

801 228th Avenue SE, Sammamish, WA 98075-9509  
Phone: 425-295-0500 • Fax: 425-295-0600 • [www.ci.sammamish.wa.us](http://www.ci.sammamish.wa.us)

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August 21, 2015

Greg Armstrong, P.E.  
Project Engineer  
Transportation Improvement Board  
PO BOX 40901  
Olympia, WA 98504-0901

**SUBJECT: 2015 Urban Funding Application for Urban Arterial Program (UAP)**

Dear Mr. Armstrong:

Please find enclosed the City of Sammamish's application for the 2015 Urban Funding Application for Urban Arterial Program (UAP).

The SE 4<sup>th</sup> Street Improvement Project is the backbone of the City's Town Center Plan and primary access. Since the adoption of the plan, several pieces have finally come together. The Village is a permitted mixed-use development that has dedicated road right of way and has begun construction off SE 4<sup>th</sup> Street. In addition, the Sammamish Plateau Sewer and Water District is funded and ready for construction of the extended sewer and upgraded water services needed under the new zoning. We are confident that beginning construction of the arterial roadway project in 2016 will encourage more development, anchored by The Village and benefitting from the improved infrastructure.

We are encouraged that this project will continue the successful partnership between the City and the Transportation Improvement Board on past projects, including the 244<sup>th</sup> Ave arterial project and several non-motorized projects. Please contact Jed Ireland at [jireland@sammamish.us](mailto:jireland@sammamish.us) or 425-295-0563 if you have any questions regarding our application materials.

Sincerely,

A handwritten signature in black ink, appearing to read "JB", enclosed in a large, loopy oval shape.

Jessi Bon  
Acting Public Works Director



# 2015 Urban Funding Application

for Urban Arterial Program (UAP)

Mail **ONE** signed application and required attachments to the TIB Office postmarked no later than **August 21, 2015**.  
The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901  
For assistance contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via email at GregA@tib.wa.gov

Agency Name	<u>Sammamish</u>	Legislative District(s)	<u>45</u>
Arterial Name	<u>SE 4th Street</u>	Congressional District(s)	<u>8</u>
Project Limits	<u>218th Ave SE to 228th Ave SE</u>	<u>Find Legislative or Congressional District</u>	
Length in Miles	<u>0.63 miles</u>	Average Daily Traffic (ADT)	<u>2,501</u>
Federal Route	<u>2218</u>	Functional Class	<u>Urban Collector</u>
Agency Contact	<u>Jed Ireland</u>	Phone Number	<u>425.295.0563</u>
Email Address	<u>jireland@sammamish.us</u>		

## PROJECT INFORMATION

**Fill out this section before continuing the rest of the application.**

Enter Requested Total TIB Funds	<u>\$4,000,000</u>
Project Type	<u>Reconstruction &amp; Widening</u>
Is this project an intersection only?	<u>NO</u>
Is this project construction ready?	<u>NO</u>
Does this project support a specific economic development site?	<u>YES</u>
Is this a National Highway System (NHS) Route?	<u>NO</u>

<b>Enter completed or target dates</b>	<b>Date</b>
Start Design Engineering	<u>Oct 2015</u>
Environmental Documentation Complete & Permits Approved	<u>Apr 2016</u>
Right of Way Acquisition Complete	<u>May 2016</u>
PS&E Complete	<u>May 2016</u>
Contract Advertisement	<u>Jun 2016</u>
Contract Completion	<u>Jun 2017</u>

### PROJECT FUNDING

Are TIB funds distributed proportionally through the project phases? YES Max TIB Ratio 80.0%

Fill out total costs in F36 to F40. Do not fill in TIB Funds

Enter the Total Project Costs to the nearest dollar in cells F36 to F40

	Phase	Total Cost	TIB Funds	Local Funds
Design Phase	Design Engineering			
	Right of Way			
Construction Phase	Construction Engineering	658,760	249,131	409,629
	Construction Other	2,598,690	982,775	1,615,915
	Construction Contract	7,319,494	2,768,094	4,551,400
<b>TOTAL</b>		<b>10,576,944</b>	<b>4,000,000</b>	<b>6,576,944</b>

NONELIGIBLE ENGINEERING	0
Engineering exceeding 30% of eligible construction costs is not eligible for TIB reimbursement	
OTHER NONELIGIBLE COSTS (for example, landscaping greater than 5% of eligible construction costs, new utilities)	
TOTAL ELIGIBLE COST	<b>10,576,944</b>
TIB MATCHING RATIO Total TIB Funds/Total Eligible Costs	<b>38%</b>

### FUNDING PARTNERS

Source	Public or Private	Commitment Letter or Status	Amount
Sammamish	Public	Budgeted	4,124,644
TRF	Private	Yes	2,452,300
<b>TOTAL</b>			<b>6,576,944</b>
<b>Local funds are correct</b>			

Are you seeking other funding for the project? NO

If yes, list other funding being sought: \_\_\_\_\_

### APPLICATION ATTACHMENTS

Include the following attachments with **all** applications

- Excerpt from adopted Six-Year Transportation Improvement Program showing project
- Detailed vicinity map clearly showing project limits
- Detailed project cost estimate signed by a professional engineer registered in Washington State
- Typical roadway section(s)
- Funding commitment letters from all funding partners                      Number Attached     1
- Crash Analysis worksheet                      [Link to Request Crash Data from WSDOT](#)
- ~~Intersection configuration worksheet~~
- Excerpt from current agency Comprehensive Plan defining agency CBD & Urban Activity Center(s)
- Written concurrence from WSDOT if project is on or connects to a state highway
- Adopted Bicycle Plan if project includes bicycle facilities
- Development map showing economic development site(s)
- Excerpt from current agency Comprehensive Plan defining the economic development project
- ~~Bridge sufficiency rating report~~
- Department of Archaeology & Historic Preservation (DAHP) documentation, if completed

### CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package



Agency Official Signature

8/20/15

Date Signed

Ben Yazici, City Manager

Printed or Typed Name & Title

## PROJECT DESCRIPTION

Describe the existing conditions

SE 4th Street is 22-feet wide and located in the heart of the Sammamish Town Center Plan. The pavement is in poor condition, with multiple areas of alligating and pavement failure. There is no shoulder and no non-motorized facilities, except for the westernmost 630-feet that has been improved to include curb gutter and sidewalk as part of a residential redevelopment and half-street improvement. Currently there are no stormwater conveyance or treatment features along the project alignment. Stormwater currently sheet flows across the right of way. Sewer services have not been constructed, and the existing 8-inch water main is undersized for the Town Center Plan zoning. Overhead power is available.

Describe the proposed improvements

This project will widen SE 4th Street along the Town Center Plan limits from 228th to 222nd Ave SE, and just beyond to the nearest significant intersection at 218th Ave SE. This roadway is the urban collector of the City's Town Center Plan. In order to construct the required improvements, the project will increase right of way from 60-feet to 72-feet, widen the roadway to a 3-lane section, add bike lanes, planter strips and sidewalks. The project will also compliment the first major development of the Town Center Plan that is currently under construction, "The Village", which features a mixed-use vision of high-end grocery store, office space, living units, and a restaurant. The Sammamish Plateau Water and Sewer District (SPWSD) is ready to upgrade the existing water main and extend sanitary sewer that will support the projected Town Center Plan needs. The District has funded \$1,800,000 for these concurrent utility projects, and is ready to construct in 2016. The Town Center Plan zoning district requires an additional 6-feet of right of way on each side of the street between 228th Ave SE and 222nd Ave SE. This right of way acquisition is underway and will be completed quickly. Owners have a financial incentive as the project will construct frontage improvements that would otherwise have to be completed upon redevelopment. The Village has already granted the additional right of way for their segment of the Town Center Plan. The City is in the process of selecting an engineering design firm, and will be in contract by October 2015.

Describe the project benefits and its impact on the community

This project will improve SE 4th Street, the backbone of the Town Center Plan, and make the mixed use commercial and high-density residential development possible. The project increases capacity through the installation of two-way left turn lanes, separated sidewalks and bike facilities on both sides of the street. These capacity and non-motorized improvements connect with and extend existing improvements located along 228th Ave SE, the City's principal arterial roadway.

## UTILITY CONDITION

Fill in for each utility present or being installed. Fill in row 96 for any others.

Type	Age (years)	Condition	Treatment	Notes (materials, funding, coordination, etc)
Sewer	Not Present	Not Present	New	SPWSD and the Village development are coordinating construction of the sewer extension within the Town Center zoning area along SE 4th. Funding: private and SPWSD.
Storm Drainage	Not Present	Not Present	New	New storm facilities and treatment. Funding: The Village private development and City.
Water	21 to 30	Good	Replace	Upsizing 8-inch ductile iron pipe to 12-inch ductile iron pipe for required fire flow in new commercial zoning. Funding by NESSWD.
Power	31 or older	Good	None	

## ROADWAY GEOMETRICS & FEATURES

Fill out the segment details below and intersection details in rows 145 to 155

Significant difference in cross section or ADT constitute a new segment. Additional segments can be added on the "Additional Segments" tab. If the project is an intersection only, skip this section

	SEGMENT ONE		SEGMENT TWO	
	228th Ave SE to 222nd Ave SE		222nd Ave SE to 220th Ave SE	
Segment Termini	228th Ave SE to 222nd Ave SE		222nd Ave SE to 220th Ave SE	
Length (in feet)	1,980		690	
Average Daily Traffic Volume	2,510		2,510	
	Existing	Proposed	Existing	Proposed
Pavement Width Curb to Curb or Edge to Edge	22 feet	44 feet	22 feet	44 feet
Number of General Purpose Lanes Do <b>not</b> include Transit/HOV or Continuous Lt Turn Lane	2 lanes	2 lanes	2 lanes	2 lanes
Number of HOV/Transit Lanes Do <b>not</b> include Continuous Left Turn Lane	0 lanes	0 lanes	0 lanes	0 lanes
Continuous Left Turn Lane Width	0 feet	12 feet	0 feet	12 feet
Is there a median?	No	Yes	No	Yes
Shoulder or Parking Width Enter average width (feet) per side	0 feet	0 feet	0 feet	0 feet
Shoulder or Parking Placement	None	None	None	None
Shoulder or Parking Surfacing	None	None	None	None
Parking Type	None	None	None	None
Percentage of the segment that has on street parking (e.g. parking one side is 50%)	0%	0%	0%	0%
Curb Placement	None	Both Sides	None	Both Sides
Bicycle Lane Type	No Bicycle Facilities	Bike Lane	No Bicycle Facilities	Bike Lane
Bicycle Lane Width	0 feet	5 feet	0 feet	5 feet
Pedestrian Buffer Width between Curb and Sidewalk	0 feet	6 feet	0 feet	6 feet
Sidewalk Placement	None	Both Sides	None	Both Sides
Sidewalk Width <sup>1</sup>	0 feet	8 feet	0 feet	6 feet
<sup>1</sup> Sidewalk with curb or physical separation on both sides is required by TIB policy Minimum width is <b>five feet</b> with <b>no</b> obstructions <i>Please attach justification if the sidewalk does <b>not</b> meet these standards</i>				

Segment Termini	SEGMENT ONE (cont'd)		SEGMENT TWO (cont'd)	
	228th Ave SE to 222nd Ave SE		222nd Ave SE to 220th Ave SE	
	Existing	Proposed	Existing	Proposed
Segment meets ADA standards	No	Yes	No	Yes
Is there any street lighting present?	No	Yes	No	Yes
How many major driveways (serves <b>more than</b> 50 parking spaces) are present?	0	2	0	0
How many minor driveways (serves <b>less than</b> 50 parking spaces) are present?	6	4	6	6
How many fixed objects are present?	6	0	6	0
What is the average distance (in feet) from the edge of travel way to the fixed objects?	3 feet	14 feet	6 feet	12 feet

**Additional segments** can be entered on tab 4 "Additional Segments". After printing put any additional segments into the application in order.

### Crash Information

(Information automatically generated from Crash Analysis worksheet)

Multiple-vehicle driveway crashes	Fatal and Injury	0	0
	Property damage only	0	0
Multiple-vehicle nondriveway crashes	Fatal and Injury	0	0
	Property damage only	1	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

## Additional Segments

Enter the existing and proposed geometrics for each segment. If the project is an intersection only, skip this section

	SEGMENT THREE		SEGMENT FOUR	
	Segment Termini	220th Ave SE to 218th Ave SE		
Length (in feet)	630 feet			
Average Daily Traffic Volume	2,510			
	Existing	Proposed	Existing	Proposed
Pavement Width Curb to Curb or Edge to Edge	34 feet	44 feet		
Number of General Purpose Lanes Do <b>not</b> include Transit/HOV or Continuous Lt Turn Lane	2 lanes	2 lanes		
Number of HOV/Transit Lanes Do <b>not</b> include Continuous Left Turn Lane	0 lanes	0 lanes		
Continuous Left Turn Lane Width	0 feet	12 feet		
Is there a median?	No	Yes		
Shoulder or Parking Width Enter average width (feet) per side	8 feet	0 feet		
Shoulder or Parking Placement	One Side	None		
Shoulder or Parking Surfacing	Surfaced	None		
Parking Type	Parallel	None		
Percentage of the segment that has on street parking (e.g. parking one side is 50%)	12%	0%		
Curb Placement	One Side	Both Sides		
Bicycle Lane Type	Bike Lane	Bike Lane		
Bicycle Lane Width	5 feet	5 feet		
Pedestrian Buffer Width between Curb and Sidewalk	6 feet	6 feet		
Sidewalk Placement	One Side	Both Sides		
Sidewalk Width <sup>1</sup>	6 feet	6 feet		
<sup>1</sup> Sidewalk with curb or physical separation on both sides is required by TIB policy Minimum width is <b>five feet</b> with <b>no</b> obstructions <i>Please attach justification if the sidewalk does <b>not</b> meet these standards</i>				

Segment Termini	SEGMENT THREE (cont'd)		SEGMENT FOUR (cont'd)	
	220th Ave SE to 218th Ave SE			
	Existing	Proposed	Existing	Proposed
Segment meets ADA standards	No	Yes		
Is there any street lighting present?	Yes	Yes		
How many <b>major</b> driveways (serves <b>more than</b> 50 parking spaces) are present?	0	0		
How many <b>minor</b> driveways (serves <b>less than</b> 50 parking spaces) are present?	2	2		
How many fixed objects are present?	2	0		
What is the average distance (in feet) from the curb to the fixed objects?	3 feet	12 feet		

**After printing put any additional segments into the application in order.**

### Crash Information

(Information automatically generated from Crash Analysis worksheet)

Multiple-vehicle driveway crashes	Fatal and Injury	0	0
	Property damage only	0	0
Multiple-vehicle nondriveway crashes	Fatal and Injury	0	0
	Property damage only	0	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

# INTERSECTION GEOMETRICS & FEATURES

Enter the existing and proposed geometrics for each intersection

	INTERSECTION ONE		INTERSECTION TWO	
	228th Ave SE		218th Ave SE	
Intersection location	228th Ave SE		218th Ave SE	
Major Approach Average Daily Volume	23,000		2,150	
Minor Approach Average Daily Traffic Volume	2,510		1,803	
	Existing	Proposed	Existing	Proposed
Intersection control	Signalized	Signalized	All way stop	All way stop
Intersection type	4-Leg	4-Leg	3-Leg	3-Leg
Intersection meets ADA standards	Yes	Yes	No	Yes
Is there intersection lighting present?	Yes	Yes	Yes	Yes
Is there a dedicated left turn lane	Yes	Yes	No	Yes
Is there a dedicated right turn lane	No	Yes	No	Yes
Is there protected left turn phasing?	No	Yes	No	No

**Additional intersections can be entered on tab 3 "Additional Intersections". After printing put any additional Intersections into the application in order.**

## Crash Information

(Information automatically generated from Crash Analysis worksheet)

Multiple-vehicle crashes	Fatal and Injury	3	0
	Property damage only	4	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

## PROJECT DEFICIENCIES

Select Deficiency Type from the scrolling dropdown menu. Describe the existing deficiency within the project limits Describe the corrective measure(s) that eliminates or mitigates the deficiency.

DEFICIENCY 1 **Drainage**

Describe: Currently there are no storm drainage facilities along the corridor. Untreated stormwater sheet flows off the roadway into adjacent properties.

Corrective Measure(s) Project improvements will install stormwater conveyance and low-impact drainage and infiltration such as bio-swales and rain gardens.

DEFICIENCY 2 **ILLUMINATION**

Describe: No illumination present, except for 630 linear feet of half-street improvements at the western project limit.

Corrective Measure(s) Project will include LED street lighting, and upgrade existing lighting with LED.

DEFICIENCY 3 **ACCESS CONTROL/PARKING**

Describe: No non-motorized access exists.

Corrective Measure(s) Project will provide wide sidewalks and bike facilities that extend existing non-motorized facilities on 228th Ave SE, the City's principal arterial. This project will provide access to the Town Center Plan's

DEFICIENCY 4 **OBSTRUCTIONS**

Describe: Utilities and maiboxes in the clear zone.

Corrective Measure(s) Obstructions will be relocated behind curb and in planter strip or behind sidewalks to provide additional safety along the roadway.

DEFICIENCY 5

Describe:

Corrective Measure(s)

DEFICIENCY 6

Describe:

Corrective Measure(s)

DEFICIENCY 7

Describe:

Corrective Measure(s)

Provides Grade Separation between \_\_\_\_\_ and \_\_\_\_\_

## MOBILITY

### CONGESTION

- Project addresses congestion on the system or specific adjacent route.

### NETWORK DEVELOPMENT

Select the appropriate option from the following list

- Completes corridor

Enter termini of corridor being completed

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*Project must meet **ALL** of the following criteria to qualify as **COMPLETES CORRIDOR***

- ▶ Project is last stage of corridor between logical limits
  - ▶ Corridor is a minimum of 2 miles in length
  - ▶ The entire corridor meets urban standards
- Completes gap between existing improvements  
Existing improvements must meet urban standards
- Extends existing improvements  
Existing improvements must meet urban standards
- Project does **not** complete or extend any existing improvements

**MODAL ACCESS**

Select transit facility access provided by project

No transit access

Select non motorized path access provided by project

Access to designated paved path

Describe non motorized path access

This project provides bike lanes and sidewalks, which connect with the Town Center Plan. The Town Center Plan has two additional types of non-motorized facilities: Primary Trails with all-weather surfaces and Secondary Trails as part of private developments. These will all connect plazas, open spaces, residential courts and gardens, as well as the Town Center's "Green Spine" that combines storm water treatment and public space amenities.

Select freight facility access provided by project

No Freight Facility Access Improvements

Mark ALL freight-carrying modes accessing the facility

- Airplane
- Rail
- Ship
- Truck

Enter Trucks per Day \_\_\_\_\_

- Project relieves a bottleneck.

**CENTRAL BUSINESS DISTRICT/URBAN ACTIVITY CENTER ACCESS**

Select CBD/Urban Activity Center Access provided by project

Improves network or circulation within Central Business District

Briefly describe the CBD/Activity Center access improvement

SE 4th Street is the core spine in City's Town Center. The roadway is the backbone for commercial retail and high-density residential development in the City's planned Central Business District. The improvements provide the needed connectivity, pedestrian and non-motorized facilities, and upgraded utility infrastructure required for The Town Center Plan in the City Comprehensive Plan.

**SIGNAL MANAGEMENT**

- Project adds signal interconnect
- Project connects to Traffic Management Center (TMC)

# GROWTH & DEVELOPMENT

Answers to this section relate to the specific **ECONOMIC DEVELOPMENT SITE**, not to the roadway project. Points will only be given in this section if there is a specific planned development.

Describe the ECONOMIC DEVELOPMENT SITE that this project supports:

This project supports a currently permitted development, The Village, an economic development site in the Town Center. This mixed-use development includes a Metropolitan Market grocery store, commercial buildings of 115,000 square feet and 159 residential dwelling units, including 30 low income housing units.

Choose the description that best describes how this project affects the **comprehensive plan**. Specifically identified in comprehensive plan

Choose the description that best describes the status of the **zoning** for the economic development site. All zoning in place

Choose the description that best describes the status of the infrastructure tied to the economic development site?

Water at development Funded Sewer at development Funded Power at development Only hookups needed

Percent of permits issued 100%

Describe the development agreement, if one exists:

The Village is the first significant development in the Town Center Plan zoned district, and has an approved design for its segment of the Town Center Plan in a Unified Zone Development Plan. This approved development plan complies with the City's Town Center Plan's infrastructure for SE 4th Street, and will construct 25% of the frontage in the Town Center zoning district. The Village is permitted for construction.

Please provide the following information regarding the ECONOMIC DEVELOPMENT SITE this project supports

Number of dwelling units 159 Total development site acreage 7

Number of jobs created 383 Commercial building square footage 115,000

Development Type Mixed use

Choose the description that best describes where the economic **development site is located**. Central business district

Choose the description that best describes the **proximity** of the project to the economic development site. Project lies within development

### PHYSICAL CONDITION

Does the project fix any of the following issues?

Bridges     No                          If yes, briefly describe:

Bridge Sufficiency Rating                     

Walls     No                          If yes, briefly describe:

Stormwater conveyance     Yes                          If yes, briefly describe:      Currently, there is no treatment for stormwater or collection. Runoff is directed to private property as sheet flow.

Culverts     No                          If yes, briefly describe:

Slope Stability     No                          If yes, briefly describe:

Select Truck Route Classification from dropdown list:

[Link to Freight and Goods Map](#)

    Not a TRUCK ROUTE    

Number of peak hour buses     0

## SUSTAINABILITY

### MODAL MEASURES

Select modal measures within the project limits

- Completes gap in HOV system      Enter Gap Location \_\_\_\_\_
- Adds HOV lanes in each direction
- Adds Queue Jump or Transit Only Lane      Enter Location(s) \_\_\_\_\_

#### Bicycle Facility

Select option that applies      Project EXTENDS bicycle lane or path

### ENVIRONMENTAL MEASURES

Select environmental measures within the project limits

- Agency has Adopted Greenhouse Gas Emissions Policy  
    Enter Policy Number \_\_\_\_\_ Adoption Date \_\_\_\_\_
- Incorporates low impact drainage or enhanced treatment stormwater controls
- No permanent irrigation or use of non-potable water for irrigation

Describe the measures below:

The Project will use rain gardens for treatment of storm water. To the maximum extent allowed by the soils, bio-infiltration will be used to reduce the need for stormwater detention. The project will use native and drought tolerant plants and no irrigation system will be used.

- Incorporates Hardscaping or native planting

Describe the measures below:

The project includes the installation of both hardscaping and native planting.

Will project remove all fish barriers within project limits?      No

Describe fish barrier work to be done and any additional funding given specifically for the fish barrier.

- Project enhances stream bank condition

Describe any stream bank enhancement.

- Project restores existing impacted sensitive area(s)

Describe the restoration effort.

East Lake Sammamish Wetland #80 B is a low-quality wetland adjacent the project on private property. This project will fulfill the vision of the Town Center Plan by including wetland restoration that will pursue access rights to accomplish wetland restoration, maintenance and monitoring. This year, the City has begun water quality monitoring downstream of the project at Ebright Creek, and results will inform the project's water quality features.

**ENERGY MEASURES**

Select energy measures within the project limits

- Replace or install Low Energy Lighting
- Add Solar-powered Signage

Describe the measures below

Project will install low energy LED street lighting, and utilize solar powered speed advisory signs and pedestrian crossing beacons.

**RECYCLING MEASURES**

- In-place pavement recycling or structural retrofit

Describe the measures below

In-place pavement recycling will be used. Existing asphalt is in poor condition and will be ground for base material for the new road section, which will limit the need for overexcavation and haul from the site.

**CONSTRUCTION READINESS**

Describe where in the process the project is for each component at the time of application

Plans, specs, estimate percent complete	<u>0%</u>
Permits	<u>Not started</u>
Right of way	<u>Some acquired</u>
Cultural resources	<u>Not Started</u>
Sensitive areas	<u>Mitigation plan in process</u>
Utilities	<u>Utility work needed and fully funded</u>
Are federal permits required for this project?	<u>No</u>

**ACCELERATED CONSTRUCTION METHODS**

- Road will be closed during construction

Describe below any other accelerated construction methods that will be used.

**GROWTH MANAGEMENT INFORMATION**

Complete the questions below to address Land Use Implications as directed by Revised Code of Washington (RCW) 47.26.282.

Describe how the project supports or revitalizes existing urban development in the downtown

This project supports the Town Center Plan objective of creating higher density mixed-use development. Improving SE 4th Street to include separated sidewalks, bike lanes, center median and turn lanes and extension of facilities from the principal arterial at 228th Ave SE will promote the current and future private development. The reconstruction of the roadway will help encourage more development within the Town Center by creating improved mobility and connectivity. This project will enhance and improve the roadway to improve overall function and help attract development. This project also provides much needed pedestrian and bicycle facilities.

Describe how the project includes or encourages infill/densification of residential or commercial development consistent with your local comprehensive plan?

By building the necessary road infrastructure, the project complements permitted developments such as The Village while promoting future developments to fulfill the high density mixed-use zoning of the Town Center Plan. Future developments will be able to plan for and make immediate use of the improved road and utility infrastructure. Developers will have more flexibility to utilize parcels throughout the Town Center zoning district.

Describe how the project promotes the use of transit and other multimodal transportation

The Town Center Plan includes mixed-use nodes to accommodate viable transit use. The planned street grid is designed to accommodate transit access and will provide for transit stops at key locations. The land use mix and intensity are expected to provide sufficient pedestrian activity to support transit use. The Town Center Plan will feature an extensive and connected network of streets and trails. As the central spine, SE 4th Street connects and collects non-motorized users through bike lanes, and 8-foot wide sidewalks.

Indicate the project's multimodal transportation components

Mark ALL existing or planned components

- Sidewalk
- Bicycle Lanes
- HOV Lanes
- Access to Transit Center or Passenger Terminal
- Other - Explain in space below

Transportation Improvement Board (TIB)

# Growth Management Information

Funding Program	<b>Urban Arterial Program (UAP)</b>
Agency Name	<b>Sammamish</b>
Project Name	SE 4th Street ~ 218th Ave SE to 228th Ave SE
Project Intent	This project will improve SE 4th Street, the backbone of the Town Center Plan, and make the mixed use commercial and high-density residential development possible. The project increases capacity through the installation of two-way left turn lanes, separated sidewalks and bike facilities on both sides of the street. These capacity and non-motorized improvements connect with and extend existing improvements located along 228th Ave SE, the City's principal arterial roadway.

Describe how the project supports or revitalizes existing urban development in the downtown

This project supports the Town Center Plan for higher density mixed-use development. Improving SE 4th Street to include separated sidewalks, bike lanes, center median and turn lanes and extension of facilities from the principal arterial at 228th Ave SE will promote the current and future private development. The reconstruction of the roadway will help encourage more development within the Town Center by creating improved mobility and connectivity. This project will enhance and improve the roadway to improve overall function and help attract development. This project also provides much needed pedestrian and bicycle facilities.

Describe how the project promotes the use of transit and other multimodal transportation

The Town Center Plan includes mixed-use nodes to accommodate viable transit use. The planned street grid is designed to accommodate transit access and will provide for transit stops at key locations. The land use mix and intensity are expected to provide sufficient pedestrian activity to support transit use. The Town Center Plan will feature an extensive and connected network of streets and trails. As the central spine, SE 4th Street connects and collects non-motorized users through bike lanes, and 8-foot wide sidewalks.

The project adds the following multimodal components:

Sidewalk      Bicycle Lanes

Other Multimodal Components:



**2016 - 2021 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

Project List and Total Project Expenditure Summary\* (\*subject to City Council budget decisions)

#	Project Title	2016	2017	2018	2019	2020	2021	6-Year Total	Prior Years	Future Years	Total Project Costs
<b>CONCURRENCY PROJECTS</b>											
1	SE 4th St - 218th Ave SE to 228th Ave SE Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	725,000	9,446,000	5,000,000				15,171,000	725,000		15,896,000
2	Issaquah-Pine Lake Rd - Klahanie Blvd to SE 32nd Widen to 3 lanes with bike lanes, curb, gutter, sidewalks and improving the roundabout				1,200,000	2,000,000	4,800,000	8,000,000		4,900,000	12,900,000
3	Issaquah-Pine Lake Rd - SE 48th St to Klahanie Blvd Widen to 3 lanes with bike lanes, curb, gutter and sidewalk		800,000	2,500,000	7,159,000	7,159,000		17,618,000			17,618,000
4	East Lake Sammamish Parkway SE / SE 24th St Intersection Construct traffic signal, turn lanes, curb, gutter and sidewalk							0		3,698,000	3,698,000
5	Sahalee Way NE - NE 25th Way to North City Limits Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	1,600,000	5,200,000	7,789,000				14,588,000	1,100,000		15,688,000
6	228th Ave SE - SE 32nd St to Issaquah-Pine Lake Rd Provide additional southbound through lane	675,000						675,000	125,000		800,000
7	Issaquah-Fall City Rd - SE 48th St to Klahanie Dr SE Widen to 3 lanes with bike lanes, curb, gutter and sidewalk	800,000	1,000,000	6,100,000	6,100,000			14,000,000			14,000,000
8	Issaquah-Fall City Rd - Klahanie Dr SE to Issaquah-Beaver Lk Rd Widen to 3 lanes with bike lanes, curb, gutter and sidewalk			600,000	1,200,000	3,600,000	3,600,000	9,000,000			9,000,000
9	Public Works Trust Fund Loan Repayment 228th Ave NE Improvements	549,333	546,667	544,000	541,333	538,667	536,000	3,256,000	7,290,410		10,546,410
10	212th Ave SE Gap Project - SE 24th St to Crossings Subdivision Provide non-motorized facilities	600,000						600,000	50,000		650,000
<b>NON-MOTORIZED PROGRAMS</b>											
11	Non-motorized Transportation Projects Sidewalks, trails, bikeways and paths, etc.	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000			4,500,000
12	Sidewalk Projects Various sidewalk, gap, extensions, safety improvements projects	160,000	160,000	160,000	160,000	160,000	160,000	960,000			960,000
13	Intersection and Safety Improvements Various intersection and other safety improvements as needed, including channelization, signing, signalization, and/or other traffic control devices.	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000			1,200,000
14	Neighborhood CIP Various capital improvements including safety improvements, gap projects, bike routes, pedestrian safety enhancements and school zone safety improvements.	100,000	100,000	100,000	100,000	100,000	100,000	600,000			600,000
<b>TOTAL TRANSPORTATION EXPENDITURES</b>		<b>6,159,333</b>	<b>18,202,667</b>	<b>23,742,000</b>	<b>17,410,333</b>	<b>14,507,667</b>	<b>10,146,000</b>	<b>90,168,000</b>			
		■ Add \$3M if Issaquah deannexes the intersection									

TIP REVENUE	2016	2017	2018	2019	2020	2021	TOTAL
Beginning Fund Balance	13,186,423	16,262,423	15,568,790	10,469,323	4,237,323	114,489	13,186,423 *
Investment Interest	45,000	45,000	30,000	15,000	6,500	500	142,000
Transportation Fund Revenue (REET)	2,450,000	2,450,000	2,450,000	2,200,000	2,200,000	2,200,000	13,950,000
Road Impact Fees	4,662,000	4,662,000	5,000,000	4,000,000	3,500,000	3,500,000	25,324,000
Klahanie Capital Revenue	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	7,200,000
Mitigation & Settlement Agreement Fees		1,354,500	1,250,000				2,604,500
Anticipated grants	650,000	6,000,000	6,000,000	2,500,000	2,500,000	2,500,000	20,150,000
Revenue to be paid by the Surface Water Fund	228,333	1,797,533	2,712,533	1,263,333	978,333	738,333	7,718,400
<b>TOTAL TIP REVENUE</b>	<b>22,421,756</b>	<b>33,771,456</b>	<b>34,211,323</b>	<b>21,647,656</b>	<b>14,622,166</b>	<b>10,253,323</b>	<b>90,275,323</b>
<b>ENDING FUND BALANCE</b>	<b>16,262,423</b>	<b>15,568,790</b>	<b>10,469,323</b>	<b>4,237,323</b>	<b>114,489</b>	<b>107,323</b>	

\*2016 Beginning Fund Balance  
Adopted July 7, 2015 by Resolution R2015-640

**CITY OF SAMMAMISH  
WASHINGTON  
RESOLUTION NO. R2012-510**

---

**A RESOLUTION OF THE CITY OF SAMMAMISH CITY  
COUNCIL ADOPTING CRITERIA TO GUIDE THE USE OF CITY  
FUNDS FOR INFRASTRUCTURE IN THE TOWN CENTER  
PLANNING AREA**

WHEREAS, the City of Sammamish adopted a subarea plan for the Town Center consistent with City Comprehensive Plan and the State Growth Management Act; and

WHEREAS, the adopted Town Center Plan identifies a number of infrastructure projects to implement the plan and to help serve new development; and

WHEREAS, in the adopted 2011-2012 City budget, the City Council approved a \$3 million "Town Center Infrastructure Reserve" fund to build or improve infrastructure; and

WHEREAS, in the proposed 2013-14 budget, the City Manager has proposed renewal of that \$3 million fund, proposed a fund of up to \$1 million for storm-water improvements, and proposed an additional fund of up to \$0.5 million for other infrastructure and implementation actions; and

WHEREAS, the City Council is scheduled to take action to approve the 2013-2014 budget by the end of 2012; and

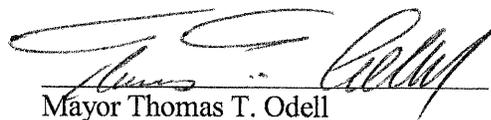
WHEREAS, the City Council wishes to create criteria to guide the use of budgeted funds to encourage development in the Town Center, leverage other public and private funds, and achieve multiple public and private benefits.

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

The City Manager shall follow the criteria listed in "Attachment A: Criteria for Use of City Funds in Town Center" to identify and recommend to the City Council any proposed expenditures of budgeted City funds for infrastructure in the Town Center.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON  
OCTOBER 15<sup>th</sup>, 2012.**

CITY OF SAMMAMISH

  
Mayor Thomas T. Odell

## **Attachment A: Criteria for Use of City Funds in Town Center**

### Strategic Goals

- Catalyze development in Town Center – encourage it to happen, or happen sooner
- Leverage other public and private funds – attract or couple with such funds
- Achieve multiple public and private benefits – build necessary infrastructure, address potential impacts, conserve energy, save money

### Town Center Infrastructure Reserve (\$3M) - Infrastructure Project Types

- Street improvements to provide capacity, connections or transit access (ex. SE 4<sup>th</sup> St)

### Town Center Stormwater Improvements (\$1M) - Infrastructure Project Types

- Regional stormwater management facilities (detention, water quality, conveyance) serving multiple public and private uses

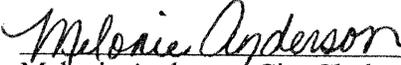
### Town Center Implementation Fund (\$0.5M) - Infrastructure Project Types

- Parks, trails and open space needs identified in the Town Center plan, Infrastructure Plan and/or Stormwater Master Plan
- Vehicle and bicycle parking structures and lots including those that could support transit
- Land acquisition, engineering and design
- Upfront permitting and State Environmental Policy Act (SEPA) review
- The City's proportional share of Local Improvement District (LID) costs

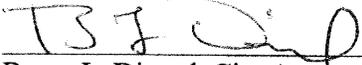
### Decision-making Criteria

- The development proposal is consistent with the Town Center Plan, and the infrastructure project is consistent with the Infrastructure Plan and/or Stormwater Master Plan
- The development proposal contains (or is phased to accommodate) a mix of uses, and it is of sufficient scale to facilitate additional development in the Town Center
- The infrastructure project is or could be eligible for public grants/loans, or for state funding tools (e.g., CRFA, LCLIP, LIFT, TOD/TIF, etc.)
- The infrastructure project is a necessary part of the development proposal, and any risk in City expenditures can be managed in coordination with the private development project
- The proponent has a credible and verifiable track record of successful development of similar scale and uses elsewhere in Sammamish or in a peer city

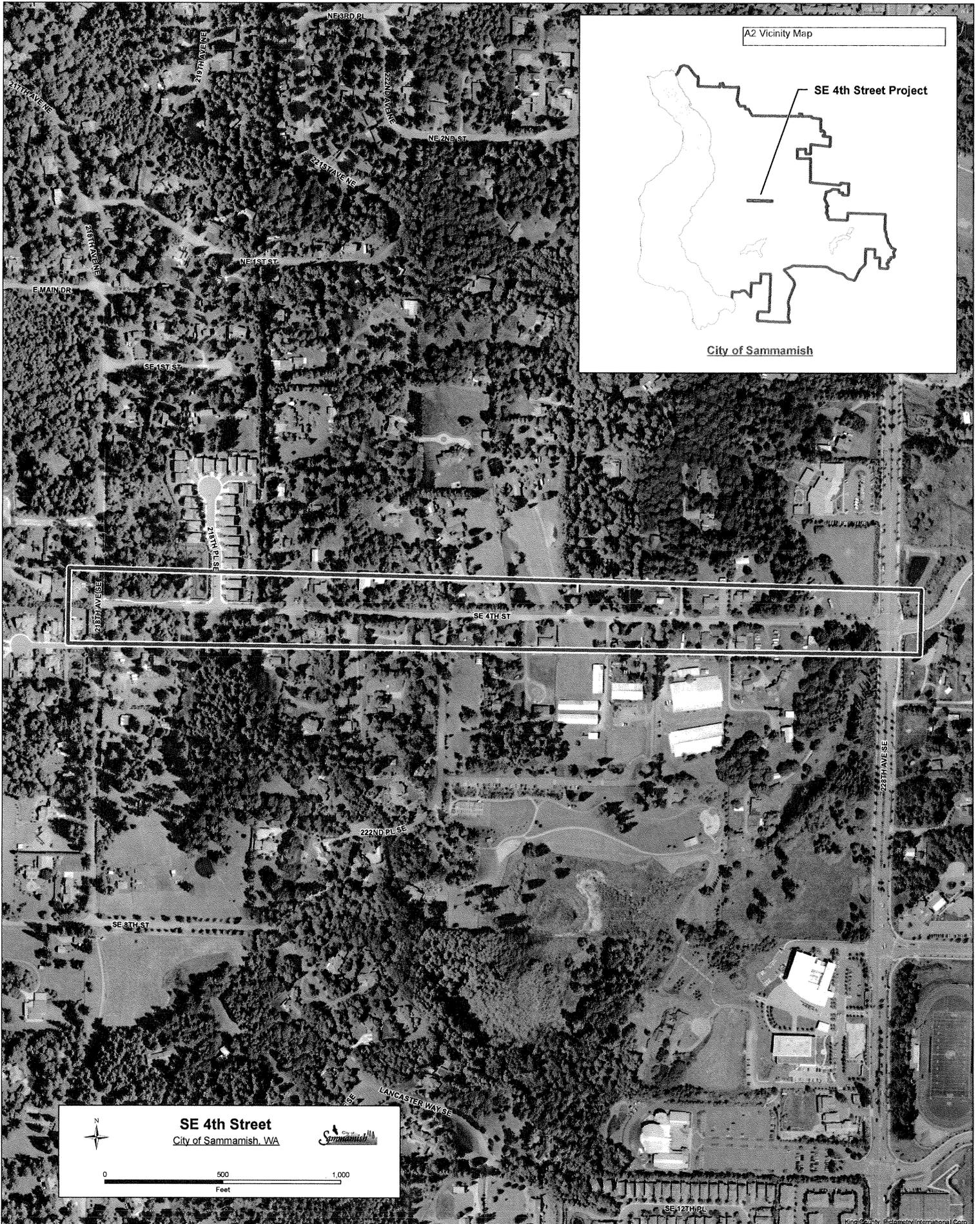
ATTEST/AUTHENTICATED:

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

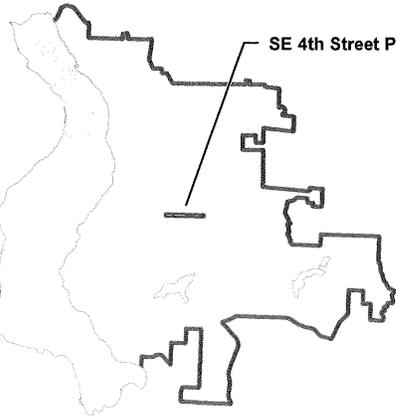
Approved as to form:

  
\_\_\_\_\_  
Bruce L. Disend, City Attorney

Filed with the City Clerk:	October 10, 2012
Passed by the City Council:	October 15, 2012
Resolution No:	R2012-510



A2 Vicinity Map

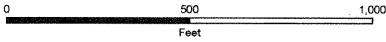


SE 4th Street Project

City of Sammamish



**SE 4th Street**  
City of Sammamish, WA



# City of Sammamish

## Sammamish Town Center Conceptual Cost Estimates

<b>Project:</b>	<u>SE 4th Street</u>	<b>Date:</b>	<u>8/18/15</u>
<b>Location:</b>	<u>218th Avenue SE to 228th Avenue SE</u>	<b>Prepared by:</b>	<u>JDI</u>
<b>Length:</b>	<u>3330</u>	<b>Checked by:</b>	<u>JKG</u>
<b>Description:</b>	<u>New two-lane roadway with median, bike lanes, concrete curb and gutter, sidewalk, planter strip, and landscape median where possible. Cross-Section 72' (provided by Makers Architecture).</u>		
<b>Assumptions:</b>	<u>Estimate does not include cost for utility undergrounding.</u>		

<b>Existing Widths:</b>	<b>Pavement</b>	<u>22'</u>	<b>Sidewalk</b>	<u>N/A</u>	<b>Right-of-Way</b>	<u>60'</u>
<b>Proposed Widths:</b>	<b>Pavement</b>	<u>44'</u>	<b>Sidewalk</b>	<u>8' Both Sides</u>	<b>Right-of-Way</b>	<u>72'</u>

Preparation		
1	Mobilization	\$662,700.00
2-4	Preparation Items	\$102,831.40
5-12	Removal Items	\$76,620.00
<i>Preparation Subtotal</i>		<u>\$842,151.40</u>

Structures		
48-51	Retaining Walls	\$306,250.00
52	Bridge Structure	\$0.00
<i>Structure Subtotal</i>		<u>\$306,250.00</u>

Grading		
13-14	Roadway Grading	\$426,832.00
15-18	Roadway Foundation	\$305,617.33
19-24	Utility Excavation	\$62,510.00
<i>Grading Subtotal</i>		<u>\$794,959.33</u>

TESC and Landscaping		
53-55	TESC	\$34,600.00
56-60	Plantings	\$200,720.00
61-62	Irrigation	\$0.00
<i>TESC and Landscaping Subtotal</i>		<u>\$235,320.00</u>

Storm Drainage		
25-36	Conveyance System	\$412,655.00
37	Culvert/Stream Crossing	\$0.00
38	Detention/Water Quality Facility	\$3,000,000.00
<i>Storm Drainage Subtotal</i>		<u>\$3,412,655.00</u>

Traffic		
63-71	Markings and Signing	\$26,720.00
72-75	Guardrail/Handrail	\$30,000.00
76-80	Traffic Signal System	\$50,000.00
81-83	Illumination System	\$211,200.00
84-89	Traffic Control	\$395,600.00
<i>Traffic Subtotal</i>		<u>\$713,520.00</u>

Asphalt Concrete Pavement		
39-42	Asphalt Concrete Pavement	\$637,560.00
<i>ACP Subtotal</i>		<u>\$637,560.00</u>

Other Items		
90-91	Utility Relocates	\$0.00
92-94	Misc. Construction	\$18,200.00
<i>Other Items Subtotal</i>		<u>\$18,200.00</u>

Concrete		
43-44	Sidewalks and Driveways	\$238,998.00
45-46	Curbs and Gutters	\$119,880.00
47	Concrete Roadway	\$0.00
<i>Concrete Subtotal</i>		<u>\$358,878.00</u>

<b>CONSTRUCTION SUBTOTAL</b>		<b>\$7,319,494</b>
DESIGN ENGINEERING	15%	\$1,097,930
CONSTRUCTION ENGINEERING	8%	\$585,560
PROJECT ADMINISTRATION	1%	\$73,200
<b>ENGR. AND ADMIN. SUBTOTAL</b>		<b>\$1,756,690</b>
CONSTRUCTION OTHER:		
ROAD IMPACT MITIGATION BY TRF		\$2,452,300
ENVIRONMENTAL MITIGATION	2%	\$146,390
<b>ENVIRONMENTAL SUBTOTAL</b>		<b>\$2,598,690</b>
<b>RIGHT-OF-WAY SUBTOTAL</b>		<b>\$618,600</b>
<b>TOTAL PROJECT COST</b>		<b>\$12,293,474</b>



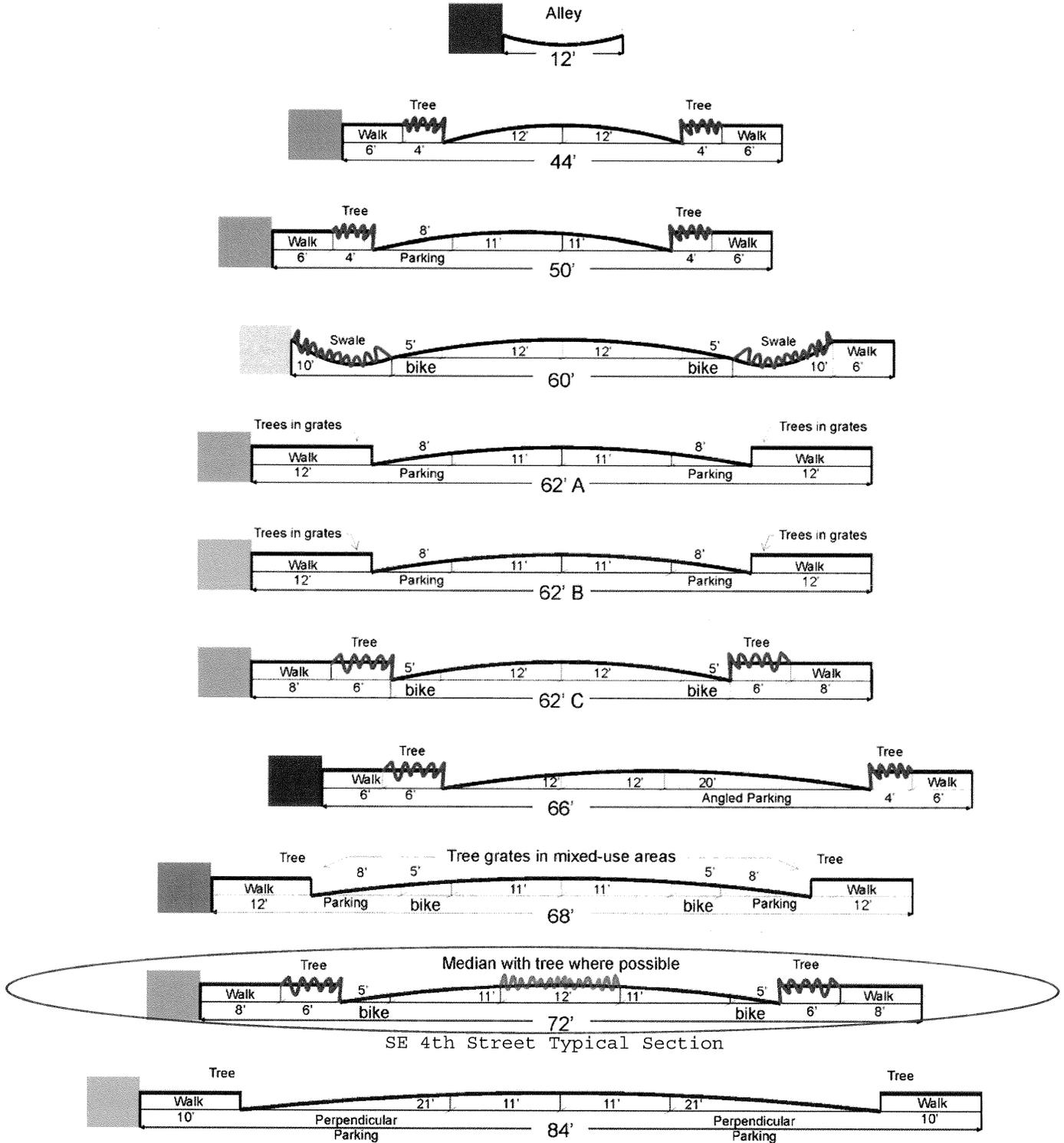
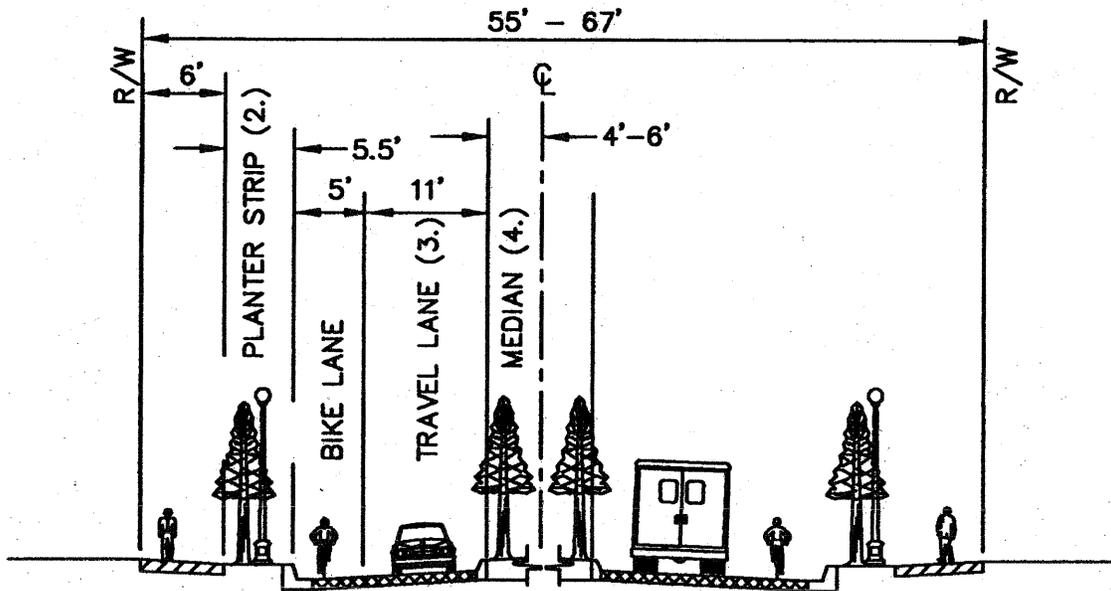


Figure 33. Conceptual Sammamish Town Center street cross-sections.



**ROADWAY SECTION  
COLLECTOR ARTERIAL**

**DETAIL**

N.T.S.

**NOTES:**

1. ON-STREET PARKING PERMITTED AT CITY ENGINEER'S DISCRETION.
2. MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY, SUBJECT TO CITY ENGINEER'S APPROVAL.
3. MAY BE REDUCED TO 10' WITH CITY ENGINEER'S APPROVAL.
4. TO BE DETERMINED BY THE CITY ENGINEER.
5. PARKING LANES REQUIRE CITY ENGINEER'S APPROVAL.



EXPIRES: 4/30/01

CITY OF SAMMAMISH  
DEPARTMENT OF PUBLIC WORKS

**ROADWAY SECTION  
COLLECTOR ARTERIALS**

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CITY ENGINEER

REV

DWN	JM	CKD	SPS	DATE	MARCH-15-2000	FILE	FIG01-03
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REV. NO. 2



Commercial Real Estate since 1975

TRF Pacific, LLC  
2620 Second Avenue  
Seattle, Washington 98121  
Phone: 206.985.0100  
Fax: 206.985.0102  
www.trfpac.com

• August 21, 2015

• Andrew Zagars  
• City Engineer  
• City of Sammamish  
• 801 228th Ave SE  
• Sammamish WA 98075

RE: The Village at Town Center, SE 4<sup>th</sup> Street Improvements

Dear Andrew Zagars:

TRF Pacific, LLC/ Sammamish Town Center Investors, LLC has committed to the City of Sammamish road frontage improvements estimated at \$2,452,300 (not including construction loan fees) for The Village at Town Center on SE 4<sup>th</sup> Street. Because the SE 4<sup>th</sup> Street Improvement Project is a concurrency project in the adopted City of Sammamish Six-Year TIP, these SE 4<sup>th</sup> Street Right of Way frontage improvements satisfy the road impact fees for The Village, including eligible credits for creation of Affordable Housing. The City has issued the Certificate of Concurrency for The Village.

TRF Pacific LLC appreciates the City's commitment to the SE 4<sup>th</sup> Street Improvements project in conjunction with The Village at Town Center that is under construction now. The City's street project will serve The Village and the entire Town Center economic development site by promoting connectivity and further development.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Russell".

Tim Russell, Principal  
TRF Pacific LLC for Sammamish Town Center Investors, LLC

Attachment: TRF Traffic Mitigation Fee Estimate

A5.2 Traffic Mitigation Estimate



LU Code	Traffic Mitigation	TIFs/ SF	TIF Gross
220	Mixed Use	159	8,719.45
220	Affordable Housing Credit @ 80%	(30)	6,975.56
210	Credit for removed SFR	(4)	14,204.27
850	L1 Met Market	35,000	14.49
880	L2 Drug Store	14,000	13.36
814	L2 East Shop Bldg 1 - lvl 453.5	7,400	8.29
814	L2 Shop Bldg 2 - lvl 453.5	3,000	8.29
814	L3 Retail Shops lvl 475.5	5,000	8.29
932	L4 Pad restaurant - lvl 489.5	6,000	16.48
720	L4 Medical Office & Ground Floor Retail lvl 489.5	15,800	11.38
720	L5 2nd level Office/ Medical use lvl 503	16,400	11.38
		102,600	
			2,407,481 Total TIF w/o Reduction for TC

Dedication of Right of Way	LF Frontage	ROW Dedication	SF of Dedication	Valuation Land \$/ SF	Total Value of ROW Dedication
332506-9106 - Woloszyn	288	6	1,726	30.00	51,788
332506-9104 - Waddell	313	6	1,878	30.00	56,340
332506-9064 - Dahners	190	6	1,140	30.00	34,200
					142,328

Valuation of ROW Improvements	0.58 months construction period		
SE 4th - per Abbott Construction Bid dated 04/15/15			1,156,340
Right of Way Construction Staking	1 Allowance		25,000
Right of Way As-built documentation at closeout	1 Allowance		15,000
Neighborhood mitigation/ temporary conditions	1 Allowance		50,000
Temporary roads/ protection beyond traffic control	1 Allowance		50,000
Temporary Power and Water	1 Allowance		15,000
ROW irrigation from site rain water harvesting system	15.28% SF	100,000	15,283
Off site storage/ yard/ staging rentals	1 Allowance		15,000
Allocation of storm water infrastructure for on site treatment of ROW storm			
Storm water vault - budget line items taken from Abbott budget estimate dated 4/10/15			
	15.28% gross total site and ROW		
TESC	15.28%	118,801	18,156
Vault Excavation & BF	15.28%	345,139	52,746
Storm system - lot 1	15.28%	274,192	41,904
Pre-cast vault	15.28%	555,887	84,954
Water Quality vault	15.28% w/ storm system		
Subtotal			197,759
Contractor General Conditions	5.25%		10,382
Subtotal			208,142
Contractor Business Tax & Insurance	1.85%		3,851
Subtotal			211,992
Contractor Overhead & Fee	10.00%		21,199
Subtotal			233,192
Contractor Construction & Design Contingency	7.50%		17,489
			250,681
ROW Amenities (benches, garbage cans, bike racks)	5.0% Allowance		1,592,303
Project Engineering estimate (based on Construction)	20% Allowance		1,592,303
Permit fee estimate (% of Construction)	1.5% Allowance		1,592,303
Construction Inspections Allowance	4.50% Allowance		1,592,303
Bond & Insurance Estimate	\$0.125 per \$100/hard/year		1,990
Financial/ Completion Guarantee (per annum)	5.00% annual		1,592,303
Construction Administration	10.0%		1,592,303
Owner Contingency	10.0%		1,592,303
Financing Expense			
Construction Loan Amount		2,452,300	
Loan Points	2.0%		49,046
Construction Period Interest	4.75%	0.58 Months	
		60% Out	3,360
			52,406
<b>Valuation of The Village at Sammamish Town Center Right of Way Improvements</b>			<b>2,647,034</b>
<b>Total TIF w/o Reduction for TC</b>			<b>2,407,481</b>
<b>Traffic Mitigation Remaining Balance</b>			<b>(239,554)</b>
Deposit Balance due	10%	(23,955)	

Agency **Sammamish**

Project Name SE 4th Street - 218th Ave SE to 228th Ave SE

# TIB Urban Crash Analysis Worksheet

for Urban Arterial Program (UAP)

## INSTRUCTIONS

- ♦ Fill out the roadway geometrics and features (segments and intersections) information on application first
- ♦ Use crash data from the three most current years
- ♦ Fill out one line per crash
- ♦ Enter the location from the dropdown the appropriate intersection or segment where the crash occurred
- ♦ Specify if it is a Property Damage Only (PDO) crash or the number of Injuries and Fatalities for each crash
- ♦ Enter the number of Vehicles involved
- ♦ Enter the Primary Countermeasure to eliminate or mitigate the crash

Select Crash Location (Choose from intersections and segments identified in application)	Select Crash Type	Is this a PDO crash?	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
Intersection 1:228th Ave SE	Intersection	yes			2	Add dedicated turn lanes.
Intersection 1:228th Ave SE	Intersection	yes			2	Add dedicated turn lanes.
Intersection 1:228th Ave SE	Intersection	no	1		2	Add dedicated turn lanes.
Segment 1:228th Ave SE to 222nd Ave SE	Vehicle non-driveway	yes			2	Improve sight distance at driveways.
Intersection 1:228th Ave SE	Intersection	no	2		2	Add dedicated turn lanes.
Intersection 1:228th Ave SE	Intersection	yes			2	Add dedicated turn lanes.
Intersection 1:228th Ave SE	Intersection	yes			2	Add dedicated turn lanes.

A7 - Town Center Plan  
Defines Sammamish Central Business  
District and Urban Activity Center



# Sammamish Town Center Plan

*"Creating a sense of place"*

Adopted June 2008

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

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

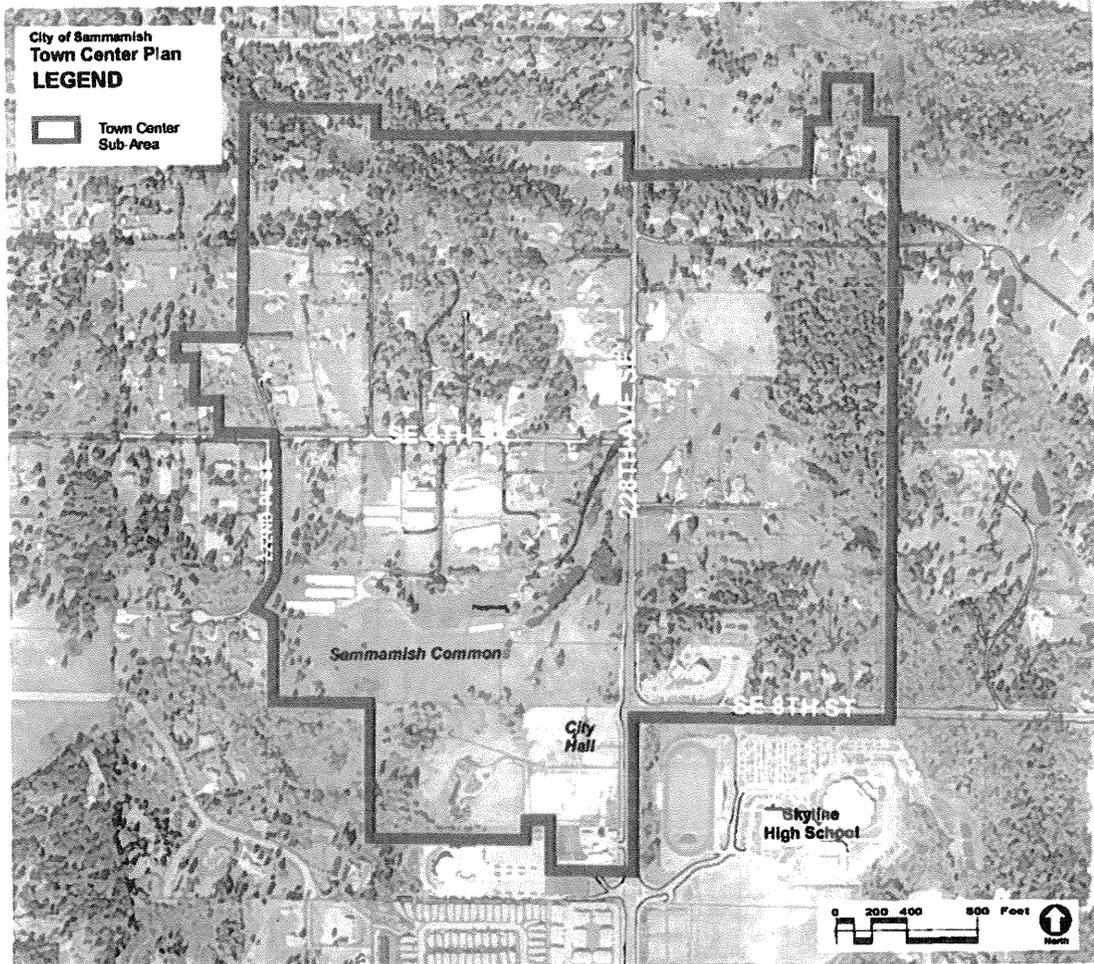


Figure 5. Town Center study area.

### Town Center Planning Concept

Town Center character derived from architecture combined with a predominance of landscaped and natural open space.

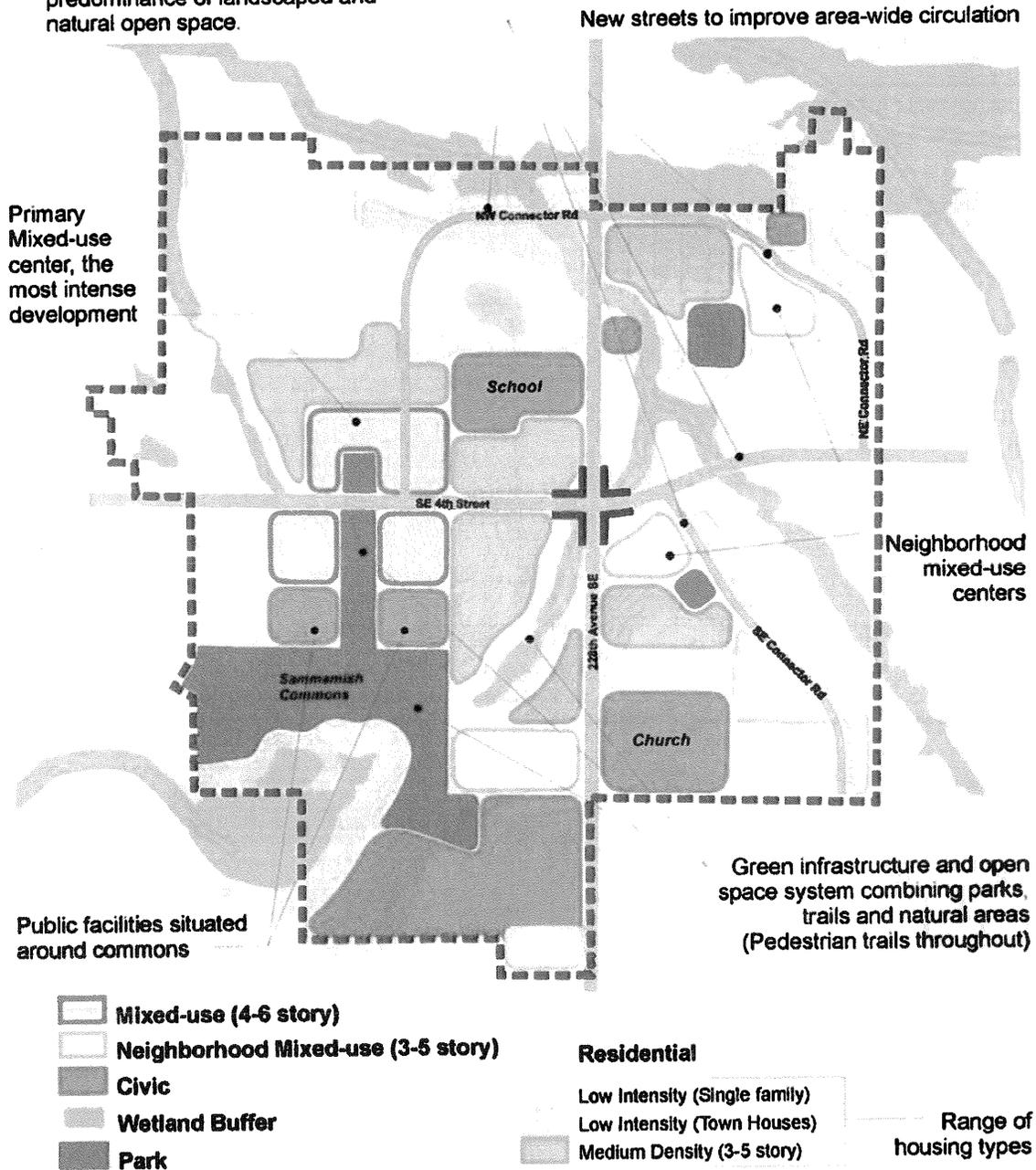


Figure 11. Concept map to be used with the color legend in Figure 12 on opposite page.

### III. Concept

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

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

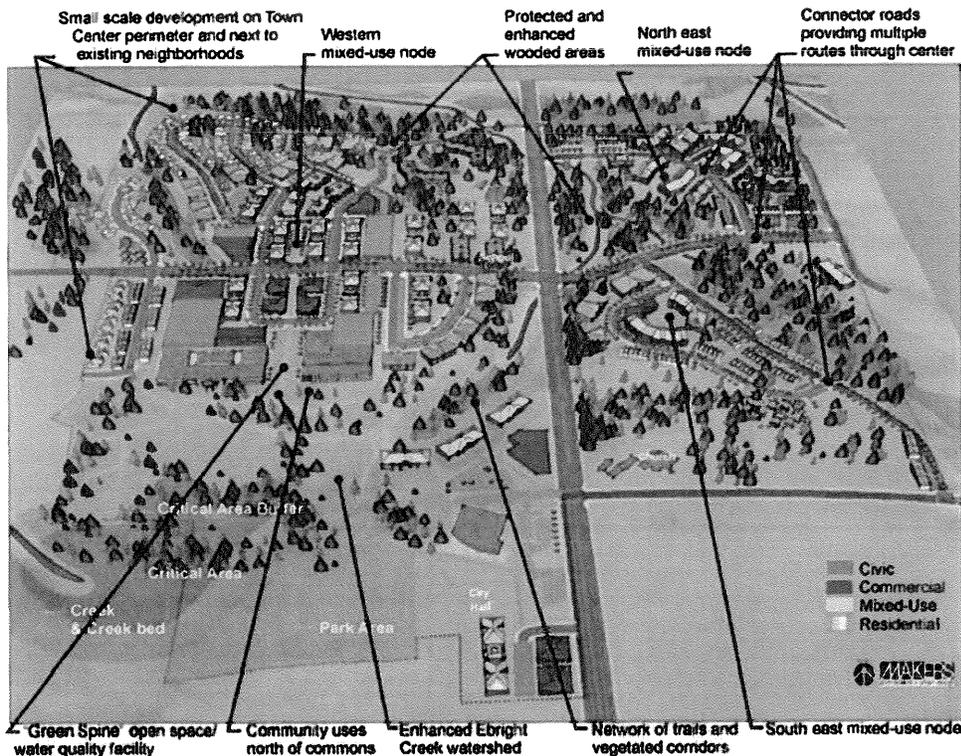


Figure 13. Sammamish Town Center concept visualization (view looking northward).

### Strategy

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

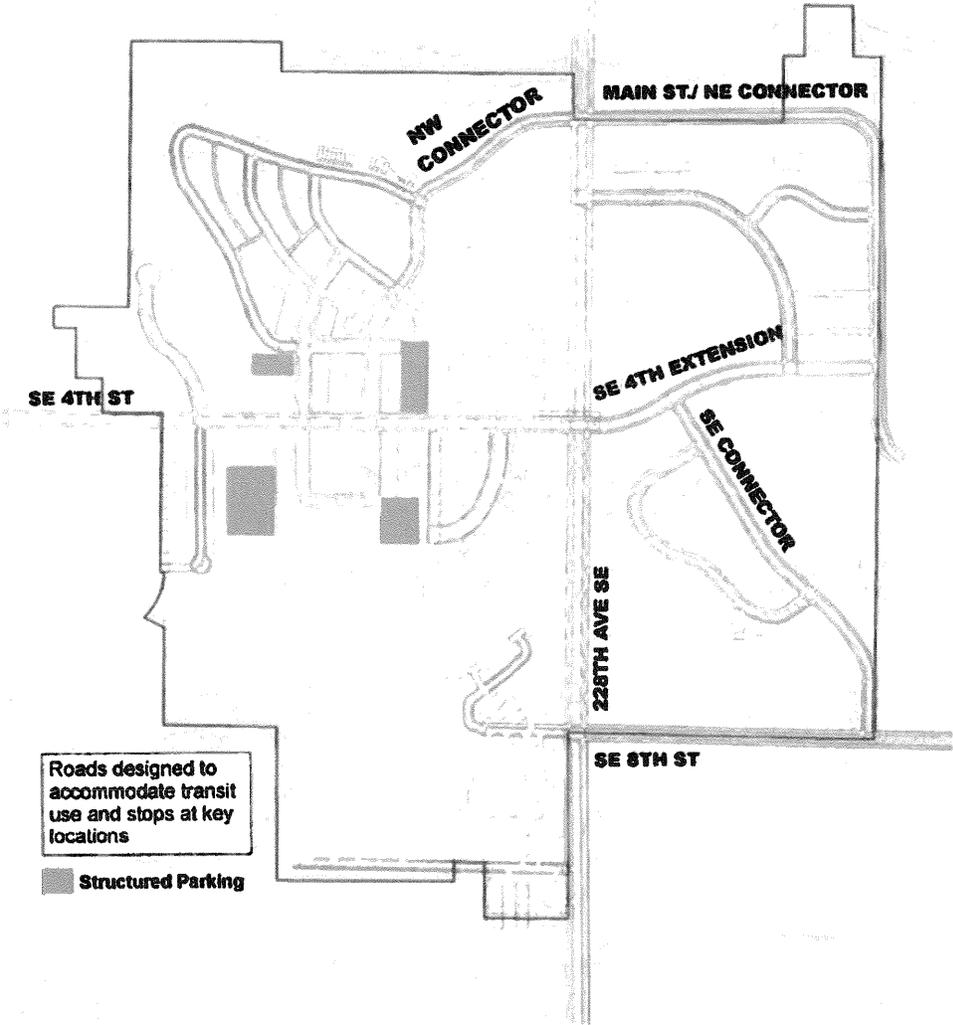
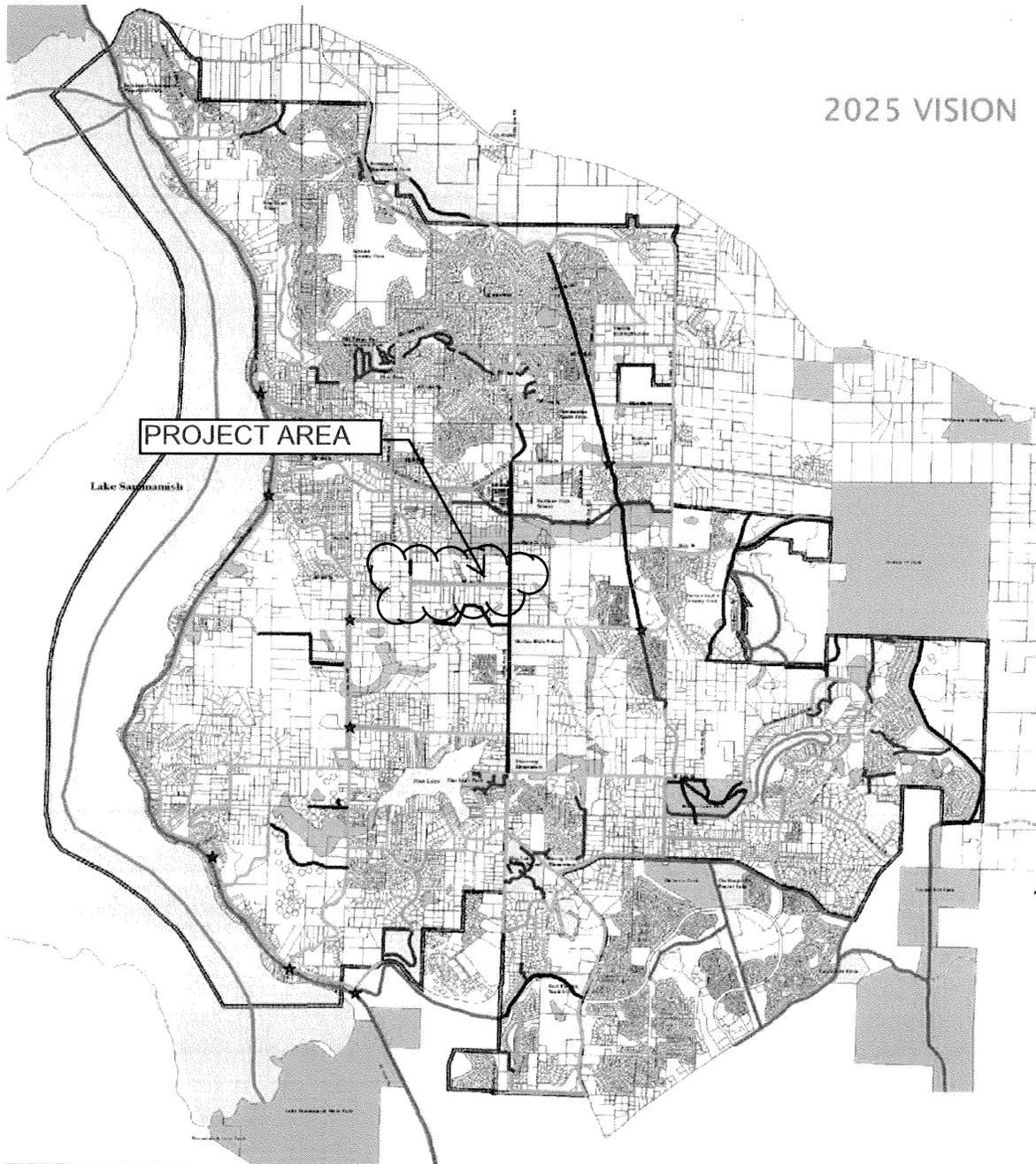


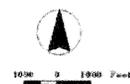
Figure 29. Key transportation elements (view looking west).

**A8 - TRIALS, BIKEWAYS AND PATHS EXCERPT**

**FIGURE 7.4: PATHWAY AND TRAIL SYSTEM PLAN**



**LEGEND**

Map produced by Oriskany, Inc. No guarantee of accuracy and completeness. All data depicted is for planning purposes only. Base data provided by City of Sammamish.



A9 Development Map - Zoning

**Town Center Zoning Legend**

 UGB  
 City Limits  
 Town Center

**Zoning**

	TC A
	TC A-1
	TC A-2
	TC A-3
	TC A-4
	TC A-5
	TC B
	TCC
	TC D
	TC E

**CompPlan**

Plot Dte 8/2009



# Appendix 1: Regulatory Directions

**Table A-1. Zone-Specific Regulatory Guidance**

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

**NOTES**

1. Allocations are based on 138 developable acres in the Town Center and the ability to achieve up to 2,000 total dwelling units. "Gross developable acre" includes new roadways but not critical areas and buffers. Should the designated wetland buffers be reduced or expanded from what's currently shown in this plan, the allocations shall be adjusted accordingly.
2. In-structure parking and vehicular access areas shall not be counted as floor area in calculations.
3. Residential or commercial development may be allowed in Zone D as part of an approved master plan.
4. Commercial square footage allocation:  
 Zone A-1: 200,000 square feet.  
 Zone A-2: 90,000 square feet.  
 Zone A-3: 90,000 square feet.  
 Zone A-4: 70,000 square feet.  
 Zone A-5: 20,000 square feet.  
 Up to 130,000 square feet of additional commercial floor area is available through bonuses.
5. Properties in Zone B may include some commercial space, as determined by the City, if it is contiguous to an A zoned property and included in an approved master plan. Since there is no commercial space allocation for B Zones, such space must be allocated from the pool of additional commercial space allocation at the City's discretion or purchased or transferred from another property.
6. Mixed-use developments may include retail, office, and residential components. Development regulations should address mechanisms to achieve densities and intensities for new development consistent with the policy direction in this plan.
7. Each development site shall achieve a dwelling unit density of at least 8 dwelling units per gross developable acre.



## IV. Plan Elements

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

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

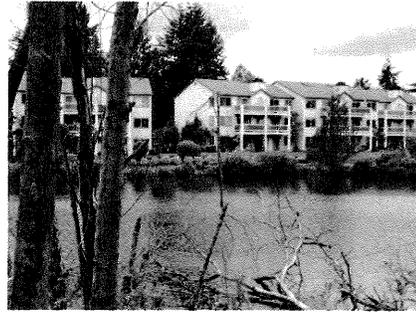


Figure 16. Example of type and relative intensity envisioned for multi-family housing.

## Strategy

### Envisioned Land Use Pattern

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



Figure 17. Example of townhouse development.

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



Figure 18. Example of cottage housing.

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

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

## IV. Plan Elements

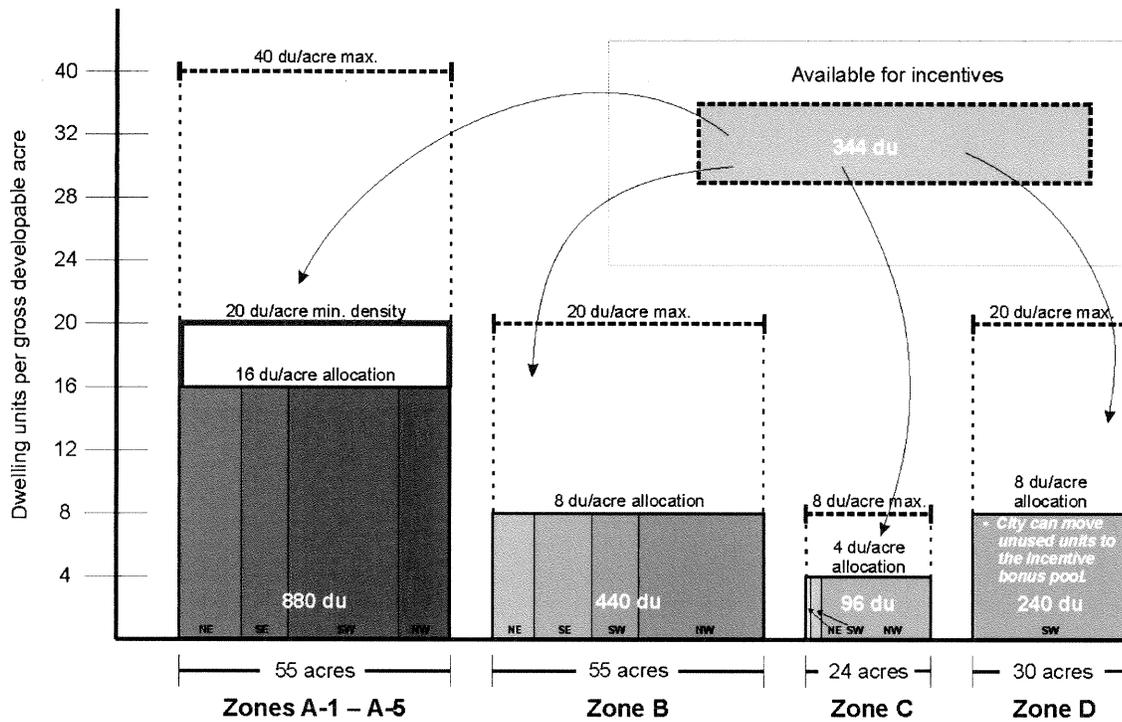


Figure 22. Illustrating base and maximum residential development allocations for the Town Center zones. Note the pool of 344 dwelling units available for distribution as bonus units.

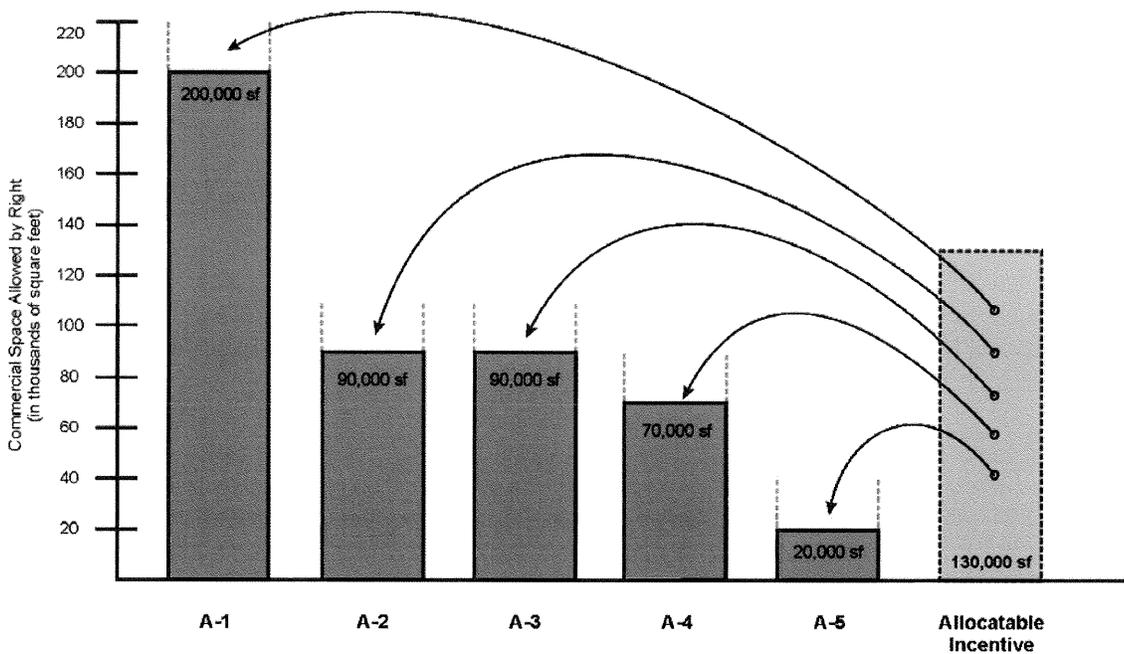


Figure 23. Illustrating the base commercial area allocations by zone and the pool of additional commercial area available for bonuses.

## Goals and Policies

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

- LU-1.1 New development should be located and designed to reduce impacts to residential neighborhoods adjacent to the Town Center.
- LU-1.2 Access to 228<sup>th</sup> Avenue SE should be limited to the existing signalized intersections.
- LU-1.3 Parking impacts should be minimized (by centralizing it) as much as possible and by using structured or underground facilities.
- LU-1.4 Design guidelines should ensure that new development is characterized by human scale, integration with the surrounding landscape, and quality design.
- LU-1.5 Landscaping and natural area retention should be an essential part of new development.
- LU-1.6 Utilize multiple integrated measures of the preferred storm water management techniques as the standard within the Town Center.



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

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

- LU-2.1 Mixed-use activities and development should be focused in a core area north of the Sammamish Commons and in neighborhood-scale mixed-use nodes in the southwest, northeast, and southeast quadrants.
- LU-2.2 Mixed-use areas on the east side of 228<sup>th</sup> Avenue SE should emphasize office-oriented commercial with complementary localized retail to support the office uses. The development regulations should address specific ways to accomplish these goals to ensure a specific and appropriate mix of uses.