land use pattern that promotes community health <u>with access to healthy foods and social connectedness as well</u></i></p>	

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				<i>as <u>road connections and connectivity between neighborhoods and active transport.</u> <del>access to healthy foods and social connectedness.</del></i>	
28.	4/20	P. 30	7.2	(E.g., reference to road connections and connectivity is of critical importance <i>“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>“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>“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> <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>	
32.	4/20	P. 30	7.5	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. <i>“Promote neighborhood <del>connectivity</del> <u>road connections, connectivity and active transport.</u>”</i>	

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				<p><i>a. Seek opportunities to connect neighborhoods to existing and planned road and trail systems</i></p> <p><i>b. Ensure that neighborhoods are connected and accessible for all modes of travel</i></p> <p><i>c. Connect existing road ends with new development</i></p>	
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>“Support road connections, connectivity and active transport that allows for safe walking and bicycling routes to schools.”</i></p>	
34.	4/20	P.31	7.8	<p>Eliminate</p> <p><del><i>“Increase access to healthy foods, such as through the Farmer’s Market.”</i></del></p>	
35.	4/20	P.31	7.9	<p>Eliminate</p> <p><del><i>“Support healthy food access in proximity to residential areas and transit facilities.”</i></del></p>	
36.	4/20	P.31	7.11	<p>Not relevant to health, expand</p> <p><i>Policy is intended to support social engagement and connectedness in Sammamish. Potential revised language:</i></p> <p><i>“Encourage active public <del>city</del> engagement in <u>the creation of</u> plans, regulations and development proposals.”</i></p>	
37.	4/20	P. 32	8.3	<p>Eliminate Evans Creek Preserve</p> <p><i>“Work with King County and neighboring jurisdictions to study and accomplish adjustments to the city’s portion of King 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>	

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				<ul style="list-style-type: none"> <li>• <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></li> <li>• <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></li> <li>• <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></li> </ul>	
38.	4/14		9.1	<p>strike "solar and wind" – variety of opinions of Councilmembers</p> <p><i>"Identify and adopt zoning code amendments to allow distributed energy generation (<del>solar, wind, etc.</del>) 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>"Identify, protect, <u>encourage</u> and preserve historic, cultural and archaeological resources."</i></p>	
<b>Housing</b>					
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 the 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><del>Promote</del> <u>Support</u> a variety of residential densities and housing types to meet a range of housing needs.</i></p> <p><i>Permit and <del>promote</del> <u>support</u> smaller housing types (e.g. cottages, duplexes, efficiency studios, and townhouses).</i></p> <p><i><del>Promote</del> <u>Support</u> the development of accessory dwelling units (ADUs.)</i></p>	
42.		P.55	2.10	<p>Remove this policy on promoting clustering.</p> <p><i><del>"Permit and promote residential clustering as a means of protecting environmentally sensitive areas and encouraging infill development.</del></i></p>	

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43.		P.55	2.11	Remove minimum density for R-6 and every zone below R-12.  <i>"Require minimum densities for <del>housing in medium and higher density residential areas</del> and commercial zones that allow housing." Note that SMC 21A.25 establishes minimum densities for R-8, R-12, and R-18.</i>	
44.		P.57	3.7	Use other word for "address"  <i>" <del>Address</del> Support efforts to provide <del>the need for</del> housing affordable to households at less than 30% of area median income very low-income), <del>and given the unique challenges of serving this need, local efforts will require</del> including collaboration with other jurisdictions and funders.</i>	
45.		P. 58	5.1	Update policy to reflect "Sound Cities".  <i>"Collaborate with other local governments and the <del>Suburban Cities Association</del> 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.</i>	
<b>Utilities Element</b>					
46.	4/21	P.78	UT.1	Strike "Promote and encourage", replace with "Ensure"  <i>"<del>Ensure</del><del>Promote and encourage</del> development and <u>the</u> maintenance of all utilities at levels of service <u>is</u> adequate to accommodate existing and projected growth.</i>	
47.	4/21		New policy 1.5	Add the following: Develop and execute a sewer/water plan to serve legacy development.  <i>Staff Response: Add new policy, "<u>Develop and execute a sewer/water plan to serve legacy development</u>"</i>	
48.	4/21	P. 5	Vol 2	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?  <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>	

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				<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>	
49.	4/21	P. 5	Vol 2	First sentence under Telecommunications – Cable is missing the number of residential customers (cable services to approximately __ residential customers...)  <i>Staff Response: Obtain missing information from cable provider and insert.</i>	
50.	4/21	P. 78	UT 2.2	Broaden to include consideration of co-location of above-ground facilities  <i>“Promote co-location of new public and private utility distribution facilities <u>above-ground and in underground</u> <del>in</del>-shared trenches.</i>	
51.	4/21		UT 3.4	Consider adding qualifier regarding safety – “where safety permits...” or “where appropriate”.  <i>“Promote recreational use of utility corridors, such as trails, sports courts, or similar facilities, <u>where safe and appropriate.</u>”</i>	
52.	4/21	P. 79	UT 4.5	Strike “encourage expansion”. Replace with either “Increase speed” or “increase bandwidth”—the two terms are synonymous.  <i>“<del>Encourage expansion of</del> <u>Increase bandwidth and speed</u> of telecommunication services to enhance service to Sammamish residents.</i>	
53.	4/21	P. 80	UT.6	Strike “Conserve water”, replace with “Encourage conservation of water”  <i>“<del>Encourage</del> <u>Conserve conservation of water</u> and protect water quality.”</i>	
54.	4/21	P. 80	UT 6.3	Septic can be better for removing phosphorus than sewer. This policy should not be a blanket statement. Add “where appropriate” to policy.  <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>	
55.	4/21	P. 80	New Policy UT 6.4	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.	

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				<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>	
<b>Capital Facilities</b>					
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: S 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> <p><i>Staff Response: Add the following new policy, <u>“Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal access to regional transit facilities.</u></i></p>	
59.	3/24			<p>Consider documenting growth targets and land use assumptions in elements other than land use, such as the transportation, capital facilities and housing elements.</p> <p><i>Staff Response: Add references in the Housing and Transportation Elements to growth targets found in Volume 2.</i></p>	

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60.	4/21	P.99	CF 1.4	<p>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.</p> <p>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></p> <p><i>b Water: Sammamish Plateau Water and Sewer District Water Comprehensive Plan; and Northeast Sammamish Sewer and Water District Water Comprehensive Plan</i></p> <p><i>c Sewer: Sammamish Plateau Water and Sewer District Comprehensive Wastewater Plan, and Northeast Sammamish Sewer and Water District Sewer Comprehensive Plan.</i></p> <p><i>d Transportation: Looking to the Future: Six-Year Transit Development Plan (for Metro), and Sound Transit TOD Program Strategic Plan.</i></p>	
61.	4/21	P. 103	Goal 3	<p>“Ensure” too strong, tone it down</p> <p>Staff Response: “<del>Ensure</del> Strive for <u>that financially feasible</u> planned capital facilities <del>are financially feasible</del>.”</p>	
62.	4/21	P. 103	Policy 3.5	<p>“Use” too strong</p> <p>Staff Response, “<del>Use</del> 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>”</p>	
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>	

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				<i>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.</i>	
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><i>Staff Response: Freight Route Map created and incorporated into Volume 2 Supporting Analysis.</i></p>	
65.			1.3	<i>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. <u>Segments at or near capacity should be reviewed closely and innovative localized solutions should be considered and encouraged.</u></i>	
66.			1.5	<i>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</i>	

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				<i>and operate a highly efficient, multimodal system that supports the regional growth strategy.</i>	
67.			2.1	<i><u>Encourage</u> <del>increase in</del> the proportion of trips made by transportation modes other than driving alone.</i>	
68.			2.2	<i><u>Encourage the integrating</u> <del>Intergrate</del> of transportation systems to make it easy for people to move from one mode or technology to another.</i>	
69.			2.3	<i><u>Encourage the P</u> <del>promotion of</del> the mobility of people and goods through a multi-modal transportation system consistent with regional priorities and VISION 2040.</i>	
70.			2.5	<i><u>Encourage</u> <del>S</del>site and design transit facilities to enable access for pedestrian and bicycle patrons, <u>where appropriate</u>.</i>	
71.			2.7	<i>Support <u>regional efforts to effectively</u> <del>management of</del> regional air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities, and users.</i>	
72.			2.8	<i>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 <del>voluntarily striving to complying</del> with the requirements of the State Commute Trip Reduction Act, CTR. <u>The City should work with schools to reduce vehicular traffic.</u></i>	
73.			2.11	<i>Design, construct, operate, and maintain transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users. <u>Pedestrian crossings should be consistent with the citizens' desire to develop and maintain a pedestrian-friendly, walkable community.</u></i>	
74.			2.12	<i>Improve local <del>street design</del> <u>connectivity</u> for walking, bicycling, and transit use to enhance <del>communities</del> <u>community</u> connectivity and physical activity.</i>	
75.			2.13	<i>Consider paving materials that are safe <u>and quiet</u> for all users (pedestrians, bicycle riders, wheelchairs, etc.) when mixed use of the pavement is expected.</i>	
76.			New Policy	<i>Encourage noise reduction on roadways <u>In Innovative ways other than the use of noise walls.</u></i>	
77.			2.15	<i>Encourage transit oriented development <u>in the town center and commercial use centers</u> and joint-use park-and-ride facilities, <u>where appropriate.</u></i>	

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78.			2.17	<i>New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit <u>where appropriate</u>. The location of bus stops and shelters should be incorporated into a project's development design.</i>	
79.			2.18	<i><u>Where appropriate</u>, Adopt road design standards, site-access guidelines, and land use regulations that support transit.</i>	
80.			New Policy	<i><u>Encourage exploring intercity transportation modes, such as expanded metro service, city-sponsored shuttle or other private / public partnership options.</u></i>	
81.			3.5	<i>Design or redesign <del>roads and</del> <u>arterial and connector</u> 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.</i>	
82.			3.7	<i>Strive to increase the efficiency of the current transportation system to move goods, services, and people to <u>or from</u> and within the city <u>by means such as expanded left and right and bus turnouts before adding additional capacity, when suitable.</u></i>	
83.			3.8	<i>Break into two draft policies.  Staff Response, revise language as follows: Protect the transportation system against major disruptions by third party infrastructure projects and maintenance, <del>and by</del>.  <del>Developing</del> prevention and recovery strategies and by coordinating disaster response plans.</i>	
84.			3.11	<i>Enforce motorized and non-motorized safety laws.</i>	
85.			3.12	<i><del>Emphasize-Consider</del> 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.</i>	
86.			3.13	<i><del>Consider</del> <u>Prioritize</u> investments in transportation facilities and services that support compact, pedestrian- and transit-oriented development.</i>	
87.			3.19	<i><del>Try to</del> <u>Maintain</u> a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities</i>	

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				<del>the</del> <u>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.</u>	
88.			4.1	<u>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.</u>	
89.			New Policy	<u>Require where feasible the use of rain gardens and other techniques to reduce pollutants in storm drains, where practical.</u>	
90.			4.2	<u>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.</u>	
91.			New Policy	<u>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.</u>	
92.			4.4	<u>Where financially feasible, promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and encourage the establishment of providing for electric vehicle charging stations throughout the city where appropriate.</u>	
93.			4.5	<u>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.</u>	
94.			4.6	<u>Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.</u>	
95.			4.7	<u>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 plan and systems.</u>	
96.			4.8	<u>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.</u>	

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97.			4.9	<del>Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.</del>	
98.		P. 28 after last para.	Volume 2	Staff Response: Add the following language:  "The addresses non-motorized LOS by incorporating 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."	
99.		P. 14	Volume 2	Staff Response: add the following language before Roadway Design Standards  "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 Fed Ex 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. Figure T-X shows these routes. (Insert figure you provided)"	
100.		P. 28 after last para.	Volume 2	Staff Response: Add the following language:  "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	

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				<i>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. (This could also be included in the text box adjacent to policy T.1.3 and where LOS is referenced in the CFE)"</i>	
101.					
<b>Environment &amp; Conservation Element</b>					
102.		P. 40	1.2	<i>Work cooperatively with local, state, regional and federal governments, <u>homeowners associations</u> and community organizations to protect and enhance the environment. Encourage participation in local and national organizations such as National Wildlife Federation and Tree City USA.</i>	
103.		P. 41	1.14	<i><del>Actively work with local, regional, and state agencies and private entities, to acquire larger tracts of key open lands in the region, including through such programs as transfer of development rights (TDR).</del> Consider the potential for transfer of development rights within the City to protect important open spaces, such as shoreline, landslide hazard areas and others.</i>	
104.		P. 41	1.15	<i>Establish a system of <del>publicly owned</del> natural areas to: a Protect the integrity of wildlife habitat and conservation sites, b Protect corridors between natural areas <u>where feasible</u>, c Preserve outstanding examples of Sammamish’s diverse natural heritage; and d Provide a broad range of opportunities for educational, interpretive, and recreational programs to meet community needs.</i>	
105.		P. 41	1.16	<i>Consider incentivizing retention of trees on existing lots, prioritizing clusters and/or a continuous canopy with trees on adjacent lots <u>when feasible</u>.</i>	
106.		P.41	1.18	<i>Create and support a robust and comprehensive Urban Forestry Management Plan <del>by 2016</del>.</i>	
107.		P. 42	2.4	<i>Manage development in erosion <u>and landslide</u> hazard areas to minimize erosion.</i>	
108.		P. 43	3.4	<i>Use <del>acquisition</del> enhancement, regulatory, <del>and</del> incentive <u>and acquisition</u> programs independently or in combination with one another to protect and enhance wetlands functions.</i>	

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109.		P. 43	3.5	<i>When public access to wetlands is proposed, <u>strive to</u> ensure that sensitive habitats and species are protected, public safety is not compromised, and hydrologic continuity is maintained-</i>	
110.		P. 43	3.7	<i>Support techniques to protect specific unique and outstanding wetlands, <u>especially bogs.</u></i>	
111.		P.44	4.2	<i>Protect priority species and habitats, <del>as listed by the Washington Department of Fish and Wildlife and the City.</del></i>	
112.		P.44	4.6	<i>Promote <del>or require</del> the use of native plants in landscaping and the restoration of stream banks, lakes, shorelines and wetlands on private development projects.</i>	
113.		P.44	4.8	<i>Encourage the use of a diversity of <u>native plant</u> species for replanting and restoration.</i>	
114.		P.44	4.9	<i>Seek to preserve and, where feasible <u>and sensible</u>, restore diversity of fish and wildlife species and habitats in the City.</i>	
		<b>Closing</b>			
	4/14			Provide a glossary – define terms such as compatible, gateway development, active transportation, and character.  <i>Staff Response: Prepare glossary; see also Comment #40.</i>	