TOWN CENTER PLAN & CODE AMENDMENT

FINAL SEIS

SEPTEMBER 2025

Fact Sheet

Final Supplemental Environmental Impact Statement (SEIS)

Project Name

Sammamish Town Center Plan & Code Amendment

Date of Issue of Final SEIS

September 12, 2025

Project Proponent

City of Sammamish

State Environmental Policy Act (SEPA) Lead Agency

City of Sammamish; Sammamish, Washington

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Location of Background Materials

Background Materials used in the preparation of this Final SEIS are listed in the *Appendices*.

Proposed Action

The Town Center Plan & Code Amendment is a non-project action revising the Sammamish Town Center Sub-Area Plan (Plan) and Town Center Development Regulations (Code) to align the Plan and Code with the City's 2024 Comprehensive Plan vision, goals, and policies, including increasing affordable housing production. An infill exemption for residential projects may be adopted alongside the updated Plan and Code.

In the years since the adoption of the original Town Center Plan in 2008, Sammamish has evolved considerably. Today, the city faces pressing needs for affordable housing, diverse housing types, better mobility options, and streamlined regulations that incentivize high-quality development.

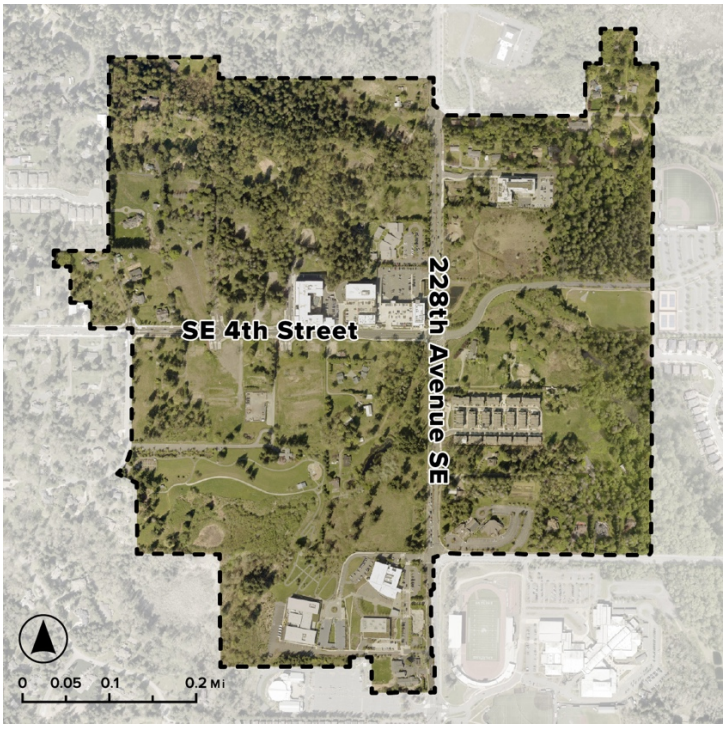
The 2025 Town Center Plan & Code Amendment Project (2025 Update) modernizes the Town Center's regulatory framework, responding to the new challenges faced by the city while aligning implementation with Sammamish's community values.

The Draft Supplemental Environmental Impact Statement (SEIS) considered two Alternatives. The No Action Alternative represented the baseline policies, plans, and regulations in effect in January 2025 when the SEIS process began, and is built directly upon the Preferred Alternative identified in the Final EIS published in 2007. The Action Alternative was derived from Alternative 1 of the 2007 Draft EIS, the "commercial focus" alternative that studied up to 4,000 new housing units, a robust commercial core, and a mix of high- and mid-rise buildings. While exploring a similar level of development density, the 2025 Action Alternative significantly updated the 2007 Draft EIS's approach to regulation and implementation through implementation of a form-based code, a focus on mixed-use mid-rise structures, and centralizing density into a single node in Town Center. Both Alternatives are analyzed in detail to identify the effects of land use and transportation on environmental elements, and the City Council selected the Action Alternative as the Preferred Alternative for study in this Final SEIS.

Planning Area

The Town Center planning area is located in the center of the city of Sammamish. It is generally bounded on the north by E Main Street; on the east by 232nd Avenue SE; on the south by Southeast 8th Street; and on the west by 222nd Place SE. The Town Center boundaries are shown below in Figure 1.

Figure 1. Town Center Boundaries



City of Sammamish and Framework, 2025

Permits, Licenses, and Approvals Likely Required for Proposal

The Proposed Action involves several related decisions by the Sammamish City Council:

1) Approval of the Final SEIS as adequate for SEPA Compliance and decision-making on Town Center Plan amendments;
2) Adoption of an updated Town Center Plan;
3) Adoption of Town Center Development Code revisions to the Sammamish Municipal Code; and
4) Implementation of the Infill Development Exemption for the project and associated upfront SEPA Compliance provision.

Document Availability

The Final SEIS, Draft SEIS, draft Town Center Plan, and other related documents are available online through the City of Sammamish Town Center Plan & Code Amendment webpage: www.sammamish.us/TCAmendment.

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1. Summary

1.1 Introduction

Sammamish Town Center (Town Center) has long been envisioned as the civic and cultural heart of the community, a place that welcomes residents and visitors for shopping, gathering, working, learning, and living. The 2008 Town Center Plan (2008 Plan) documented this vision for transformative growth, concentrating new housing and employment in a walkable area while protecting Sammamish's scenic character and environmental assets.

In the years since the adoption of the 2008 Plan, Sammamish has evolved considerably. Today, the City faces pressing needs for affordable housing, diverse housing types, better mobility options, and streamlined regulations that incentivize high-quality development.

The 2025 Town Center Plan & Code Amendment Project (2025 Update) responds to these changes. Building on the positive elements and guiding principles established in 2008, this project modernizes the Town Center's regulatory framework so that implementation can remain aligned with Sammamish's community values while responding to the new challenges faced by the City. This effort also ensures consistency with the newly adopted 2024 Comprehensive Plan, aligning the Town Center Vision and Code with updated regional growth targets, mandatory housing affordability and middle housing regulations, new state parking requirements, and robust environmental protections.

The City issued a Draft Supplemental Environmental Impact Statement (SEIS) in June 2025, which detailed the results of a qualitative and quantitative analysis of the potential environmental impacts associated with the 2025 Update. The City is also pursuing an infill exemption alongside the SEIS. The infill exemption allows the City to streamline the permitting process for projects within Town Center. This provides a faster, less expensive, and more predictable development timeline for projects, therefore encouraging development that complies with the newly adopted Plan and SEIS documents and local, state, and federal regulations.

1.2 Organization of this Document

This Final SEIS builds on the previously issued Draft SEIS and does not repeat the content and findings of that document. The Final SEIS and Draft SEIS documents should be considered together. To that end, this document has been organized as follows:

- Chapter 1. Summary – This chapter presents a review of the environmental analysis process, a brief comparison of the alternatives that are analyzed, and a summary of impacts and mitigation measures identified as part of this analysis process.
- Chapter 2. Preferred Alternative – This chapter identifies the Preferred Alternative and provides a comparison to the No Action Alternative studied in the Draft SEIS.
- Chapter 3. Draft SEIS Clarifications, Corrections, and Other Revisions – This chapter notes any updates to the Draft SEIS analysis after additional study, public comment, City staff review, or other inciting incident. All updates are shown in strikeout/underline format using the original text from the Draft SEIS.

- Chapter 4. Draft SEIS Comment Responses – The City received approximately 800 written comments during the 30-day public comment period following publication of the Draft SEIS. This chapter identifies common themes and questions from these comments and provides responses to those areas of concern. This chapter also includes the text of written comments provided by agencies to the City. Appendix 1 contains the text of all individual comments provided during this comment period.

1.3 Washington State Environmental Policy Act

Overview

The State Environmental Policy Act, commonly referred to as SEPA, requires local governments to evaluate the potential environmental impacts of actions they are considering. Actions such as the adoption or update of a subarea plan occurs at a scale much wider than a single site-specific project, carrying with them further implications for other City plans, policies, or programs. Such high-level updates and actions are called **non-project actions**.

The 2025 Town Center Plan & Code Amendment is not a specific development project but is instead a land use plan and regulatory endeavor. As such, it too is considered a non-project action and therefore is governed by SEPA rules for non-project Environmental Impact Statements (EIS). Furthermore, because the original 2007 Town Center Draft EIS studied growth alternatives with up to 4,000 housing units and mid- to high-rise buildings, direction that almost mirrors the level of development being studied now, this EIS is being classified as a Supplemental EIS (SEIS).

Selection of Alternatives

Under SEPA, an environmental impact analysis must evaluate a No Action Alternative and other reasonable alternatives - feasible courses of action that meet the proposal's objectives. Alternatives provide decision-makers with a range of options and their probable significant environmental effects.

The alternatives selected for study in the case of Town Center represent the range of options available to the City. Final action(s) adopted by the City need not match any one alternative exactly, but must fall within the range evaluated in the SEIS process.

For a short overview of the Town Center alternatives, see Chapter 1.4 of this Final SEIS. Detailed description and analysis of the alternatives can be found in the Draft SEIS document.

Prior SEPA Review

The original Town Center Plan, adopted by the City of Sammamish in 2008, was preceded by a full EIS process which included issuance of a Draft EIS in April 2007 and a Final EIS in October 2007. No further Town Center SEPA analysis has occurred at the subarea level since that time, until the initiation of this project following the City's adoption of the 2024 Comprehensive Plan Update. Relevant information from the Town Center's prior Draft EIS and Final EIS has been used as part of this SEIS analysis, and this document studies and presents findings in those areas where conditions have since changed.

Infill Exemption

The City plans to adopt an infill exemption (RCW 43.21C.229) to streamline SEPA review for projects conforming to the Comprehensive Plan and updated Town Center Plan and Code. Infill exemptions encourage development in designated subareas, such as Town Center, by exempting projects from further SEPA review that were addressed by prior environmental analysis in an environmental impact statement. The infill exemption applies to residential, mixed-use and commercial development up to 65,000 square feet. All environmental protections remain in place, including Sammamish's Critical Area Ordinance protections, existing stormwater management standards, building codes and design requirements, and other elements of the regulatory framework that governs development projects.

By adhering to the requirements set forth under an infill exemption (e.g. density and intensity, traffic generation, and/or environmental standards) and complying with adopted mitigation measures (open space development, stormwater requirements, streets standards, etc.), future site-specific proposals that meet these conditions can proceed with minimal additional SEPA documentation. This approach increases predictability for developers, facilitates timely project approvals, and ensures strong environmental protections remain in place through mitigation measures determined by the City. The Draft and Final SEIS documents together with the original EIS documents form the baseline environmental analysis for future infill exemption adoption.

SEPA Public Involvement to Date

On January 8, 2025 the City published a Notice of SEPA Determination of Significance (DS) and initiated a formal scoping period, inviting the public to comment on the scope of the Supplemental EIS (an optional step for an SEIS). Over 200 comments were received from the public that helped inform the final scope of the Draft SEIS. Previously released SEPA documents are available on the City's website.

After scoping, the Draft SEIS itself was issued with a 30-day public comment period from June 9 through July 9, 2025. The City received nearly 800 formal comments, which are categorically addressed in Chapter 4 of this document and individually detailed in Appendix 1.

1.4 Objectives and Alternatives

Objectives

Washington, like much of the United States, is experiencing a housing affordability crisis, and the state estimates a need for approximately 1.1 million housing units over the next 20 years. In 2021, House Bill 1220 significantly revised the housing related provisions of Washington's Growth Management Act (GMA), shifting cities' responsibility from merely "encouraging" affordable housing to instead "planning for and accommodating" housing need across all economic segments of the population, including emergency housing, shelters, and permanent supportive housing. As a result, Sammamish must plan for increased housing capacities, reflecting anticipated population growth and increasingly diverse household configurations.

Sammamish's Town Center, first envisioned by the 2008 Town Center Plan, is best situated to absorb the city's share of growth. The City of Sammamish has undertaken the 2025 Update to better realize the 2008 Plan within the modern regulatory and economic context. The following five guiding principles reflect the City's vision, state and regional policy mandates, and community priorities:

1. Housing Affordability and Diversity
    a. Meet state requirements under the GMA by planning for and accommodating housing needs across all income levels.
    b. Remove barriers to increase the development of both market-rate and affordable housing units, replacing now-depleted bonus pools with new programs and incentives directly support affordability goals.
    c. Address the imbalance between large single-family homes and small households by diversifying housing types available in the city, including mixed-use and middle housing unit types that better meet the needs of young adults, downsizing seniors, and members of the local workforce.
2. Regulatory Streamlining
    a. Remove complicated and outdated code provisions that stand in the way of housing and commercial space in Town Center.
    b. Simplify Town Center's affordable housing requirements and incentive programs.
    c. Streamline the administrative requirements of the current code, including reworking the existing Unified Zone Development Plan (UZDP) process and consolidating Town Center's multiple zones and subzones.
    d. Implement a new form-based code, prioritizing community experience of place while providing clarity and predictability for developers.
3. Mobility and Street Design
    a. Focus future development in the compact, mixed-use Town Center to support walking, biking, and public transit, reducing reliance on single-occupancy vehicles.
    b. Adopt permanent street design guidance that provide a sense of place in Town Center in alignment with the goals of the Transportation Master Plan (TMP).
    c. Enhance the pedestrian and bicycle network by implementing facilities such as a transit mobility hub, or incorporating design elements like the Green Spine that link the Urban Core, parks and plazas, civic services, and other amenities.
4. Community Identity and Public Spaces
    a. Establish Town Center as the heart of Sammamish by creating flexible outdoor spaces, facilitating programmed community events, and providing civic amenities such as the Town Square.
    b. Integrate public art, seating, wayfinding, and other urban design features to reflect Sammamish's forested surroundings and create a unique identity for Town Center.
5. Environmental Stewardship
    a. Limit suburban sprawl by concentrating growth and density in Town Center, minimizing development pressure on undeveloped lands.
    b. Safeguard the environment in Town Center by applying Sammamish's leading critical areas protections to existing geological hazard areas, wetlands, streams, and buffers in the area.

c. Facilitate efficient stormwater management through low-impact designs (LID) that make stormwater management a recreational feature, an educational experience, and a sustainable practice.
d. Support the goal of the Sammamish Climate Action Plan to reduce vehicle miles traveled (VMT) by 50% through compact, walkable development and emphasis on transit and active transportation options.

Alternatives

The Draft SEIS outlined two Alternatives: the **No Action Alternative** represents the baseline policies, plans, and regulations in place when the SEIS process began, and retains all zoning, development regulations, affordable housing requirements, and administrative procedures in effect as of January 2025.

The **Action Alternative** studies the impacts of up to 4,000 total housing units in Town Center, focusing on mid-rise mixed-use buildings, centralizing density into a single node in Town Center, and creating a middle housing zone at the district's edge to ease the transition to adjacent neighborhoods. It also introduces a new form-based code and calls for adoption of new street design guidance to support higher densities and multimodal travel options. On July 15, 2025, the City Council adopted the Action Alternative as the **Preferred Alternative** for this Final SEIS.

1.5 Summary of Impacts

Land Use

Chapter 3 of the Draft SEIS document analyzes the impacts to Sammamish's land use patterns under both alternatives. The **No Action Alternative** would see existing low- to moderate-density development patterns continue, with slowed progress towards increasing housing capacity restricted by a lack of opportunities for financially feasible development in Town Center. Residential capacity would be limited to 2,000 units in Town Center, and affordable housing production would remain limited due to a lack of available incentives and financial infeasibility.

No Action Alternative mitigations: The City could avoid this potentially significant impact by adopting zoning changes to increase residential capacity and limit barriers to development. New affordable housing incentive programs would need to be established to incentivize further production of low- to moderate-income housing. Sammamish's 5-Year Implementation Progress Report for its 2024 Comprehensive Plan must demonstrate to the state a good-faith effort put forth by the City to plan for and accommodate affordable housing.

The **Preferred Alternative** would proactively increase the allowed number of residential units in Town Center to a maximum of up to 4,000 total units (not subject to the infill exemption) before further environmental study would be required. A form-based code would replace existing development regulations, increase the allowable types of residential development, and encourage expansion of mixed-use development. Additionally, the now-depleted affordable housing bonus pools would be replaced with new programs and incentives that directly support the City's affordability goals.

Preferred Alternative mitigations: The updated Town Center Plan and development regulations would concentrate the most intense development and tallest building heights in the heart of the district, near a future transit mobility hub and the current City Hall and Sammamish Commons. Lower-intensity development along the borders of Town Center would ease the transition to adjacent residential zones. Other code amendments would adopt new standards to govern street and building design, pedestrian amenities, and multimodal network accessibility.

Any future development that occurs in Town Center would be accompanied by mitigation measures. With implementation of the measures identified above, under both the No Action and Preferred Alternatives, *no significant unavoidable adverse impacts to land use patterns* are anticipated, though some property owners and residents may perceive these changes as undesirable.

Transportation

Chapter 4 of the Draft SEIS document presents transportation outcomes under both the **No Action** and **Action (Preferred) Alternatives**, analyzed using the baseline road network identified in the Sammamish Transportation Master Plan. Under both alternatives, the analysis anticipates greater demand for transportation and mobility options in Town Center compared to existing conditions due to the addition of residents, jobs, and services in Town Center.

Under both alternatives, only one studied intersection (212th Avenue Southeast and Southeast 8th Street, outside of Town Center) did not meet the City's adopted Level of Service standards without any mitigation. The analysis concluded that, with application of appropriate transportation mitigation strategies, *no significant unavoidable adverse impacts are expected under either Alternative* relative to vehicular traffic, public transit, non-motorized systems, and parking.

1.6 Future Steps

Following publication of this Final SEIS, should the City of Sammamish elect to pursue the Preferred Alternative, additional steps will need to be taken by decision makers. These include:

- Adoption of a modernized Town Center Plan, including new graphics, renderings of the preferred alternative future Town Center buildout scenario, and amended goals, strategies, and actions that reflect updated City and community priorities.
- Adoption of code amendments that reflect an increase in building heights, new form-based standards, updated affordable housing requirements and incentives, and better integration of Town Center regulations into the rest of the Unified Development Code (Chapter 21 SMC).
- Adoption of an Infill Development Exemption to streamline future SEPA review and incentivize development, controlling for and mitigating the impacts of growth.
- Adoption of any related amendments to the Sammamish Comprehensive Plan or related City planning documents.
- Draft a report documenting an estimate of the financial impact of the preferred land use plan and its associated infrastructure. This will be accompanied by a buildout model rendering of Town Center, with implications for revenues and land values being addressed.

2. Preferred Alternative

2.1 Description of the Preferred Alternative

The Draft SEIS presented two Alternatives for study, and evaluated their respective land use patterns, transportation networks, and housing capacity differences. While the **No Action Alternative** reflected policies and development limits from the 2007 Town Center Final EIS, the **Action Alternative** expanded affordable housing opportunities and mixed-use and middle housing building types through a new form-based code framework. Together, these Alternatives captured two distinct potential futures for Town Center, allowing decision-makers to understand the trade-offs and identify any hybrid approach that may better fulfill local and regional goals.

The City Council, responding to Sammamish's demonstrated need for affordable housing and community desire to pursue responsible development, adopted the Draft SEIS's Action Alternative as the **Preferred Alternative** for evaluation under this Final SEIS. The Preferred Alternative expands the allowed housing capacity in Town Center to 4,000 total residential units, focused within a mixed-use Urban Core zone centered around Southeast 4th Street, introduces a new form-based code, and adopts new street design guidance to support higher densities.

Because the Action Alternative has been directly adopted as the Preferred Alternative, highlights are included below. The full analysis of the Preferred (Action) Alternative can be found in the Draft SEIS.

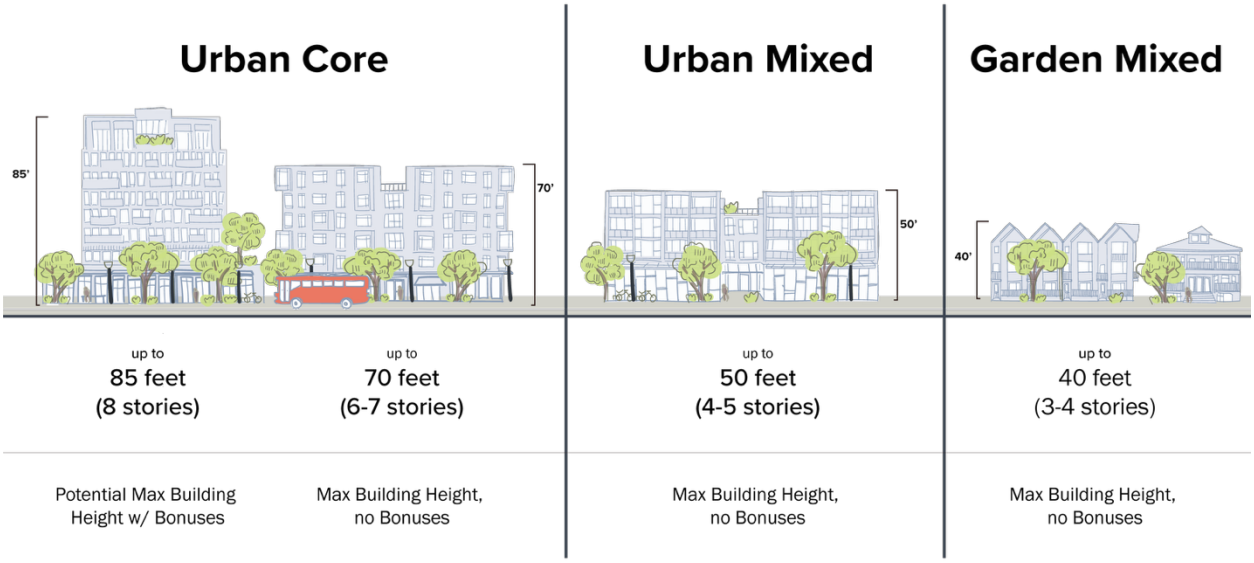
Highlights of the Preferred Alternative

Land Use

- **Up to 4,000 Total Housing Units**: This change reflects Sammamish's updated approach to affordable housing and new GMA mandates. Higher density allows for mid-rise mixed-use structures, concentrating residential density and taller buildings towards the heart of Town Center, and reducing intensity and height as Town Center transitions towards adjacent neighborhoods.
- **Form-Based Code (FBC)**: The Town Center Code Audit completed in 2024 outlines in detail the current challenges with the Town Center Code, and how it is contributing to the sluggishness of implementation of the Town Center Plan's stated goals. Town Center is a relatively confined area, yet the existing Town Center code has several zoning districts and a complicated process for development entitlement. A new form-based code refines the existing conventional zoning with a code emphasizing building form, streetscapes, and transitions to adjacent neighborhoods, simplifying the zoning districts while adhering to the original vision of the Town Center Plan.
- **Increased building heights in the Town Center core:** Based on input from the City Council and Town Center stakeholders, and due to new technologies like mass timber that make taller structures more feasible, the Preferred Alternative includes a potential increase in maximum building heights to 70 feet by-right in the Urban Core area, or 85-feet through the use of affordable housing related incentives (Figure 2). Taller buildings are analyzed for their

environmental impact (including aesthetics) and their ability to support public services while reducing the building footprint necessary to support a localized population increase.

Figure 2. Action Alternative Proposed Land Use Transect



City of Sammamish and Framework, 2025

Transportation

- **Updated Street Design Guidance**: The City has been using interim street standards since the Town Center Plan and Code were originally adopted. The Preferred Alternative includes adoption of updated street design guidance to address the design of sidewalks, bike facilities, on-street parking, landscaping and stormwater, street trees, lighting, accessibility, and pedestrian furniture. New guidance will work cohesively with updated zoning and development standards to align development outcomes with the goals of the Town Center Plan.
- **Intersection Improvements and Transportation Demand Management**: Key intersections would be redesigned to improve traffic flow, mitigate peak-hour congestion, and support a lower reliance on single-occupant vehicle travel. Possible tools the City would consider utilizing include added signal prioritization for transit and transportation demand management (TDM) measures such as rideshare incentives.
- **Potential Transit Expansion**: Working with King County Metro, and enabled by increased density, the City would pursue higher-frequency service and the addition of a Mobility Hub to Town Center, making the area more accessible for non-drivers.
- **Pedestrian and Bicycle Network Improvements**: Expanded pedestrian and bike facilities improve safety and accessibility for non-drivers, improve connectivity, and reduce vehicular traffic demands for trips within Town Center. Projects identified in the City's adopted TMP, Transit Plan, Citywide CIP, and draft Bike & Pedestrian Mobility Plan are assumed to occur under the Preferred Alternative.

Summary Analysis of the Preferred Alternative

Under the Preferred Alternative, land use in Town Center would shift toward a more urban and mixed-use profile, guided by a new hybrid form-based code and an overall housing capacity of up to 4,000 total units. The Preferred Alternative envisions taller, more compact structures that prioritize streetscape quality, walkability, and smoother transitions to neighboring single-family areas (Figure 2). Specifically, development in the heart of Town Center would concentrate retail, office, and civic uses along key corridors, contributing to a vibrant and pedestrian-and-bicycle-friendly subarea.

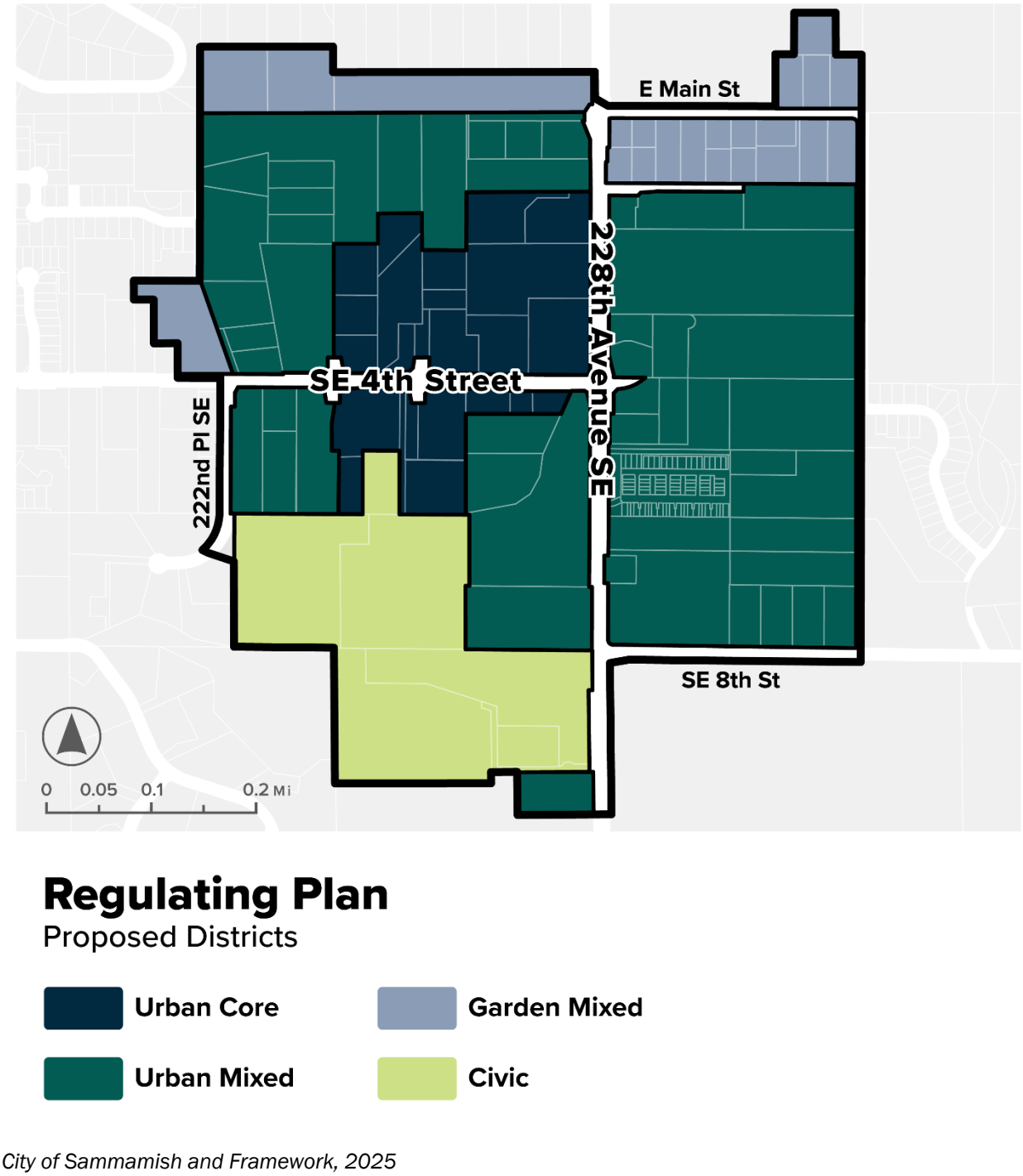
This strategy also moves away from the 2008 Town Center Plan's concept of four separate "nodes," which has hampered commercial viability in the past, and instead creates opportunities to enhance infrastructure efficiency and activate the core of Town Center. Facilitating these changes is a simplification of the zoning code, reducing the number of distinct districts from nine to four (Figure 3).

The anticipated outcome is a cohesive and walkable district in the Urban Core, an Urban Mixed district allowing mixed-use, residential, and limited small-scale commercial development, and a Garden Mixed residential district focusing on middle housing types and allowing only residential uses. The expanded capacities of the Core, Mixed, and Garden districts contribute to the City's ability to plan for and accommodate affordable housing, and pursue the housing and jobs growth allocations it has been assigned by the County. The Civic district, consisting of City Hall, the Library, the Aquatic Center, and Sammamish Commons rounds out the rest of Town Center.

The Preferred Alternative also places greater emphasis on multimodal connectivity, improved street networks, and more robust transit integration. New street design standards emphasize the safe coexistence of pedestrian, bicycle, and vehicular traffic. For vehicles, strategic improvements to existing roadways and well-placed new connector roads help manage increased traffic volumes effectively, reduce congestion at peak travel times, and enhance overall circulation within the area. Already-planned improvements are poised to accommodate traffic growth while maintaining the City's adopted LOS, and the City's annually released Capital Improvement Program provides opportunities to regularly re-evaluate necessary projects and their associated costs.

Non-motorized transportation improvements include wider sidewalks, prominent bike lanes, street trees, and pedestrian lighting to make traveling outside of a car pleasant and safe. Bicycle racks, sheltered transit stops, and other supportive infrastructure encourage riders to shift from private vehicles to transit and active transportation as more environmentally sustainable modes of travel. Transportation demand management measures may be considered, with the aim to reduce single-occupant vehicle dependence, and City collaboration with regional transit agencies may explore additional bus routes or expanded frequency, ensuring Sammamish can capitalize on higher residential densities to create a dynamic, well-connected core.

Figure 3. Proposed Regulating Districts in Town Center



City of Sammamish and Framework, 2025

3. Draft SEIS Clarifications, Corrections, and Other Revisions

This chapter notes any updates to the Draft SEIS analysis after additional study, public comment, City staff review, or other inciting incident. All updates are shown in strikeout/underline format using the original text from the Draft SEIS.

Chapter 0. Fact Sheet

Page 1: ~~A Planned Action Ordinance (PAO)~~ An infill exemption may be adopted alongside the updated Plan and Code. ~~The City also intends to adopt an infill exemption that addresses environmental review for project actions consistent with the PAO.~~

- The City only intends to pursue an infill exemption at this time.

Page 3: 4) Implementation of the ~~Planned Action Ordinance for the project~~ infill exemption for Town Center and associated upfront SEPA Compliance provision.

- The City only intends to pursue an infill exemption at this time.

Chapter 1. Summary

Page 5: The City of Sammamish is also pursuing ~~a Planned Action Ordinance (PAO)~~ an infill exemption alongside the SEIS. The ~~PAO~~ infill exemption allows the City to ~~conduct an environmental review for a defined area, in this case Town Center, and then~~ exempt residential and mixed-use development if the project is consistent with established SEPA analysis. This provides a faster, less expensive, and more predictable permitting process for projects that align with the City's needs, therefore encouraging development projects that comply with the newly adopted Plan and SEIS.

- The City only intends to pursue an infill exemption at this time.

Page 12: The No Action Alternative represents the baseline policies, plans, and regulations in effect when the SEIS process began, and is ~~therefore identical to the~~ similar to the Preferred Alternative identified in the Final EIS published in 2007. The No Action Alternative retains all current zoning, development regulations, affordable housing requirements, and administrative procedures currently in effect, and caps residential capacity in Town Center at 2,000 total units and commercial capacity at 600,000 square feet.

- The Preferred Alternative and current plan and regulatory framework are related, but not identical.

Chapter 2. Alternatives Overview

Page 15: The No Action Alternative represents the baseline policies, plans, and regulations in effect when the SEIS process began, and is ~~therefore identical to the~~ similar to the Preferred Alternative identified in the Final EIS published in 2007. The No Action Alternative retains all current zoning, development regulations, affordable housing requirements, and administrative procedures currently in effect, and caps residential capacity in Town Center at 2,000 total units and commercial capacity at 600,000 square feet.

- The Preferred Alternative and current plan and regulatory framework are related, but not identical.

Page 15: The following table (Table 1) provides a summary of ~~potential Land Use impacts~~ land use development assumptions under both alternatives. Figures used for building areas, open space, and parking are derived from the 2007 Draft and Final EIS documents and are not meant as forecasts for future land uses. For the No Action Alternative, Housing Unit estimates are based on the 2007 Final EIS's Preferred Alternative.

For the Action Alternative, Housing Unit estimates were developed through evaluating the buildable land capacity under each proposed zone, based on the land capacity analysis used in the 2024 Comprehensive Plan update. Analysis considered the expected variance in development intensities and housing types allowed within each zone, and applied district-specific multipliers to estimate the distribution of townhomes, middle housing, and mid-rise units. Existing and proposed development in Town Center informed these multipliers. The Civic Campus and parcels with new development were not considered redevelopable, but their existing housing units were included in these totals.

~~These~~ The figures below are assumptions developed for the purpose of comparing the potential impacts of distinctively different development scenarios to assist in public discussion and City decisions. These are not exacting forecasts of development, nor are they development limits on specific types of housing. These summaries will be further refined as the Town Center Plan and Code become finalized. Ultimately, the land use patterns in the Town Center area will be determined by several factors including City actions, state legislation, demographic changes, ~~and~~ private investment choices, and other market forces.

- Additional clarification has been added outlining the land capacity analysis process, and emphasis has been added that these are based on informed assumptions and not forecasts.

Page 16: Table 1

Table 1. Alternative Summary Table

Land Use	**No Action Alternative**	**Action Alternative**
Building Areas (square feet)		
Commercial/Retail	260,000 - 280,000	385,000 - 415,000

Commercial/Office	115,000 - 130,000	65,000 - 85,000
Civic/Institutional[1]	150,000 - 175,000	90,000 - 110,000
Total Civic/Commercial Building Area	525,000 – 600,000	540,000 – 610,000
Open Space (acres)		
Public Parks	36	~~32~~ 36
Streams, Wetlands & Buffers	60	60
Private Open Space[2]	55	~~59~~ 55
Total Open Space[3]	136	136
Housing Units		
Low Intensity		
Detached Single-Family	20 - 30	0
Townhouses	275 - 325	500 - 800
Middle Housing	0	850 - 1,200
Medium Intensity		
Mid-rise multi-family and mixed-use (3-8 stories)	1,100 - 1,600	1,650 – 2,000
High Intensity		
High-rise Multi-family (12-15 stories)	0	0
Total Housing Units	1,300 - 2,000	3,000 - 4,000
Parking (square feet)		
Surface Parking	100,000 - 125,000	275,000 - 325,000
Structured Parking	275,000 - 320,000	325,000 - 375,000
Total Parking	375,000 - 445,000	600,000 - 700,000

[1] Civic/institutional includes City Hall (~26,000 square feet) for both Alternatives.

[2] The amount of private open space is dependent on numerous individual development decisions; these quantities are provided as working assumptions.

[3] Total open space does not equal the sum of open space types because some areas overlap.

- Proofing: Typo/transcription error. These figures were intended to mirror one another, as the City's approach to open space development remains unchanged.

Page 21: Facilitating these changes is a simplification of the zoning code, reducing the number of distinct districts from nine to ~~three~~ four (Figure 4).

- Proofing: Typo. There are four proposed districts in the Preferred (Action) Alternative – Urban Core, Urban Mixed, Garden Mixed, and Civic Campus.

Chapter 3. Land Use

Page 25: Two reports supplement these findings, both of which are available as Appendices to this Draft SEIS-.

- Mechanical, spacing adjusted

Page 25: ~~The figure~~ Figure 5 below depicts the pattern of existing land use in the Town Center subarea. Despite new and anticipated development, underutilized land ~~predominates~~ currently dominates Town Center.

- Figure name updated, change to language

Page 45: The maps below illustrate the alignment of current zones with the Action Alternative's proposed districts. Current zones (A1-A5, B, C, D, and E) are labeled, and bounded by bold black outlines. Proposed zoning districts are shown in color. Washed-out (faded) colors indicate proposed zones that extend beyond the bounds of the current zone being displayed, helping to distinguish what parcels fall inside versus outside current zones.

- Additional explanation of maps graphic convention.

Page 53: Furthermore, the City could develop design standards specific to taller buildings, limit building heights adjacent to parks and public spaces, require additional affordable housing construction to accompany height limits that exceed 70 feet, require stepbacks from the street or other forms of modulation at building heights exceeding certain limits, or enact any combination of these measures.

- Additional mitigation added.

Page 53: **3.5 Significant Unavoidable Adverse Impacts** to Land Use Patterns

- Header updated to indicate the element being analyzed/impacted

Chapter 4. Transportation

Page 54: For the Action alternative, future growth assumptions for the Town Center include 4,000 dwelling units within the Town Center. The boundary of the Town Center is shown in Figure 1. The 4,000 dwelling units assume 3,185 multifamily dwelling units and 815 townhomes. An additional 92 senior adult housing units are also planned for the Town Center. These are not exacting forecasts of development, nor are they development limits on specific types of housing. The retail and office space assumptions of the Action Alternative match those of the No Action alternative.

Compared to the No Action Alternative where only 2,000 dwelling units of growth are assumed within the Town Center (1,617 multifamily dwelling units and 383 townhomes), the additional 2,000 units analyzed under the Action Alternative result in approximately 650 additional AM Peak Hour trips and approximately 950 new PM Peak Hour trips (including both inbound and outbound trips).

More background information on referenced adopted Level of Service (LOS) standards, including multimodal level of service and level of traffic stress (LTS), can be found in the Sammamish Transportation Master Plan (TMP).

- New paragraphs appended to existing text in section **4.1 Overview**.

Page 55: The Town Center has a limited internal roadway grid, with two ~~principal arterials primary~~ : 228th Avenue Southeast running north-south, which forms the spine for traffic movement through Sammamish, and Southeast 4th Street running east-west.

Page 55: Under Sammamish's citywide classification system (Figure 25), 228th Avenue Southeast is classified as a Principal Arterial, carrying regional through-traffic and providing direct connections to other neighborhoods. Southeast 8th Street, a Minor Arterial, extends eastward from 228th Avenue Southeast along the southwestern boundary of Town Center. Southeast 4th Street is formally classified as a Collector Arterial, although its central location and implied role in Town Center positions it as the area's future "main street."

- Added Southeast 8th Street classification

Page 58: ~~A d~~Description of the three network versions ~~is~~ are as follows:

- Subject-verb change

Page 62: ~~Then,~~ TAZs 238 and 258 were then extended to fill in the areas previously covered by TAZ 263.

- Edit for flow, clarity

Page 63: Therefore, all growth is appropriately accounted for both ~~within~~ inside and outside of the STC.

- Usage edit

Page 64: As described in the Introduction, the No Action alternative uses a set of growth assumptions that includes ~~a maximum of~~ 2,000 total dwelling units in the STC. The No Action land uses were input into the Sammamish Travel Demand Model, and the analysis was rerun.

- Edited for clarity – the analysis is run with a discrete number of dwelling units, and is not run on a sliding scale with "up to" or "a maximum of" anything

Page 65: As shown, only intersection 18 (212th Avenue SE & SE 8th Street) does not meet the prescribed LOS standard. The intersection does not meet the LOS standard due to delay from the westbound left turn.

- Edited for clarity

Page 65: The remaining tables in this section all show results that assume the Town Center project does occur with ~~an assumed maximum of~~ 4,000 dwelling units as described above as the Action alternative.

- Edited for clarity – the analysis is run with a discrete number of dwelling units, and is not run on a sliding scale with "up to" or "a maximum of" anything

Page 65-66: Table 7 provides future 2044 ~~conditions Level of Service~~ LOS for the Action alternative with Network Version A. Table 8 shows the future 2044 ~~conditions~~ LOS for the Action alternative with Network Version B, where the eastern leg of Southeast 1st Place is removed. Table 9 shows the future 2044 ~~conditions~~ LOS for the Action alternative with Network Version C, where a new roadway east of 228th Avenue Southeast that connects Crusader Southeast and Southeast 8th Street is included.

- Edited for flow

Page 70: ~~As previously stated, this intersection is well outside of the Town Center boundaries. There are several potential mitigation options for this intersection including channelization changes, signalization, a roundabout, or other intersection improvements.~~ See the following "Mitigation Analysis" section for more information.

- Structure change, new section added below

Page 73:

Mitigation Analysis

This section presents some mitigation options and analysis for the intersection of 212th Avenue Southeast & Southeast 8th Street. As previously stated, the intersection of 212th Avenue Southeast & Southeast 8th Street is outside of the Town Center boundaries. There are several potential mitigation options for this intersection including channelization changes, all-way stop conversion, signalization, a roundabout, or other intersection improvements. Three mitigation options are shown in Table 11 below, which include conversion to an all-way stop intersection (AWSC), signalization, and a roundabout (RAB). As shown, all three options would meet the intersection LOS standard.

The best mitigation option cannot be determined with certainty for the year 2044. However, this intersection is monitored on a regular basis, and the LOS is analyzed six years into the future to identify, fund, and implement the appropriate improvement project when mitigation becomes necessary. This intersection also potentially fails to meet the adopted LOS under two separate scenarios in the TMP.

Table 11. 212th Avenue Southeast & Southeast 8th Street Mitigation Options – Level of Service

ID	NAME	CONTROL	LOS STANDARD	BASELINE AM		BASELINE PM	
				DELAY	LOS	DELAY	LOS
18	212th Ave SE & SE 8th St	TWSC	C	15.1	C	**27.5**	**D**
	Mitigation Options						
18	212th Ave SE & SE 8th St	**AWSC**	C	9.6	A	12.6	B
18	212th Ave SE & SE 8th St	**SIGNAL**	C	4.6	A	5.3	A
18	212th Ave SE & SE 8th St	**RAB**	C	4.3	A	4.2	A

- New section, "Mitigation Analysis," added above "Future Transit" section, which includes additional analysis of mitigation options for the intersection that does not meet adopted LOS.

Page 73: To support the East Link Connection Project, King County Metro Route 269 now connects to the Marymoor Village ~~light rail~~ Link Light Rail station in Redmond and will connect to the Mercer Island ~~light rail~~ Link Light Rail station in the future. Headways will be improved during the peak periods to 15 minutes and weekend service will be added. Sound Transit Route 554 will also be rerouted to provide service to the Bellevue Transit Center ~~light rail~~ Link Light Rail station. Transit routes within the Town Center are not expected to change.

- Naming convention for Link Light Rail updated

Page 73: The City of Sammamish Transportation Improvement Plan (TIP)[6] is updated and adopted annually to include recently identified and prioritized projects.

- Acronym clarified

Page 73: The City of Sammamish Bicycle and Pedestrian Mobility Plan (under development) will identify and prioritize pedestrian and bicycle projects that will be added to the City's TIP.

- Noted that the plan is currently under development

Page 73: Table ~~11~~12 lists the projects in the 6-year TIP (both funded and unfunded) that include improvements to or additions of non-motorized facilities within the Town Center…

Table ~~11~~12. Non-Motorized 2025-2030 TIP Projects in Sammamish Town Center

- Table numbering updated

Page 74: More information on methodology for ~~level of traffic stress~~LTS and multimodal level of service (MMLOS) analysis can be found in the Transportation Master Plan (TMP).

Figure 32 shows pedestrian ~~level of traffic stress~~LTS and Figure 33 shows bicycle ~~level of traffic stress~~LTS in the Town Center area. Figure 34 shows pedestrian ~~level of service~~LOS and Figure 35 shows bicycle ~~level of service~~LOS in the Town Center area. Future LTS and LOS shown in this document were based on work performed for the Sammamish Bicycle and Pedestrian Mobility Plan, which is currently under development. Results shown here may differ from the Sammamish Transportation Master Plan due to new guidance from WSDOT for ~~determining~~ pedestrian and bicycle LTS determination.

- Initialism changes and slight flow updates made

4. Draft SEIS Comment Themes & Responses

During the Draft SEIS comment period, the City received approximately 800 formal comments from the public. Due to the volume of feedback, key themes relevant to SEPA and the SEIS process and analysis are identified and responded to below. Additionally, direct responses to formal comments from public agencies (Lake Washington School District) are also identified in this chapter. Individual comments and responses are provided in Appendix 1 to this document.

General Comment Themes & Responses

Land Use

Aesthetics & Building Height

The 2007 Draft EIS (DEIS) studied buildings up to 12 stories in height under both the "Commercial Focus" and "Civic Focus" alternatives. Assuming a range between 10 and 12 feet per floor, such a building would be roughly 120 feet to 144 feet in height, though an exact height in feet was not identified in the DEIS. The absolute maximum height considered in the 2025 Draft SEIS's Action (Preferred) Alternative, 85 feet or 8 stories, is therefore within the height limit studied in the 2007 DEIS, in which no significant adverse impacts were identified.

The Preferred Alternative includes buildings up to 70 feet tall (6-7 stories) in the Urban Core by-right. The 85-feet maximum studied would only be available to projects built in the Urban Core, and only through participating in incentive programs. The nature and details of these incentives will be determined with the adoption of the updated Town Center Code.

Under both the Action and No Action Alternatives, land use in the Town Center would significantly change over the coming decades as the planning area develops. The current low-density rural/suburban landscape would be replaced with a compact, walkable, and more urbanized neighborhood under both alternatives, and would feature new mixed-use, higher-intensity commercial and higher-density residential land uses.

Changes in the height, bulk, and scale of projects under the Action Alternative may at first appear different than what the current Plan and Code allow. However, the proposed changes are consistent with the scale of projects that have developed in Town Center since 2008, and target the housing types required to produce affordable housing in alignment with direction received from the state. These changes also reflect feedback that the City received from real estate development, construction, and housing policy experts, and are an effort to meet the on-the-ground realities of housing development. Furthermore, because the proposed changes are consistent with the policies and goals established by the City Council in the City's Comprehensive Plan and in the Town Center vision statement, they are not considered to be adverse impacts from a land use perspective.

Changes proposed to the physical regulation of structures are also being proposed alongside many other land use and regulatory changes. Together, this combined approach helps to lessen any perceived impacts. An updated zoning map demonstrates how these heights are only proposed in the "Urban Core" area, located in the middle of Town Center. The 2008 Town Center Plan placed an emphasis on a "nodes-based" approach, permitting the highest buildings and most intense development in several smaller areas around Town Center. The proposed zoning map changes instead limit the areas where these buildings are allowed, and instead reflect the "wedding cake" design that was stated as the intent of the original Plan and Vision for Town Center. For example, the maximum building height proposed east of 228th Ave SE is 50 feet, consistent with current Town Center Code, while 70-feet by-right building height would only be allowed in the Urban Core.

Conflicts between adjacent buildings or uses of differing levels of development intensity can be mitigated through careful development and implementation of a form-based code. The code should include provisions that regulate the height and bulk of buildings to ensure compatible transitions between adjacent districts, and from the Urban Mixed and Garden Mixed Districts to the neighborhoods surrounding Town Center. Consideration of physical characteristics, such as major topographical shifts, should influence application of these mitigation measures.

Additionally, tying the increased height above 70 feet to the provision of affordable housing meets the City's goal to prioritize development of diverse and affordable housing over the coming decades, an important goal for the Sammamish community and the wider Puget Sound region. Using already-purchased TDR credits as an alternative also serves the City's goals, as the purchase and use of TDR credits means that the ecological integrity of natural area in other parts of the county is preserved.

Finally, there are many other potential measures that the City is exploring to address aesthetic impacts from such buildings. These include:

- Requiring a shadow study when siting buildings above 70 feet in the Urban Core, submitted as part of development review;
- Development of design standards specific to taller buildings, including stepbacks above 70 feet;
- Limiting building heights and special frontage standards for buildings adjacent to parks and public spaces;
- Developing a green-construction incentive for high-performing sustainable buildings and construction techniques; or
- Any combination of the above or additional measures.

Noise

Any further buildout of Town Center will likely impact noise levels in the area, both during a project's construction phase and as a longer-term consequence of changes in population density. Slower vehicle speeds on local streets in Town Center will minimize noise impacts. When construction occurs, the City will enforce clearly defined construction regulations in the Sammamish Municipal Code, including but not limited to schedules, restricting noisy activities to specific hours to minimize disruption during evenings and other sensitive time periods. The impacts between the No Action and Action Alternatives remain the same in this regard.

Longer-term, proposed updates to the Town Center focus taller buildings and more active uses in the Urban Core, rather than creating multiple nodes of intensity at different locations. This includes centralizing the future Town Square, an active public plaza and gathering place that the City could also use to host both large- and small-scale events. Locating these features and amenities in the Urban Core helps minimize noise spillover into adjacent neighborhoods, in contrast to the current zoning scheme that places multiple nodes of activity closer to the edges of Town Center.

Enhanced landscape requirements include landscaping and vegetation that help to absorb and diffuse sound, and modern building techniques such as noise-reducing windows, insulation, and other means can significantly reduce interior and exterior noise levels associated with denser, mixed-use environments. Finally, proposed street design guidance updates feature traffic calming measures, reduced speed limits, and multimodal designs that minimize noise associated with cars.

Housing

Defining Low-Income (Affordable) Housing

In response to Washington's ongoing housing crisis, recent amendments to the Growth Management Act (GMA) require cities and counties to actively support the development of housing for all income levels below the prevailing Area Median Income (AMI), including permanent supportive housing and emergency housing. As part of implementing these goals, counties in the Puget Sound underwent a regional planning process to identify the number of housing units across varying income levels that would be needed to equitably distribute affordable housing development across the region. Cities such as Sammamish must ensure that their zoning laws allow for construction of projects and types of housing that can contribute to the regional supply of affordable housing.

Housing is considered affordable in a broad sense when a given household's monthly housing costs (including utilities) total no more than 30% of their gross income. When costs exceed this threshold, lower-income households may struggle to afford other basic needs like food, transportation, or healthcare.

"Low-income housing," which is often used interchangeably with the phrase "affordable housing," refers to housing options that are restricted to occupants making less than the Area Median Income (AMI). These units are priced to ensure monthly housing costs do not exceed 30% of a given household's income. For example, an 80% AMI unit is shorthand for a unit where the occupants must have an annual gross income at or below 80% of the Area Median Income for our region. This unit would be priced to ensure monthly housing costs for that household to remain affordable, which is intended to be less than the market rate for a comparable unit.

AMI figures vary depending on household size, as there are increased costs associated with supporting more people, requiring more income to maintain the same standard of living. A table of AMI by household size appears below in Figure 4, and is followed by a table comparing sample salaries of workers in Sammamish with these AMI levels in Figure 5, taken from recent job listings.

Figure 4. Area Median Income (AMI) by Household Size

% AMI	Household Size				
	1 person	2 persons	3 persons	4 persons	5 persons
40%	$ 43,988	$ 50,272	$ 56,556	$ 62,840	$ 67,867
50%	$ 54,985	$ 62,840	$ 70,695	$ 78,550	$ 84,834
60%	$ 65,982	$ 75,408	$ 84,834	$ 94,260	$ 101,801
65%	$ 71,481	$ 81,692	$ 91,904	$ 102,115	$ 110,284
70%	$ 76,979	$ 87,976	$ 98,973	$ 109,970	$ 118,768
75%	$ 82,478	$ 94,260	$ 106,043	$ 117,825	$ 127,251
80%	$ 87,976	$ 100,544	$ 113,112	$ 125,680	$ 135,734
100%	$ 109,970	$ 125,680	$ 141,390	$ 157,100	$ 169,668

A Regional Coalition for Housing (ARCH), 2025

Figure 5. Sample Jobs, Salaries, and AMI Ranges

Sample Job Title	Sample Salary	AMI Range	
		1 person	3 persons
City Office / Administrative Assistant (Entry Level) [1]	$53,400 - 74,800	50 - 70%	40 - 60%
Barista / Restaurant Employee [2]	$34,600 - 43,600	< 40%	< 40%
School Bus Driver (Entry Level) [3]	$72,800 - 77,000	70 - 75%	50%
Teacher (Entry Level) [3]	$72,200 - 74,600	70%	50%
School Custodian (Entry Level) [3]	$62,400	50%	40%
Paraeducator (Entry Level) [3]	$58,200 - 60,300	60%	40%
Grocery Store Employee [2]	$35,300 - 52,000	40 - 50%	< 40%
Patient Representative / Coordinator [2]	$43,600 - 68,600	40 - 65%	40%
Veterinary Receptionist [2]	$39,500 - 45,700	40 - 50%	< 40%
City Maintenance Worker (Entry Level) [1]	$60,200 - 74,825	60 - 70%	50%
Traffic Signal Technician (Entry Level) [1]	$74,825	70%	50%

[1] City of Sammamish 2025 Salary Schedule
[2] Indeed
[3] Lake Washington School District and Issaquah School District 2024-25 Salary Schedule

City of Sammamish, 2025

Developing Affordable Housing

Truly affordable housing is primarily delivered through certain building types that strike a balance between size and construction costs. According to Washington state, the Puget Sound Regional Council, King County, and local developers, mixed-use, mid-rise, and low-rise construction types are best suited to delivering diverse and affordable housing options. To that end, proposed changes under the Action Alternative aim to promote these building types, many of which are not allowed under the density and height restrictions in place under the current Town Center Code. Addressing existing feasibility issues by removing existing barriers in the code, improving incentives for affordable housing construction, and clarifying design standards should make these project types that deliver affordable housing more financially achievable, in turn increasing the production of affordable housing.

Affordable housing is, almost by definition, generally not profitable for standard market-rate development. To ensure that affordable housing is developed, cities often require a certain percentage of units be affordable and income restricted (often associated with a change in zoning). Affordable housing units provided under the City's mandatory affordable housing requirements are income restricted and therefore will be affordable to the households that meet income restrictions. It requires concerted effort, with intentional policy choices, appropriate incentives, and a regulatory framework amenable to this type of development.

The proposed approach leverages proven mechanisms that have delivered affordable housing around the Puget Sound region. Furthermore, Sammamish will not be making these changes in a vacuum. Washington requires *all* cities to plan for diverse and affordable housing, and these policies and strategies are being implemented state- and region-wide. Affordable housing is scarce and hard to attain for many families today, as demand far outstrips supply for these units. Development of all housing types, emphasizing delivery of affordable housing, will ease this burden over time.

Transportation

Traffic and Roads

For the SEIS, the City's traffic consultant, DKS Associates, completed a travel demand analysis to evaluate potential traffic impacts. The model used for the analysis was built off of the methodology used to develop the Transportation Master Plan (TMP), which was adopted late last year. Details on the travel demand model methodology can be found in Appendix B of the TMP.

DKS Associates provided a Future Conditions Memo, dated September 6, 2025 and updated for the Final SEIS (Appendix 2), that addresses the impacts of the Action Alternative on the levels of service at intersections throughout the city's street network. The memo also included a comparison of levels of service with and without additional street connections within the Town Center.

Following are additional details about the analysis done for the TMP and Town Center Plan:

- The modeling done for the TMP evaluated potential traffic impacts on the City's transportation network when applying the City's 2,100 housing unit growth target. As part

of the Town Center Plan update, the TMP model was updated to include additional housing units to analyze the impacts of the Action Alternative.

- The analysis used trip generation rates based on a trip generation study done at 23 major existing developments on similar land use in the City. Supplemental trip generation rates were utilized from the Institute of Transportation Engineers (ITE) trip generation manual, which is nationally used in the traffic engineering industry.
- To take the most conservative approach for the Town Center Plan update, the analysis assumed all modeled trips were made in personal vehicles.
- Following industry standards, impacts on intersections were considered in the heaviest peaks of the day: the AM and PM peak times.
- Levels of service standards are documented in the Sammamish Municipal Code, the 2024 Comprehensive Plan, and the TMP, and are measured by averaging delay at critical intersections. If the level of service at an intersection is projected to fall below acceptable standard levels (due to growth, changes to the network, or driver behavior), a mitigation plan is developed, budgeted, and implemented.

The Future Conditions Memo compares the No Action and Action Alternatives and concludes that the Southeast 8th Street & 212th Avenue Southeast intersection will be affected by both alternatives and requires mitigation. The FSEIS includes updates to the Future Conditions Memo (Appendix 2), including improvement options for the intersection to meet the established level of service requirements. Key findings from both the original Future Conditions Memo (Draft SEIS Appendix 6) and the updates to the Future Conditions Memo include:

- Additional street connections within the Town Center, including the Northwest and Southeast Connector Roads, will provide alternatives for drivers and lessen the impact on 228th Avenue Southeast intersections.
- One intersection, Southeast 8th Street/Windsor Drive Southeast, falls below the City's acceptable LOS standard under the No-Action Alternative and the Action-Alternative.

Long-range and intermediate transportation planning, whether citywide, in subareas, or specific locations, requires ongoing coordination and collaboration with the school districts, transit providers, adjacent jurisdictions, and regional planning. The City's large-scale planning projects like the Transportation Master Plan (2024), the Transit Plan (2024), and the currently underway Bike and Pedestrian Mobility Plan (2025) provide overarching policy and implementation strategies for the City, while more focused studies like the Sahalee Way Corridor Plan and Improvements (2025) help identify infrastructure improvements to provide or enhance multimodal infrastructure and mobility.

As Town Center develops and multimodal improvements are made, regular analysis and monitoring will occur to identify, plan for, and address areas that may create congestion, as is done for the rest of the City.

Transit Needs

Achieving high-quality transit service is a key component of the vision for the Town Center along with increasing opportunities for walking and biking. Transit service expansions follow population growth, economic development, and regional infrastructure improvements. For Sammamish to see expanded

transportation service, this means concentrating development density and intensity in the Town Center. By doing so, the City can better demonstrate to King County Metro that service expansion is both viable and necessary to support the influx of housing and economic opportunities. Improving transit frequency and coverage would also align with the region's continued efforts to connect dense centers with expanded options for public transportation.

The proposed updates to Town Center represent a strategy to align the City's land use plan with future transit service. By being proactive and planning for increased growth today, both the City and King County Metro will be better able to anticipate the types of gradual improvements as the Town Center develops, and as light rail reaches both Redmond and Issaquah.

Parking

There is widespread agreement that surface parking lots are not conducive to the appealing pedestrian environment desired for the Town Center. However, structured parking is expensive and may not be viable for all development types. Limited surface parking located behind buildings with dense landscaping can provide lower cost parking options without negatively impacting the public realm (streets, parks, public spaces). Proposed updates under the Action Alternative prioritize structured parking to best accommodate people in cars, providing a way for them to access the envisioned amenities in the area while maintaining non-parking uses such as restaurants and retail at the street level. Shared parking management strategies make the most efficient use of the parking provided.

This focus supports greater density and increased walkability within the Town Center itself, contributing to a public realm in which non-vehicular options such as pedestrians and bicycles are prioritized. By reducing dependency on cars as people move through the area, visitors will be able to park their cars once, then walk or roll through the accessible pedestrian and bicycle network to experience all the Town Center is envisioned to offer.

Finally, Washington recently adopted Senate Bill 5184, a new "parking reform and modernization act," in July 2025. This law limits the amount of parking cities like Sammamish can legally require in new development projects, capping parking requirements at 0.5 spaces per multifamily unit, 1 space per single-family detached home, and 2 spaces per 1,000 square feet of commercial space, for example. Minimum parking requirements are prohibited entirely for other development types, including affordable housing, senior housing, childcare, and certain mixed-use buildings. Importantly, these are limits to what the city may require of developers, but developers may elect to build more parking to meet demand.

Reducing parking requirements in Town Center through this update process allows the City to proactively comply with state law. More importantly, instead of mandating more parking lots that may sit empty, this change helps to "right-size" parking to market demand, leaving space for the community's other priorities: more homes, more park space, more plazas, more local business, and more walkable neighborhoods.

Sustainability

Ecology & Wildlife

The Town Center area presents a unique ecological challenge. Its central location in the City means that it is surrounded by a more traditional suburban development pattern, making it highly desirable. However, unlike most of the city, Town Center still resembles its pre-incorporation state. The proposed changes mean that its semi-rural/semi-forested character would quickly shift into becoming an urban core, effectively "skipping a step" by not being developed at a lower intensity first (think Inglewood or Pine Lake Plaza).

Proposed updates under the Action Alternative focus the city's growth and intensity of new development squarely into the Town Center. These changes reduce the overall ecological footprint of future development in Town Center in several key ways. Concentrating future growth in the Town Center preserves Sammamish's other open spaces and sensitive natural areas, protecting existing wildlife habitats and ecological systems from the sprawling, lower-density development that the city has experienced since its inception. Increasing density will significantly reduce land consumption and energy needs on a per-housing-unit basis. Mid-rise buildings in particular require less energy for heating and cooling units, and less infrastructure to service when compared to single-family detached or townhome-style development where units are not stacked vertically.

Additionally, tree retention requirements in Town Center will be thoughtfully balanced against the community's goals for housing, public safety, and climate resilience. While some tree removal will be unavoidable, focusing urban development in Town Center helps to limit sprawl, preserving more mature and productive forests outside the city while providing more opportunities for housing our growing population. Updated tree retention requirements will reflect a more strategic approach to preserving mature trees, while emphasizing replanting with native and drought-tolerant vegetation that ultimately develops into a more ecologically productive landscape over time. New landscaping requirements will also be required to meet public safety and fire prevention goals, following Crime Prevention Through Environmental Design (CPTED) and Firewise principles that promote transparency through appropriate plant spacing, defensible zones, and clear sightlines.

Finally, investing in an expanded non-motorized transportation network, with accessible and safe pedestrian and bicycle infrastructure and a renewed focus on public transit, will reduce the city's per capita Vehicle Miles Traveled (VMT). Increasing commercial development in the Town Center also reduces VMT by providing options for Sammamish residents to access needed services or commute to their place of work without leaving the plateau. The Sammamish Climate Action Plan (CAP) states the City goal to reduce per capital VMT by 30% in 2025 (compared to 2019) and 50% by 2050. The primary strategy identified by the CAP is to "decrease auto reliance through sustainable land use planning that encourages dense, mixed-use development patterns," a strategy echoed in the 2024 Comprehensive Plan and now being put into action through the Town Center Plan Update.

By providing opportunities for more compact, walkable, mixed-use development projects, Town Center contributes to lowering carbon emissions, improving air quality, and reducing noise pollution, all of which benefit the surrounding environment and local wildlife.

Water & Sewer Services

The City coordinates with water and sewer providers at multiple levels on an ongoing basis to ensure adequate utility capacity and continuity of services for the City. In addition to project-level permit review and service capacity and engineering review, the City and water/sewer providers review, provide feedback on, and coordinate the implementation of one another's Comprehensive Plans that address anticipated growth on a cyclical basis. The City's Comprehensive Plan is required to be updated every 10 years under the Growth Management Act, and the City may choose to create or update subareas plans to supplement the Comprehensive Plan on an annual basis using the docket process. Under King County Public Health Code (KCC 13.24.010H), the City's water and wastewater (sewer) utility providers are required to update their respective utility comprehensive plans every six (6) years on a cyclical basis. Utility provider comprehensive plans are developed by the district staff and approved by the district's board, and ultimately adopted by the City under RCW 57.16.010.

The City's Comprehensive Plan and subarea plan(s) adopt geographic distributions of capacity and zoning. This information is then used in Water and Wastewater Comprehensive Plans to help them identify how to ensure adequate supply and future services, including upgrades, budgets, and deliverables. It is the City's role to inform the utility provider(s) on planned or expected growth, and it is the utility provider's responsibility to design a plan to deliver needed services based on the City's geographic distribution and forecast for growth. It may be helpful to watch the following videos of past City Council meetings related to City review and adoption of Sammamish Plateau's Wastewater (Sewer) Comprehensive Plan:

- **April 11, 2023 City Council Meeting – Sammamish Plateau Wastewater (Sewer) Comprehensive Plan**
  - Agenda Item #2
  - Meeting Video – Starting at 2:29:38

- **May 16, 2023 City Council Meeting – Sammamish Plateau Wastewater (Sewer) Comprehensive Plan**
  - Agenda Item #3
  - Meeting Video – Starting at 1:55:41

Additionally, Sammamish Plateau Water also maintains a library of planning documents on their website.[1]

In addition to partnering with the City to plan for growth and services, Sammamish Plateau Water also coordinates with King County Natural Resources Wastewater Treatment Division [provides bulk effluent handing from SPW's wastewater system], Seattle King County Public Health [provides oversight of septic systems built in King County], and Cascade Water Alliance [provides bulk water to supplement SPW well production during peak water use periods].

It is worth noting that Sammamish Plateau Water has been designing the wastewater (sewer) system to be forward compatible with a major regional infrastructure investment – the King County

[1] SPW's Water and Wastewater Comprehensive Plans are available to view and download online: Sammamish Plateau Water – About Us - Water and Wastewater Comprehensive Plans

Sammamish Plateau Diversion. This regional King County project will connect the Sammamish Plateau Water wastewater (sewer) system to the King County Brightwater Treatment Facility adding capacity to the District's wastewater system.

Through collaboration in planning for future growth at the local and regional level, the City's Town Center is forecasted to have adequate capacity for future growth.

Stormwater

As outlined in the recent Hydrology Study of High-Risk Areas (2023), newer development projects that are built to the City's adopted stormwater standards[2] will improve the Town Center's existing hydrology; however, additional measures should be considered to replicate forested conditions due to the lack of infiltrative soils in the Thompson Basin. According to the Hydrology Study:

> *Much of the Town Center area sits on relatively impermeable till soils, which generate a flashy (surface flow dominated) response. Though still not intensely developed, the* ***current land surface generates more runoff than a forested area****, only some of which is detained or reinfiltrated to shallow groundwater in the outwash areas at the downstream edges of the drainage basin.* ***In the buildout scenario, flows from new and redeveloped surfaces would be detained to match forested flow rates, resulting in a net reduction in storm flows compared to existing****. This pattern has been similarly observed in modeling studies of predominantly till basins in other parts of western Washington."*
>
> - Hydrology Study of High-Risk Areas – E9 Flow Control Assessment (pp.15) [emphasis added]

As noted in the Hydrology Study, while the City's existing stormwater standards adequately protect stream resources, additional stormwater retention measures (like rainwater harvesting) will need to be considered to fully mitigate the impacts from development on basin hydrology due to underlying soil conditions in the Thompson basin and to maintain connections to shallow groundwater storage in the Inglewood basin. Core requirements of the City's adopted stormwater manual[2] promote opportunities for infiltration and natural flow attenuation, specifically: Core Requirements 3, 8, and 9. (*Study*, pp 15-16). Overall, stormwater impacts are similar under both alternatives and were covered in the 2007 DEIS.

The City's adopted stormwater manual and addendum promote opportunities for infiltration and dispersion, which can help maintain connections with shallow groundwater storage (*Study*, pg. 16). The City's stormwater regulations contain numerous requirements and offer tools to meet the goals of sustainable stormwater management. The opportunity for Town Center to utilize these retentive stormwater measures will also provide environmental stewardship and education to Sammamish residents. Retaining stormwater runoff onsite will have the same net-positive effects as infiltration and avoids negatively affecting downstream basin hydrology. Retaining stormwater runoff onsite means that the water collected will be utilized within the development area through a variety of domestic uses, including toilet flushing, wash down, water features, and irrigation in some conditions. Since development would be required to install a flow control detention facility to meet

[2] As required by Sammamish Municipal Code and the Washington State Department of Ecology

the City's stormwater requirements, the water can be pulled from this facility, be treated (depending on use) and conveyed to the end use. Additionally, the constant drawdown of the stormwater will also reduce the required flow control facility size, thus saving construction costs. Lastly, reusing stormwater for non-potable uses reduces the development's potable water needs, which protects Sammamish's aquifers in the long term and meets the City goals of sustainable surface water management, protection of groundwater, and protecting critical areas.

School Capacity

Sammamish is served by multiple school districts. Southeast 8th Street forms the dividing line between the Lake Washington School District (LWSD) to the north and the Issaquah School District (ISD) to the south, meaning that Town Center population growth falls within the LWSD boundary. The district's current Capital Facilities Plan (CFP),[3] adopted June 23, 2025, anticipates that school capacity is sufficient to serve the district's needs over time, including development associated with full buildout of Town Center under the Preferred Alternative (up to 4,000 housing units).

While pre-pandemic enrollment growth in the District was strong, the CFP states that enrollment has declined by 446 students over the past five years, primarily at the elementary level. The District attributes this to declines in birth rates and in kindergarten enrollment. Through 2030, the District projects further decline in K-12 enrollment by an additional 1,757 students. The CFP's ten-year high, medium, and low enrollment forecasts all show declining enrollment that continues through at least the 2034-2035 school year.

School enrollment changes are further detailed in the January 21, 2025 enrollment forecast memo for the Lake Washington School District.[4] The memo states that after seeing some growth through 2028, the District is projecting an overall decrease in enrollment of 9.7% across the entire district by 2035 (compared to 2025 levels). A breakdown of each school within the City of Sammamish is shown on Page 68 of the memo as follows:

- Elementary Schools (Forecast Memo, Figure 30)
    - Elizabeth Blackwell Elementary School enrollment is projected to decrease 14.3% from 482 students to 413.
    - Rachel Carson Elementary School enrollment is projected to decrease 14.4% from 443 student to 379.
    - Christie McAuliffe Elementary School enrollment is projected to decrease 13.3% from 480 students to 416.
    - Margaret Mead Elementary School enrollment is projected to decrease 17.2% from 582 students to 482.
    - Samantha Smith Elementary School enrollment is projected to decrease 8.1% from 546 students to 502.
- Middle School (Forecast Memo, Figure 31)

[3] The CFP is available at the following link: LWSD Capital Facilities Plan
[4] The memo is available at the following link: Enrollment Forecasts. A recorded video Study Session is also available: January 27, 2025 Study Session

    - Inglewood Middle School enrollment is projected to decrease 24.6% from 1,235 students to 931.
- High School (Forecast Memo, Figure 32)
    - Eastlake High School enrollment is projected to decrease 15.4% from 2402 students to 2033.

Simultaneously, previously approved construction levies increase LWSD's permanent capacity through expansions and refurbishments of existing facilities. While the District previously anticipated higher levels of growth, given the projected decline in enrollment, some of these levy funds have been reallocated. For example, funds originally planned to build an additional high school in Town Center have instead been repurposed for additions to Eastlake High School and Redmond High School.

In total, over the next 10 years, enrollment at Sammamish schools within the Lake Washington School District is anticipated to decrease, and existing facilities will have sufficient capacity to accept Town Center growth that may occur during that time. The district will also have ample time to coordinate with the City and plan for future development impacts as Town Center continues to grow in the coming decades. Ultimately, the district projections indicating enrollment decline combined with planned facility expansions and refurbishments together mean that school capacity is not a limiting factor in accommodating population growth in Town Center.

Emergency Services & Evacuation

The City of Sammamish does not have its own police or fire services. These services are contracted with the King County Sheriff's Office and Eastside Fire and Rescue. Both agencies evaluate trends in calls for service across their service areas to identify when services need to increase. Level of service updates are translated into a budget request, provided to the City during the biennial budget process for review and consideration.

For Sammamish, there is a part-time Emergency Management Coordinator who is responsible for ensuring all emergency management plans are up to date, coordinating the CERT program, and working with regional partners for training and engagement. The Coordinator works closely with Eastside Fire and Rescue and King County Office of Emergency Management to prepare for emergencies and disasters, including wildfires, earthquakes, severe weather, and other events.

These contracted services, combined with the work of the Coordinator, together provide the foundation for Sammamish's broader emergency preparedness efforts. Based on this foundation, the City maintains a Comprehensive Emergency Management Plan (CEMP), which saw its most recent update in 2023. The CEMP then in turn informed an Evacuation Time Estimate Study that was completed in 2024, which looked at what would happen if a wildfire required a citywide evacuation. The study examined multiple scenarios based on the season, weather, day of the week, and time of day, and included higher numbers than existing conditions for population and number of vehicles to understand a worst-case scenario where activity within the city was at its highest. With these inputs, the study estimated that the time for 100% evacuation would be 4 hours and 40 minutes.

Building on the use of City Hall as a refuge during extreme weather events like the 2024 Bomb Cyclone, updates to the Town Center Subarea Plan will explore additional opportunities for Town Center to serve as a resource hub for residents and visitors during certain types of emergency events and extreme weather conditions. Through prioritization of drought-resistant landscaping, undergrounding utilities, and other actions, Town Center could provide safe, temporary places for Sammamish residents to come to escape extreme heat or cold, access information and resources, and charge electronic devices.

Agency Comment & Response

Lake Washington School District

Agency Comment

> Thank you for the opportunity to provide comments regarding the above-referenced matter. The Lake Washington School District (the "District") submits the following comments.
>
> The District appreciates its partnership with the City of Sammamish as we serve our shared community. The majority of the Sammamish Town Center ("STC") is located within the District's boundaries, including a 15.46 acre District-owned site planned for future school development (Parcel Nos. 1241100010 and 1241100018) (the "School Site"). The District's interests are unique given its role as a providing necessary public infrastructure to serve growth and its current planning for a new school with up to 900 students (the "School Project") on the School Site, which is currently the only public school anticipated within the STC. Given this exceptional interest, the comments below focus on two separate matters: (1) impacts to school capacity based on planned increased density within the STC; and (2) impacts to development of the School Site.
>
> School Infrastructure Impacts: While the Draft Plan identifies other public facilities as a part of the capital facilities necessary to support the proposed land uses, there is no mention of school facilities. As you know, adequate school infrastructure is a necessary component of the City's growth planning. 2024 City of Sammamish Comprehensive Plan Policy CF-1. As the City plans for up to 2,000 additional residential units (over the existing planned 2,000 units) in the STC, care must be taken to ensure that City policies continue to support and facilitate the delivery of public education.
>
> The District appreciates the City's ongoing support for the school impact fee program as a mechanism for assuring a portion of the funding necessary for school capacity to serve the students from new development. The planned increased housing density reinforces the continued need for this infrastructure funding tool. The City's facilitation of the siting of schools in the STC is equally as important. The District appreciates that the anticipated new zoning model permits school facilities in all STC zones. This zoning flexibility will help facilitate the delivery of public schools needed to serve the City's growing community. However, the District remains cautious about how a form-based code may apply to the unique public use and construction of a school.

The District provides more specific comments below related to elements of the STC that may affect the School Project.

School Site: Under the Draft Plan, the School Site will move from its current A-2 zone to the Urban- Mixed zone. While the Draft Plan does not include the specifics of the proposed form based code, the District provides the following initial comments related to directions that could affect development of the School Site, including changes that could create design challenges and/or make it prohibitively expensive to construct any school on the School Site or in the STC. Consistent with Proposed Policy TLU-5.4, the District desires to collaborate with the City as it develops the form based code to ensure full consideration of school siting in consideration of the important public facility need and use.

- The Draft Plan identifies a maximum height in the Urban Mixed zone of 50 feet. The District anticipates that the School Project could have elements, such as rooftop mechanical equipment or a gymnasium, exceeding the maximum height limit. A form based code should anticipate these unique features and, as necessary, provide for an exception or deviation process to address these particular needs.
- The District is concerned with the Draft Plan's direction toward structured parking. In particular, the District wonders about the necessity of this requirement with a school use and also how this requirement could add to the taxpayer-funded school building. The School Site will be served by District transportation (i.e., yellow bus) and will incorporate a transportation demand management plan. However, some amount of staff, visitor, and student parking will be necessary. Current design plans anticipate surface level parking. Based on design and planning experience, it would be financially unfeasible for the District to design a school with at least 80% of the parking within or underneath a structure. The District requests that the form based code consider exceptions around parking options for public schools in consideration of the public infrastructure use, transit planning, and school construction funding limitations.
- As the form based code is developed, the District desires clarity related to both design standards and street improvement requirements.
    - Consideration and specifics should center around: (a) how and when the City anticipates developing Crusader Way as a public street; (b) the responsibilities of applicants with respect to street improvements generally; and (c) detail around the various identified funding sources. On the latter point, as the District continues to plan for the School Project, clear definition of the impacts of public street funding sources will be critical for purposes of the Project budget and the voter information related to any School Project funding proposal.
    - The form base code's design standards should carefully incorporate consideration of the unique public use of a school, including the ability for the District to access exemptions and deviations that may be necessary to design and construct the school so that it best provides for the educational program while still functioning as an important component of the STC.

We appreciate the opportunity to provide comments on this matter and look forward to continued collaboration with the City, particularly on the development of the form based code.

City Response

Thank you for your comments, and continued collaboration as we plan for the future of Sammamish's Town Center. The City values its partnership with the Lake Washington School District, and the District's role and input are vital to the successful implementation of any action in Town Center.

We agree that adequate school infrastructure planning and financing are essential to facilitating planned growth, and the school impact fee program remains a critical component of this planning. The City remains committed to supporting this program.

We further anticipate refining the form-based code updates to allow for unique development and use types provided by civic and institutional agencies such as the Lake Washington School District. Height flexibility, parking concerns, and other necessities will be considered during code development in future phases of this update.

5. Appendices & Supporting Documentation

1. Draft SEIS Comments and Responses
   Full listing of formal comments received during the Draft SEIS Comment Period

2. Transportation Future Conditions Memo
   Updated with new analysis of mitigation measures

Appendix 1

Draft SEIS Comments and Responses

Comment	Response
The city is adding WAY TOO MANY housing units with roads that are already jammed and no way to expand them. This is a serious problem in Sammamish, one that our elected officials always say they will address or have the answer for yet nothing every happens…now you want to add more housing! Crazy is as Crazy does!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
Keep it at 2,000 units. Residents will regret the increase in traffic and noise levels	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
The plans the city has for doubling the "Town Center" are so short sighted and once again proof that the city council does not listen to residents. The new proposals of removing unit caps is seriously laughable. They already build up to the last inch of the street leaving no room for road upgrades. One only has to look at the development built next to Inglewood Middle School to see how that was a disaster. A right turn lane should have been added but the backyards of those home ensure thst could never happen. And non of this will be "affordable" to most people starting out in life as there is no job centers other than retail. They will only clog already over capacity roads that flow into roads we can't ever widen as they aren't ours to widen… i have always said there is no getting off this hill in case of real emergencies that are not only feasible, but will be made more so due to all of the overbuilding that once a fire starts and the closeness of these new homes… Of course people want to live in Sammamish, but home ownership and smaller single families is the way to build the city not turn it it into Bellevue/Redmond with no business to support the population. Planning our exit strategy out of this place as soon as possible..	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Emergency Services and Evacuation.
Requesting the return to the Preferred Alternative identified in the Final EIS published in 2007. Sammamish Town Center has no bus service to offer residents. Evacuation is a huge concern, there are no plans or even discussions on getting residents off the plateu in the event of wildfile, landslide, or earthquake. Taxpayers should not be paying for any infrastructer in the Town Center. Affordable housing is just a lie!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs. • Emergency Services and Evacuation.

As a resident having been living in Sammamish for 14 years, I am deeply concerned by the town center expansion plan. The population in Sammamish has grown from ~40,000 to ~70,000, in past ten years, which cost the sacrifice of our quiet life. No matter what, we have limited area, and limit resource, so we need limit the population and the expansion of the city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density.
As a legal tax paying resident of sammamish I am strongly opposed to both proposals below town center expansion beyond 2000 units and increasing the height to 85 feet. Both these proposal are not rooted in any practicality and indicate clearly other vested interests at play . This is so evident to a commoner like me , it must certainly be evident to city council members and the city of sammamish officials Pls do the right thing and shoot down both these proposals . Our city infrastructure is crumbling and limping as is for the vehicular traffic and population density , there is no way in realty that the additional housing units must make any common sense	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.
This plan fails to adequately account for increased vehicle traffic (north-south) on the plateau and leaving the plateau. 228th already is inadequate to serve this need. The planners need to go back to the drawing board and develop a plan that accommodates the increased traffic that will inevitably come and improves the current situation. Any plan that does not encompass that will negatively impact the quality of life of current Sammamish residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I am concerned about the impact of doubling the amount of homes at Sammamish Commons. I do not feel we have the infrastructure to support this. I also don't think the taxpayers should pay for this the developer s should if unfortunately this is approved. I think this will drastically change Sammamish making it somewhere after 34 years I will no longer wish to live here.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I am against this plan to increase construction.	Thank you for your comment; it has been noted for the record.
Sammamish does not have it's own post office, emergency room nor any 24 hour urgent cares. There are only 4 main egresses off the Plateau. The city relies on the county for transportation it's library and it's sheriff. We have no public recreation center, no senior center, no theater. Puget Sound Energy capabilities are fragile. The population has increased by 20000+ people since 2007. Laudably we now have low income housing. I support building more commercial/public use property. However, to keep Sammamish solvent a new	Thank you for your comment; it has been noted for the record.

city tax on all for-profit businesses should be generated versus Increasing density to garner more property tax. Thank you.	
I do not wish for the City Council to add the 2000 housing units to the Town Center. The streets are too crowed as is, the schools are crowded, the nice suburban character of Sammamish is being eroded, compromised and will start to look like downtown Redmond, which is disgusting...its a wasteland of concrete, crowded roads, no soul to the city anymore and very curated spaces...no place is peaceful. PLEASE keep Sammamish a place that will not turn into a city of trying to fit everything into a tea cup....you will forever change the soul and spirit of Sammamish and more people will move out - DONT become a REDMOND!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
We don't have the infrastructure to handle this many people. We lack the streets to handle the additional traffic. We also don't have enough schools. The current school system is already at capacity. We will need to do split shifts. I don't even know the impact to water, sewer and power. I suspect there hasn't been a unbiased analysis.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I completely oppose the addition of 2,000 housing units to the Sammamish Town Center plan. I think that instead of receiving tax revenue from new units, the City of Sammamish should be imposing higher property taxes on current residents in order to drive people out. We should be furthering our budget deficit by not properly planning for more units, and we should be working to grow the city outwards leading to more sprawl and car dependency.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Do NOT approve additional 2000 units. Stop attempts to sacrifice existing Sammamish inhabitants for the sake of the builder. Our infrastructure is not updated. Transportation is worse over the years, not better, and existing "plans to improve" (like roundabouts on Sahalee) will only make it even worse. Schools are beyond the capacity - and it's the existing neighborhoods that will be schooled out.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs • School Capacity.
This seemingly last minute change to the original plan goes against all of the reasons we wanted to settle in Sammamish and raise our family here.	Thank you for your comment; it has been noted for the record.

I'm pleased to see all of the constructive energy of our city council in looking to make changes to better our community and help Sammamish grow. I also haven't seen a compelling argument as to why the capacity of the Town Center plan should be expanded from 2,000 to 4,000 while so little ground remains broken. Instead of biting off more than we can chew, it seems wise to me to develop thoughtfully, observe and learn from the first tranche of development, and then adjust the plan based on real world evidence. Given the obvious amount of contention the initial TC plan has created in our community, why double down before we've made much real progress? Thank you!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I am writing as a concerned resident to formally object to the proposed expansion of the Town of Sammamish. While I understand the intent to support regional growth and development, I urge the Council to consider the significant adverse impacts this expansion could have on our community. 1. Environmental Concerns: The proposed expansion risks harming our local ecosystems, including forests, wetlands, and wildlife corridors. Sammamish has long been known for its natural beauty and commitment to environmental stewardship. Expanding into undeveloped or sensitive areas threatens that legacy and could contradict the city's sustainability goals. 2. Infrastructure Strain: Our current infrastructure—roads, schools, and utilities—is already under stress. Further development will exacerbate traffic congestion, increase wear on public roads, and burden schools that are already near or at capacity. The cost of upgrading this infrastructure could far outweigh any potential economic benefits. 3. Community Character: One of the greatest strengths of Sammamish is its sense of community and quality of life. Rapid expansion threatens to alter the character of our neighborhoods, increase noise and light pollution, and diminish the small-town feel that residents value. 4. Insufficient Public Input: Major decisions like expansion should only be made after extensive outreach and meaningful engagement with the community. Many residents remain unaware of the scope and long-term implications of this proposal. I urge the Council to allow for more public hearings and an extended comment period before moving forward.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.

5. Climate & Sustainability Goals: Expanding urban boundaries encourages sprawl and car dependency. This is incompatible with our region's climate action goals. We should prioritize smart growth strategies that enhance livability without overextending our city's footprint. I respectfully request that the Council reconsider or delay this proposal until a full impact assessment is conducted and residents are adequately informed and heard. Thank you for your attention and service to the Sammamish community.	
Increasing the number of units in the town center is going to create lots of issues with schools, traffic and our ecosystem. This is not what the community wants or needs. I work for the fire department and think adding 4,000 more units to the community will put lots of stress on EMS and their ability to make sure the community receives the services they deserve.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
Councilmembers, After reviewing the DSEIS, I would like to submit a comment outlining concerns I continue to have regarding the proposal to expand the Town Center to 4,000 housing units. 1) The report states on page 66 that with a number of routes to/from the Town Center, no one route would be significantly impacted. This is difficult for any resident of Sammamish to believe. 228th is the main thoroughfare through the city, and I would like to see more information about the assumptions used to arrive at the projections that support this conclusion. Despite the "various routes" cited, the reality is that 228th will be impacted the most, and it is already congested at current levels. Furthermore, the issues of impact to city services and school capacity have not been sufficiently assessed. These are not insignificant issues, and need to be fully addressed. Based on the current information available, I strongly encourage the City Council to vote no on the proposal to add an additional 2,000 units. Thank you for your time and consideration.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
NO! to adding 2000 additional units and raising the building height.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.

Already Sammamish is congested with too many houses and traffic is horrible. A lot of green land and homes of wild life have been destroyed in the last 10 years. Please do not destroy Sammamish for monetary gains. Remember California wild fires.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I strongly oppose the proposal to increase housing density in the Town Center. While growth is important, this scale of development threatens to overwhelm our community's infrastructure and character.desnity will intensify traffic on already-congested roads like 228th Ave SE, strain schools that are already at capacity, and likely lead to higher taxes to support necessary infrastructure upgrades. .Sammamish has always valued its suburban charm and livability, and this proposal risks undermining the very qualities that make our city special.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
city must provide widening to lane roads to and from Sammamish on Sahale Way NE access to 202 and SE34th Way to E Lake Samm Parkway	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
Hi, Adding 2,000 new units to the town center project and bringing the total to 4,000 units is a huge concern for me and my family. School overcrowding is one of the concerns, but most importantly, the traffic gridlock and the city's limited preparedness for emergency evacuation is our biggest worry. Your traffic data for this project is not very accurate as it is based on the fact that ~70% of the working people in Sammamish are currently working remote/hybrid. The situation with the traffic data that you have will drastically change as soon as Microsoft decides to call in their workforce to work from the office 24/7 5 days a week, and we have no control on when this might happen. We already saw the grim situation with the traffic and people trying to leave the city with the bomb cyclone in 2024. 228/Sahalle rd/E lake Sammamish pkwy all have single lanes in and out of Sammamish which is a big issue for a city with close to 70,000 citizens. Please focus all funs to improve the old infrastructure first, and then to expand housing. This old infrastructure has been put in place more than 25 years ago for a population of less than 30,000 people... The population more than doubled, but we have not done anything for our roads! Wildfire evacuation is a real threat (see what happened in LA recently) - the city will not be able to evacuate with the current infrastructure and you're planning on adding more housing? My vote is no on additional housing, yes on improved infrastructure that addresses roads, traffic, and more lanes in and out of the city (not more bike lanes, bus stops, etc.)	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.

Thank you for reading. Concerned citizen of Sammamish,	
I am 100% against the additional 2000 housing units. With this proposal, you are destroying Sammamish and creating a school/traffic nightmare. The outcome will 100% determine how I vote in the next election, because you are messing with my home and community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
The Town Center (and the additional population and stress on existing infrastructure that it will bring) is neither wanted nor needed by existing residents. The proposed biking and walking paths along Sahalee Way / 228th Ave NE are neither wanted nor needed by residents, either. The proposed "affordable" housing in the Town Center plan is OBVIOUSLY not going to be affordable to ANYONE who would supposedly work at the Town Center. Sammamish does NOT need ANY more residential population OR commercial spaces BEFORE infrastructural and capacity improvements have been made to our town. Anyone who has spent any time living here will readily tell you this. I've lived here 15 years -- how long have YOU lived here? What existing residents DO desperately need are improvements to infrastructure: 1) structurally reinforce and widen Sahalee Way and other automobile traffic chokepoints 2) expand public school capacity 3) complete installation of high-speed fiber optic internet into neighborhoods that still lack it and END the insidious mediocrity of Comcast/Xfinity's decades-out-of-date cable internet service 4) fix our horribly unreliable power grid by finally burying major power lines 5) more resources and personnel for local Fire and Police forces 6) improvements to automobile traffic throughput and delays, as the overwhelming percentage of residents will NEVER be able to use bicycles, walking, Metro buses, ride sharing, or any other form of transportation as their primary means of getting in and out of Sammamish, especially in an emergency	Thank you for your comment; it has been noted for the record. Regarding high speed fiber optic internet, in its latest Comprehensive Plan Update, Sammamish has explicitly identified improved internet infrastructure as a citywide policy and priority. Though installation timelines are going to depend on engineering and coordination with providers, the City remains committed to expanding high-speed internet service to the broader community. Regarding power grid reliability, Sammamish continues to coordinate with Puget Sound Energy on long-term grid improvements. Development of Town Center offers opportunities to underground service lines as construction occurs, greatly reducing costs compared to retrofitting existing neighborhoods. Additionally, based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Emergency Services and Evacuation. • School Capacity.

The Council was elected to serve the interests of the existing residents of Sammamish, not to enrich themselves or their developer friends. Council members need to remember who they serve and start doing their jobs correctly, or they strongly risk losing those jobs and earning a tarnished reputation that will haunt all their future political and economic ambitions. We are watching. Stop trying to spin your own self-interested agenda as being good for Sammamish, and start doing what you were elected to do: protect Sammamish and make it better, not enshittify it. Genuinely and sincerely, Heritage Hills resident since 2010	
Sammamish is already overrun with people and traffic. Development is out of control. The reason we all moved here is to be on big, tree covered lots with room for our kids to run in the woods and play. Everywhere you go down you see development signs splitting lots and packing in homes. The town center is the biggest assault to our way of lift of all. The citizens have spoken in every election that we DO NOT want the town center, yet city council continues not to listen. Listen to your constituents and stop the development.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I am writing as part of the public-comment period on the Draft Supplemental Environmental Impact Statement (DSEIS) and Town Center Plan & Code Amendment. I support Alternative 1 (No-Action) and urge the City to retain the existing 2,000-unit limit in Town Center. Key reasons: Exceeds assigned growth target • The Growth-Management Planning Council capped Sammamish's 2024-2044 housing target at 2,100 units city-wide. Doubling Town Center alone to 4,000 units would overshoot that target without the required reconciliation process. Unfunded traffic impacts • The DSEIS (Traffic, p. 132) shows several intersections falling below LOS standards even at 2,000 units. The seven proposed TIP projects exceed $150 million, and no funding sources are identified. More units mean more congestion and higher local taxes. Missing transit plan • The original 2008 vision promised "excellent transit service." The new draft lists none. Approving higher density without transit violates multimodal-concurrency goals of the GMA.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Emergency Services and Evacuation.

Infrastructure & emergency services • Sammamish already faces a sewer-capacity deficit and a $500 million infrastructure backlog. Eastside Fire & Rescue owns no ladder trucks capable of serving 150-foot buildings; the DSEIS defers this to “future funding.” Recommendations: • Keep the 2,000-unit cap (Alternative 1). • Tie any future density increase to a fully funded package for roads, transit, sewer, storm-water, and fire-response capacity.	
Can we please get an update on how the processes for determining the traffic concurrency were strengthened after the past misuses? If they were updated, how has the evaluation changed as a result? What are the standards for intersection performance now, and are they being met? How would they change with additional 2000 units? If they were not updated, why not?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads.
Please do not increase the capacity. Town Center project should not go forward.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density.
Sammamish is a safe and peaceful community where everyone welcomed. Our kids are safely playing on the streets, attending their schools and more. Being a resident of Sammamish for almost 10 years, I experienced the increase in traffic and longer wait times travelling via 202. Even adding 2000 more homes seems insane, I cannot image the impact of 4000 more homes. Sammamish should not become a Bellevue with traffic, noise, homeless problems and more... We have seen this movie before in many other places and we dont want to witness the same here in our lovely neigborhood.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Noise.
I am totally against the Town Center project. I do not support the initial 2,000 and I certainly do not support the additional 2,000 units newly being considered. Sammamish needs to prioritize basics for its current community: a balanced budget, necessary roads adjustments, and prepared emergency services. Failing to rightly prioritize these fundaments is causing residents such as myself to mobilize in ways I have not	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation.

seen in the 11 years I have lived here. Please hear our voices.	
Dear City Council Members, As a resident of Sammamish, I am very concerned about the proposed addition of over 2,000 housing units and increasing building heights to 85 feet in the Town Center. Before any decision is made, I urge you to seriously consider the impact on our: • Roads and traffic congestion • Emergency services and response times • Overcrowded schools • Environmental sustainability and green space • Local taxes and infrastructure costs I support thoughtful development, but it must reflect the needs and priorities of current residents. Please ensure that growth is balanced, responsible, and maintains the quality of life that makes Sammamish such a special place to live. Thank you for your service and for listening to community voices. Sincerely,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I am strongly in support of increasing the number of allowed units as well as height restrictions towards the end of increasing density and vibrancy of the town center project area and establishing a stronger and denser tax base in the area while maximizing infrastructure efficiency for residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.
We love the Sammamish the way it is, with trees, parks and when you know people around you. Increase of the density will increase traffic, crowding, and we will lose the beautiful green center to the buildings.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.
I am very unhappy about the housing units being built in the planned town center. 4000 units being added to our already overcrowded schools (with the new high school now not being built). Roads are overcapacity already. The damage to the environment. The people of sammamish do not want these units to be built. Listen to the tax payers and voters of Sammamish. Stop the irresponsible building of these units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability. • School Capacity.

Please do not add all of these units. Truly, we cannot even manage 2000 units. Once something is built, it cannot be unbuilt. We need to make some tough decisions in this City to reduce spending. Building units is not the answer to try to raise more tax money. The geography of Sammamish is such that there are limited ways on and off the plateau and so the traffic gets bad quickly. We need to put this issue to a public vote. I'm a single mother and my property taxes already increased by $1500 this year. Add in the utility tax next year and additional parks tax plus an increase in property taxes and I will need to sell my home soon. We need to make some tough decisions and money should be spent very carefully.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I understand the urban density plan and agree that Sammamish needs to be adding more retail, offices & housing to the town center but I do think the City Council needs to focus more on the roads to make that plan a reality. The fact that 228th from Saffron to Gray Barn is one way both directions and gets backed up for miles with the light on 202 needs to be addressed when adding so many more drivers who will need to get off the plateau. The plateau is like an island and adding more cars without many efficient ways of traveling up & down and getting off is just bad planning. We moved here 24 years ago and were excited for the city to grow but do think the road planning has been lacking and will not keep up with your building. Many of the roads are still built for rural, low traffic population and the building without also developing the roads is foolish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
As a public school teacher in the Issaquah School District, we are already at Max capacity. One thing that draws people to the area is the quality of our public schools. Please don't further overload it already over extended system by packing in people.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.
I am writing to express my strong opposition to the proposed plan to approve an additional 4000 more units of apartments/housing in our city without adequate infrastructure support. As a resident of this city for 6 years, I have seen firsthand the negative impacts that unchecked growth and development can have on our community. 228th Ave single lane traffic alone is testament to this uncontrolled and unchecked growth where it takes a long time to reach Issaquah towards Costco and I-90 highway access. We dont have adequate side walks or street lights. Our roads are narrow and can barely fit 2 cars side by side. While I understand that increasing the supply of housing can be beneficial for some, it is essential to consider the long-term consequences of such a massive expansion in an already congested city. Without adequate infrastructure support, including roads, schools, commercial shopping, and natural resources, this plan will only exacerbate the existing problems our city faces.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

The proposed development will undoubtedly lead to: * Increased traffic congestion: With no significant improvements to our road network, an additional 8000 more residents (assuming 2 per household) and 4000 more cars will only add to the daily chaos on our streets. This will not only affect commuters but also emergency services, delivery trucks, and local businesses. * Overcrowding of schools: Our current school infrastructure is already stretched thin. Adding thousands more students without corresponding investments in new schools or facilities will put an unsustainable burden on our education system. * Strained community resources: A significant increase in population will also put pressure on our city's natural resources, including water, parks, and recreational spaces. This can lead to a decline in the overall quality of life for residents. * Loss of character and charm: The influx of new residents and development will inevitably change the character of our city. We risk losing the unique charm and sense of community that makes our city special. Furthermore, this plan does not account for the social and economic implications on current residents. Many of us have invested in our homes, businesses, and communities, only to see their value and quality of life decline due to the strain caused by unchecked growth. I urge you to reconsider this proposal and prioritize the well-being of existing residents. I implore you to: 1. Conduct a thorough infrastructure assessment to determine what improvements are necessary to support the proposed development. 2. Develop a comprehensive plan for schools, commercial shopping, and natural resources to accommodate the increased demand. 3. Engage with current residents and stakeholders to understand their concerns and priorities. I believe that it is essential to balance growth with responsible planning and community engagement. I hope you will take my concerns seriously and work towards finding solutions that benefit all members of our city.	

Dear Sammamish City Council and Planning Commission, I am writing to express strong opposition to the proposed increase in residential capacity to 4,000 total units, including heights up to 85 feet, in the June 9, 2025 Draft Town Center Plan. While thoughtful development can bring benefits, this level of growth is premature and irresponsible without real infrastructure, environmental protection, parking, public safety, and school capacity plans in place. No to More Units and Height – Until Infrastructure Catches Up The proposal to nearly double the number of approved units (from 2,000 to 4,000) and allow building heights up to 85 feet is simply not realistic for a city that has not kept pace with the infrastructure needed to support its existing residents—let alone thousands more. What Needs to Be Addressed First: 1. Schools Are Already Overcrowded There is no clear plan for how local schools will handle a major increase in students from new households. Where are the school impact assessments? Have the district and the community actually been consulted? 2. Traffic and Congestion Will Worsen Sammamish is already congested, especially during school drop-off, pick-up, and commute hours. The Town Center's location at a traffic choke point will only make this worse. 3. Parking Deficiency Will Hurt Everyone The Town Center is being designed with minimal parking—on the assumption that most people will walk or bike. But most Sammamish residents don't live within walking distance, and transit options are extremely limited. How will people from the Trossachs or Klahanie access shops, services, or restaurants in the Town Center if there's nowhere to park? This shortfall doesn't just hurt residents—it will drive away customers and small businesses that the plan claims to support. 4. Emergency Response and Evacuation With only a few major access roads into and out of Sammamish, we need a concrete, funded emergency evacuation plan before adding thousands of new residents. Have EFR and police been consulted on how they'll scale services to cover 4,000 new units—including senior and assisted living facilities? 5. Environmental Protections Still Lack Clarity The plan talks about "natural buffers," but much of the Town Center land includes wetlands, steep slopes, and protected habitat. What legally enforceable environmental protections will be implemented—and how will tree canopy and open space actually be preserved? Affordable Housing Promises Fell Short—Why Trust	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Parking. • Sustainability. • School Capacity.

Them Now? During the June 2025 presentation, it was acknowledged that affordable housing did not turn out as hoped under the original Town Center plan. So what's different this time? The current plan offers only 10% of units at 85% of Area Median Income (AMI). That is not truly affordable, especially for young families, teachers, or seniors. Worse, developers will almost certainly offset the cost of those units by raising prices on the remaining 90%—making Sammamish even less affordable overall. Where are the guarantees? Where is the enforcement? Where is the long-term affordability strategy? Important Questions That Still Need Answers: • Who is paying for the road, school, utility, stormwater, and emergency response upgrades this plan demands? • What public funding or partnerships actually exist for transit, if we're counting on residents not needing parking? • How many actual buildable acres remain when wetlands and critical areas are removed from the total? • What's being done to make sure local businesses will have both customers and access? Conclusion: Listen to the People You Were Elected to Serve We're not saying Sammamish shouldn't grow. But growth needs to be smart, scaled, and supported by actual planning—not vague aspirations. Say no to the added 2,000 units and 85-foot building heights—until there are enforceable, transparent, and realistic solutions in place for infrastructure, parking, schools, environment, and safety. Sammamish residents have entrusted you to put their quality of life first. This plan, as written, does not.	
The town center plan looks great. Sammamish needs a proper downtown, it will really help create a better sense of community here and building more housing will help with the housin crisis. I really hope the city choses the Action plan as we desperately need more investment in transit, bike and pedestrian infrastructure	Thank you for your comment; it has been noted for the record.
Please do not expand the community of Sammamish at this time. Our students at Eastlake can barely move through the halls its so crowded, my daughter likens the experience to cattle in a shute. Sammamish is on a plateau. A blessing and a curse. We enjoy a safe buffered community but also have a very limited amount of access points to leave. Please do not congest our streets and schools any further. Its simply poor planning. Instead Please invest in infrastructure ahead of development. Several new elementary schools and a highschool.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

Subject: Strong Opposition to Town Center Expansion and Increased Building Heights As a long-time resident of Sammamish, I am vehemently opposed to the plan to add 2,000 more housing units and increase building heights to 85 feet in the Town Center. This proposal is completely out of step with the character, capacity, and priorities of our city. Our infrastructure cannot support this. Our roads are already strained, and adding thousands more residents will only worsen congestion and make daily commutes unbearable. Emergency response times could be compromised, and our already overcrowded schools will be pushed beyond their limits. This level of development threatens the environment. Sammamish is known for its natural beauty, green space, and tree canopy — not high-rise buildings and urban sprawl. Doubling the density and raising building heights will forever change the look and feel of our city. This is not what residents want. The community has made it clear time and again that we value thoughtful, balanced growth — not rapid, developer-driven expansion. This plan does not reflect our values or priorities. It reflects the interests of a few at the expense of the many. I urge you — do not move forward with this reckless plan. Respect the voice of the residents. Protect the integrity of our city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation. • Sustainability.
One of the arguments used in Sammamish's 2025 Town Center Plan and Code Amendment Supplemental Environmental Impact Statement (SEIS) to support increased population in the Town Center is quietly embedded in the middle of Sammamish's 2024 Comprehensive Plan as the following policy: "LU 10.4. Pursue PSRC (Puget Sound Regional Council) Regional Growth Center designation." A Regional Growth Center is defined as having dense existing jobs and housing, high-quality transit service, and planning for significant growth. The Draft SEIS states: "The City of Sammamish will pursue RGC status for the Town Center in the future as laid out in the City's 2024 Comprehensive Plan Update. This status prioritizes Town Center for consideration in funding allocated through the PSRC's planning processes, including grants for transit improvements, multimodal network upgrades, and infrastructure projects to support housing and job growth."	Thank you for your comment; it has been noted for the record.

It should be noted that Sammamish is not included as a Regional Growth Center in the PSRC's Vision 2050 Plan. The 2025 Draft SEIS examines the impacts of adding 2,000 more residential units to the 2,000 units currently approved in the Town Center Plan. It appears that the City is presenting these incremental increases as a way to avoid examining the impacts of their ultimate goal of achieving Regional Growth Center status. If the City is pursuing status as a Regional Growth Center, a full Environmental Impact Statement should be required to assess the impacts of development necessary to meet RGC criteria. By dividing the ultimate project into smaller parts, the analysis of the current density increase makes each individual component appear less significant than the cumulative impact of the entire project. This approach can lead to an inadequate assessment of the overall environmental effects. This piecemeal planning undermines the goals of the National and State Environmental Protection Agencies by potentially allowing significant cumulative impacts to go unrecognized or unmitigated. I don't believe the citizens of Sammamish are aware of or support our current City government's push to pursue this designation. Enormous expenditures of tax dollars and negative impacts on our quality of life would be required to achieve RGC status due to our challenging topography, infrastructure constraints, lack of efficient transit access, and limited employment opportunities. I urge the State Environmental Agency to send this Supplemental EIS back to the City of Sammamish in favor of a full EIS on the intended Regional Growth Center plan.	
Our schools and roads in Sammamish are at capacity at the moment as it is. Some days at peak time it takes 20-30 minutes to get off the plateau to 520 in Redmond. Our students are in portables. Adding more housing to the city will make these problems much worse. You should be advocating for reducing the future building in the city not increasing it until these problems can be addressed.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

I welcome the increase in density brought forward by the plan. If we are truly serious about meeting our climate goals and beating climate change, it's imperative that we begin densifying our city. It is an inarguable fact that population density has a negative correlation with carbon emissions—the more dense a city is, the lower its per-capita carbon emissions. Somehow, we have to accommodate people wanting to move to Sammamish, and I prefer an increase in density over continuing sprawl. Now, we obviously don't need Sammamish to become Seattle, but any increase in density can go a long way when it comes to making Sammamish a more human and climate-friendly town. In our status quo, almost all residents have to get in their cars and drive to groceries, to grab lunch, to school, etc. This is normal in the United States, where more than half of all car trips are less than 3 miles. By giving more people the option to walk or bike for everyday tasks, we can fight congestion on 228 and ensure the roads flow smoothly for those who actually need to drive. The only way to do this is by providing housing close to places where people want to be. With our currently layout, most people would have to walk miles to get to a shopping center. Naturally, they choose to drive instead, creating traffic just to buy some milk. Instead, residents can go on a leisurely 5-15 walk, saving everyone else a spot on a road and a parking spot. If we choose to build more single-family housing instead of density, we are choosing more cars on the road, more asphalt, costlier utilities, and most importantly, we are choosing to betray our climate goals. Density is our ally when it comes to building for the future and keeping our city green.	Thank you for your comment; it has been noted for the record.
This plan does not appear to address the increased load on local elementary and middle schools which are already at or over capacity (requiring portable classrooms). It also does not address likely adverse impact to housing values caused by lowering desirability of the area and overcrowding of schools. Please reconsider this plan and pursue the "No Action" alternative while considering a new approach where growth more closely matches school capacity expansion	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.

I love that we are looking to get more restaurants and retail in! We've been in desperate need of a good coffee shop and local eateries that aren't pizza. I currently live in the Sammamish Town homes and the traffic is already an issue when school is getting out or going in. We do not have the roads to accommodate doubling the population in the central town center. This will cause significant gridlock during peak travel hours and is a larger safety concern for our household. Sammamish does not have enough main roads in and out of the town center to support emergency evacuations. I have struggled to get out of the Sammamish town homes weekly due to poor visibility of the road and traffic. I worry that a significantly increased population on this road will prevent us from leaving our community. Parking is also a major concern for us, as we have very limited parking for our townhome community and fear the increased population will only impact this further.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Parking. • Emergency Services and Evacuation.
I strongly oppose the plan to add an additional 2,000 units to the city of Sammamish. It took me 5 minutes just to get out of my development (Summer Meadows) yesterday. A common occurrence. Aside from a local businesses, I don't see how this will make life better for anyone! Why would a city council work to make life in Sammamish worse for their constituents? I am not opposed to allowing for greater building height. In fact it should be 30 stories.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.
I strongly oppose what appears to be the increased density of four thousand units for the town center. Previous city hall council members and Officials elected to locate city hall in one of the most potentially high property tax locations, Where the city could have generated a windfall of property taxes From residential homes instead building city hall In its current location. Now, this increased proposed 4000 units and 2 high-rise.Buildings appears to be just another example of poor city planning.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I do not wish for the town center development to double in size. Our high schools are already overcrowded. Commuting into work 5 days a week is already difficult enough driving down Sahallee Way with traffic backing up to Evans Creek and beyond most days. More density, means more cars on the road.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.

Any city council member who does not work to stop this development will not be receiving my vote, I will actively support your opponents and encourage others to do so as well. Sammamish traffic is already abysmal and the city is over crowded. Classes in schools are already too large. The development can occur elsewhere. Do not allow this to happen or your careers as local politicians will prove very challenging.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
This is going to make traffic on 228th worse than it already is. It will cause complete gridlock. We already have 3+ schools, 3+ churches, 3+ grocery stores, most of our businesses and homes. This will only exacerbate what is already a problem. This will impact our taxes, home prices, have negative impact on our environment and make this beautiful bedroom community become a nightmare. This makes no sense an is BAD for Sammamish. Where is our leadership?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
City Council, Please reject the proposal to add an additional 2,000 housing units to the Town Center. This decision has such a huge impact on our community that it should not be made without the approval of its citizens. The original Town Center that was voted and approved on is nothing like what is being proposed now. As I have talked with neighbors and friends about this 4,000 unit Town Center, most people are totally unaware this is up for debate. Their next response is "Why would they do that? It doesn't make sense!" It doesn't make sense to overcrowd our schools and increase the existing traffic problem with no proposed plan on how to address either issue. Even considering this increase shows just how out of touch the council is with our community. We have exceeded the numbers needed to meet the GMA so pat yourselves on the back and move on.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Subject: Objection to the Sammamish Town Center Plan & Code Amendment Project and Draft SEIS To: City of Sammamish Department of Community Development Attn: Avril Baty, SEPA Responsible Official Email: ABaty@sammamish.us CC: Matt Brandmeyer, Deputy Director (mbrandmeyer@sammamish.us) Dear Ms. Baty and the Department of Community Development, I am writing to formally object to the proposed Sammamish Town Center Plan & Code Amendment Project and the associated Draft Supplemental Environmental Impact Statement (DSEIS) issued on June 9, 2025. As a resident of Sammamish, I am deeply concerned that the proposed plan fails to adequately address critical issues related to traffic	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

congestion, public infrastructure, school capacity, public safety, and the long-term character of our community. 1. Inadequate Traffic Analysis and Infrastructure Planning The DSEIS states: “This Draft SEIS analyzes impacts on land use and transportation, including traffic. For impacts previously identified as part of the 2007 EIS that have not changed, no additional study is needed.” This is highly problematic. The 2007 EIS is now 18 years old and based on conditions that no longer reflect the current realities of Sammamish’s infrastructure, population, and commuting patterns. Relying on outdated data to justify the absence of further study is unacceptable. A new, comprehensive traffic study must be conducted to assess current commute times—particularly for residents traveling to Redmond and Seattle—and to project future impacts under the proposed development scenario. The SEIS also fails to address the fact that Sammamish has only two primary exit routes—Sahalee Way and SE 43rd Way—both of which are single-lane roads and already experience significant congestion during peak hours. The plan does not provide credible projections for how these choke points will be affected by the addition of up to 4,000 new housing units. 2. Lack of Clarity on School Capacity and Public Services The SEIS scoping process identified school capacity as a top concern among residents, with 39% of public comments citing it as a major issue. Yet, the SEIS does not include a detailed analysis of how the proposed development will impact the Lake Washington School District or what mitigation measures will be implemented to address potential overcrowding. Similarly, the plan does not provide sufficient detail on how police, fire, and emergency services will scale to meet the demands of a significantly increased population. Sammamish is currently a low-crime city with high-quality public services—this plan risks undermining that standard without a clear strategy for maintaining service levels. 3. Property Tax and Fiscal Impact The plan fails to address the potential impact of the proposed development on property taxes. Increased demand for infrastructure, schools, and public services will inevitably require additional funding. Without a transparent fiscal impact analysis, residents are left to	

assume that these costs will be passed on to them through higher property taxes. 4. Threat to Community Character and Quality of Life Sammamish is known for its high-income, low-crime profile and top-rated schools. The proposed plan, with its emphasis on high-density development and mid- to high-rise buildings, threatens to alter the character of our community irreversibly. While the plan claims to preserve the city's "natural and urban balance," the scale and intensity of the proposed development are inconsistent with the existing suburban fabric of Sammamish. 5. Environmental and Aesthetic Concerns Although the SEIS claims that no significant unavoidable adverse impacts are expected under the Action Alternative, it also acknowledges that the proposed changes will result in "greater demand for transportation and mobility options" and "intensification of development". The plan's reliance on mitigation strategies such as form-based codes and design standards does not guarantee the preservation of Sammamish's scenic and environmental assets. Conclusion In light of the above concerns, I urge the City of Sammamish to: 1. Conduct a comprehensive, updated traffic study that includes current commute times and realistic projections for future conditions. 2. Provide a detailed fiscal impact analysis, including potential effects on property taxes. Include a thorough assessment of impacts on school capacity and public safety services. 3. Reconsider the scale and intensity of the proposed development to better align with the existing character of Sammamish. 4. Extend the public comment period and hold additional community forums to ensure meaningful public participation. Thank you for the opportunity to comment on this important matter. I respectfully request that this letter be included in the public record and considered in the preparation of the Final SEIS. Sincerely, Resident, Sammamish, WA	

Please do not add additional units to the Town Center project. 228th is overcrowded, our High Schools are overcrowded and the infrastructure does not provide egress from the Plateau. Keep Sammamish livable for residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
I'm asking the council not to approve the additional 2000 housing units at the Town Center because our city lacks ` the infrastructure to support it. In order for affordable housing to be successful, you need transit, jobs and services. Affordable housing works best near transit corridors. King County hasn't brought more transit to Sammamish in a decade. In fact, we lost two routes during COVID. Sammamish has only 2 bus lines that operate M-F. Plus 228th can't be widened to make additional lanes or bus turnouts. There are not enough employment opportunities or adequate services for affordable housing in Sammamish. The city should have those in place BEFORE trying to build it here. Sammamish doesn't have enough roads, schools or funding to support 4000 more housing units on 228th.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs. • School Capacity.
My name is _____, and I am submitting this comment in response to the draft Supplemental Environmental Impact Statement for the Sammamish Town Center. I respectfully urge the City Council not to approve the proposed addition of 2,000 housing units. Sammamish simply does not have the infrastructure in place to support such a dramatic increase in density. I've heard several councilmembers say the intent is to make housing more affordable and allow your children to remain in the community. That's an understandable goal—but it requires more than just units. For affordable housing to function as intended, you need reliable transit, local jobs, and accessible services. Sammamish has none of these in place at the scale required. Transit is a key component. Affordable housing is most effective when it's located near transit corridors. Yet King County hasn't expanded transit service to Sammamish in over a decade. In fact, we lost two routes during COVID and were never restored. Today, only two bus lines operate Monday through Friday—and 228th Avenue, the backbone of our city's traffic flow, cannot be widened to support more capacity or dedicated bus lanes. Beyond transit, we don't have the local employment	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs.

base or essential services to support high-density housing. Without those in place first, adding thousands of new units only exacerbates the strain on existing residents. Councilmembers have also said Town Center development is necessary to generate tax revenue to address our city's budget deficit. Yet the city has spent millions of taxpayer dollars subsidizing the Town Center developer—funding infrastructure like 4th Street, 6th Street, and the Town Square that were supposed to be private obligations. That's not solving our deficit—that's compounding it. We do not have the roads, schools, or municipal funding to support 4,000 units clustered around 228th. Trying to double capacity under current conditions is like building another story on a house with a cracked foundation. I've also spoken to many residents who are completely unaware of the scale of this proposal. That's concerning. Given how consequential this decision is, the city should be doing far more to inform and engage the public. Past councils conducted extensive outreach around the Town Center—committees, surveys, and long planning cycles that included public input. This time, it's different. Last week's open house during the Farmers Market offered little to no substantive information. The mayor's address last month didn't mention the proposed housing expansion at all. Nor did the most recent city newsletter. This raises a fair question: why is the city not being more transparent about such a significant change? Why hasn't the public been given clear, consistent opportunities to weigh in? Leadership means putting residents first—even when it's politically inconvenient. Your duty is to represent the people who live here now, not hypothetical future residents. I'm asking you to honor that duty. Please do not approve the additional 2,000 housing units at the Town Center. Thank you.	

My name is _____, and I'm writing in response to the draft Supplemental Environmental Impact Statement regarding the Sammamish Town Center plan. I urge the City Council to reject the proposal to add 2,000 additional housing units. Our city is not prepared—logistically or structurally—for that kind of population growth. Critical systems like transit, roads, schools, and local employment hubs are already under strain and nowhere near ready to absorb such expansion. Creating affordable housing is a worthy objective, but simply increasing the number of units won't achieve that. Effective affordability depends on access to public transportation, nearby jobs, and core services. Sammamish falls short on all fronts. Transit access has declined over the past decade, with key routes removed during the pandemic and never reinstated. Today, options are minimal, and our main corridor—228th—cannot be expanded to accommodate higher traffic volumes or future transit lanes. There's also a narrative that Town Center development will help resolve budget issues. But the city has already invested millions in infrastructure that was originally the developer's responsibility—such as roads and public spaces. That kind of spending doesn't fix deficits; it deepens them. What's equally troubling is the lack of meaningful public engagement. Many residents remain unaware of what's being proposed. Communication has been limited and vague, with few real opportunities for the community to weigh in. This decision carries long-term consequences. I ask you to prioritize existing residents and infrastructure realities over unchecked growth. Please do not approve the additional 2,000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I understand that you are already committed to building 2000 units of a multi-family building(s)….which I think is more than our roads here can handle but even contemplating 4000 to me seems absolutely insane. I would say the majority of residents in Sammamish would agree with thiss assessment. Thanks so much.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Respectfully requesting an overview of what percentage of town center expenses will be 'leading' expenses (carried by today's Sammamish residents on behalf of future town center residents) and what percentage are 'trailing' expenses (carried by future town center residents on their own behalf). These could be for traffic concurrence, school expansion, busing, or emergency services. Thank you.	Thank you for your comment; it has been noted for the record. Future phases of this project beyond the environmental analysis (EIS) process will review and address financial implications in greater detail. In short, impact fees paid by the developer (then borne in turn by future residents of said projects) are anticipated to pay a substantial portion of expenses incurred in developing Town Center.

Dear Sammamish City Council, As a resident of Sammamish for over 20 years, I've watched our peaceful, natural surroundings steadily give way to rapid development. I'm deeply concerned by the DSEIS proposal to double the number of Town Center units. Traffic on 228th Avenue is already congested during rush hours, and our water and utility systems are under pressure. Expanding housing at this scale would only intensify these challenges. More importantly, we're seeing the toll on local wildlife — deer now wander through neighborhoods, displaced by disappearing habitat. Growth must be balanced with environmental responsibility. Please do not approve this proposal. Let's preserve the character and livability of Sammamish. Thank you, Sammamish Resident	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
No more living units and development until city fixes infrastructure to accommodate those crowds. The city already become much less friendly and safe as it was 10 or 25 years ago.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I do NOT approve the plan to add up to 2000 additional housing units to Sammamish Town due to our already overcrowded schools and heavy traffic on 228th. Any expansion in housing must be accompanied by increased infrastructure to schools and roads. Please REJECT this housing expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
I support these plans	Thank you for your comment; it has been noted for the record.
I don't understand why the city wants to add so many new residents to an area already congested with 3 high schools, the Library and Y, and retail on 4th. In fact SE 4th and 218th/216th (speedbump hill) have become like a major arterial at school and commute times with people avoiding 228th. Let Town Center grow in a reasonable manner limited to 4-5 story buildings, and let more growth go to other areas of the city away from 228th. You will not get any benefit from all of the bike and pedestrian projects. We are at 400-600' elevation, and the hills limit walking and biking, plus we have no reliable, fast public transit. It's been very hard for us to see so many of our beautiful woods being cut down, it's not the same place we moved to 32 years ago.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs.

Please do NOT increase taxes to fund projects which should be funded by developers. Further, until gridlock on 228th main, ever increasing student to teacher ratio and strain on existing lakes and parks can be resolved, I don't think Sammamish should increase housing and/or housing density.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
I do not support the option to increase housing to 4k because our infrastructure can't support it. The city needs to look out for CURRENT residents and not pander to a developer.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I am against the plan to add an additional 2,000 housing units at the Town Center because Sammamish lacks the infrastructure to support them. Some of you argue that more units mean affordable housing; however, affordable housing only works when supported by transit, jobs, and services. Sammamish has lost transit options in the past decade and now has only two weekday bus lines. 228th can't be expanded, so traffic and transit access will only worsen. There aren't enough jobs or services in Sammamish to support affordable housing. The city should address those gaps before adding more units. You say we need the tax revenue, but millions of taxpayer dollars are already being spent on infrastructure the Town Center developer should fund—like 4th and 6th Streets. Adding 4,000 total units without proper infrastructure is like building on a cracked foundation. Many residents aren't even aware of this plan. Unlike past councils that sought input through committees and surveys, this process has lacked transparency. This should be put up for a vote so all of the residents in Sammamish can make their voice heard. The council's responsibility is to serve current residents—not just plan for future ones.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
Please do not increase the size of the town center! Sammamish does not have the infrastructure to add 4,000 housing units. 228th Ave will become gridlock and long-time residents will suffer. Please listen to your constituents and stop this nonsense before it's too late! People live here for the trees and suburban feel - don't try to make Sammamish something it's not; it's not an urban center and that's ok!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

I moved to Sammamish because of it's beauty and small town feel. Living in Sky Apartments I see on a daily basis how busy 4th street gets and the lack of parking for businesses below the apartment complex. Building an additional 2000 to 4000 homes is not what this small town needs. The infrastructure is not here, the cops and fire departments will not be able to keep up. The roads are incredibly busy on Wednesday during the summer for the market. I can't imagine it being like that every day with potentially thousands of more cars in the town. Please don't turn this beautiful town into Redmond.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Parking.
I am against the plan to add an additional 2,000 housing units at the Town Center because Sammamish lacks the infrastructure to support them. Some of you argue that more units mean affordable housing; however, affordable housing only works when supported by transit, jobs, and services. Sammamish has lost transit options in the past decade and now has only two weekday bus lines. 228th can't be expanded, so traffic and transit access will only worsen. There aren't enough jobs or services in Sammamish to support affordable housing. The city should address those gaps before adding more units. You say we need the tax revenue, but millions of taxpayer dollars are already being spent on infrastructure the Town Center developer should fund—like 4th and 6th Streets. Adding 4,000 total units without proper infrastructure is like building on a cracked foundation. Many residents aren't even aware of this plan. Unlike past councils that sought input through committees and surveys, this process has lacked transparency. This should be put up for a vote so all of the residents in Sammamish can make their voice heard. The council's responsibility is to serve current residents—not just plan for future ones.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I am strongly against the 2000 extra housing units being proposed. Our schools and roads are overcrowded. That needs to be addressed BEFORE additional housing is even considered.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.

I strongly oppose the proposal to add 2,000 more housing units at the Town Center. Sammamish simply does not have the infrastructure to support such rapid expansion. Some argue this will bring affordable housing—but affordability only works when paired with reliable transit, nearby jobs, and essential services. Sammamish has lost transit options over the past decade and now relies on just two weekday bus lines. With 228th unable to be expanded, traffic congestion and limited transit access will only worsen. We also lack the employment base and services needed to support a growing population. Before adding more housing, the city must first address these foundational gaps. While some claim we need the tax revenue, millions in taxpayer dollars are already being spent on infrastructure—like 4th and 6th Streets—that the Town Center developer should be funding. Adding 4,000 total units without the necessary infrastructure is like building on a cracked foundation. Worse, many residents aren't even aware of this plan. Unlike previous councils that engaged the public through committees and surveys, this process has lacked transparency and community input. This decision should not be made behind closed doors. It should be put to a public vote so every Sammamish resident has a voice. The City Council's duty is to serve the people who live here now—not just plan for those who might come later.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I hope and pray that building heights will be changed to be max 3 stories and not turn Sammamish into a crowded metropolitan hub. We are a sleep bedroom community and need to stay that way. Our population is already beyond what it should be and adding more people will ruin our natural areas and overcrowd everything. Lakes and parks will become unusable and filled with litter if you're even able to get there. Please change this project to keep Sammamish the wonderful city it is and not build tall buildings and overcrowd our city even more. The current plan with change Sammamish into an undesirable place to live and will have long term ramifications that ruin this city and cause great portions of the residents to leave.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Sustainability.
Schools will be overcrowded and traffic will become unmanageable. Please do not do this	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

I didn't move to Sammamish to be fighting traffic over burdened services. Stop catering to developers and trying to increase density. If I wanted to live in Bellevue ir other higher density areas I would have moved there. Additionally if you want to make road improvements that's great but doing so with increasing capacity and flow is a complete waste of $$$.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.
Upwards of 4,000 new residences and a lifting of height restrictions….yet not so much as a word about the affect on schools, infrastructure, emergency services and etc? No way, no how. At least put it up to a vote. Let the citizens decide if this is something they want to do. This plan is everything that King county tried to do to Sammamish…which led to our incorporating. Only a developer could love this plan.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density. • Emergency Services and Evacuation. • School Capacity.
I understand the need for growth and housing but the infrastructure needs to be in place first. Our roads, schools, sewer, water , and emergency services are not equipped to handle additional people/housing. Parts of Sammamish is possibly going to be on the hook for a new water/sewer treatment facility and they have been here before all this new development. New development should be paying for all these cost.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Emergency Services and Evacuation. • School Capacity.
I strongly oppose the proposed increase to 4,000 housing units and building heights of up to 85 feet in the Town Center. This level of density goes far beyond the original 2008 plan and threatens to overwhelm our infrastructure, schools, roads, and emergency services — none of which have confirmed plans for expansion. This proposal prioritizes development over the well-being of current residents. We should not move forward without a clear, accountable plan that protects our community's quality of life, safety, and environment.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density. • Emergency Services and Evacuation. • School Capacity.

I am against the plan to add an additional 2,000 housing units at the Town Center because Sammamish lacks the infrastructure to support them. Some of you argue that more units mean affordable housing; however, affordable housing only works when supported by transit, jobs, and services. Sammamish has lost transit options in the past decade and now has only two weekday bus lines. 228th can't be expanded, so traffic and transit access will only worsen. There aren't enough jobs or services in Sammamish to support affordable housing. The city should address those gaps before adding more units. You say we need the tax revenue, but millions of taxpayer dollars are already being spent on infrastructure the Town Center developer should fund—like 4th and 6th Streets. Adding 4,000 total units without proper infrastructure is like building on a cracked foundation. Many residents aren't even aware of this plan. Unlike past councils that sought input through committees and surveys, this process has lacked transparency. This should be put up for a vote so all of the residents in Sammamish can make their voice heard. The council's responsibility is to serve current residents—not just plan for future ones.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
No building of apartment homes around the town center. 228th is packed already, no need for more traffic.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.
No expansion of town center at any cost. Infrastructure and Roads cannot support it. Just look at Redmond downtown - traffic is a mess during peak times and it awful	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.
The city is not prepared to grow this much. No plan for schools that are already overcrowded or emergency services or roads. This needs way more planning.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Emergency Services and Evacuation. • School Capacity.

I'm writing to express my opposition to the proposed expansion of the Town Center, which includes adding 2,000 new residential units. While I understand the need for growth, this plan is deeply concerning for several reasons. First, there is no clear plan to expand our road infrastructure, schools, or emergency services to accommodate this significant increase in population. Our roads are already congested during peak hours, and our schools are at or near capacity. Adding thousands of new residents without addressing these fundamental infrastructure needs will only strain our already stretched systems and reduce the quality of life for current residents. Second, this expansion threatens the very character of our city. We have long been proud of our reputation as a "green city" — a place where thoughtful planning and environmental stewardship have been guiding principles. This project undermines that legacy, replacing open space and the natural environment with dense development and increased traffic, noise, and pollution. Responsible growth should not come at the cost of livability, sustainability, and safety. I urge the city to reconsider this plan and ensure that any future development includes a comprehensive strategy for infrastructure, environmental impact, and community well-being. Thank You	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Noise. • Emergency Services and Evacuation. • School Capacity.
Please stop the construction of all these homes. The city do not have the infrastructure to deal with traffic, utilities and services, because it is not just the 4,000 but the others developments in construction right know. Also all the beautiful green areas and wildlife is going to be affected. Our city is perfect as it is. Last year the council members told me this will not happen	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
Without any plans for traffic, road. schools and public transportation services etc, this is reckless to put this many units in Sammamish. We are not close to high way. It is not like Redmond, Issaquah. Also we don't have spaces for downtown like Redmond.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

The town center expansion is not what residents want and is sure to exacerbate the problems already facing our town that don't have adequate solutions (including lack of good public transportation, insufficient school capacity, and congested roads far from freeways).	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • School Capacity.
I oppose the city's Town Center plan because it will increase the existing traffic gridlock, overcrowded schools. Sammamish does not to become another "little Seattle" with high rise housing, increased population and rapid transit.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
There seems to be no visble justification for why we need such high density housing in Sammamish. We havebt seen any pros/cons which arent biased. Look at the negatives and there are hardly any benefits- 1) We cant handle the traffic. The traffic is already choked up and getting to the highways is a nightmare 2) The schools cant handle such an influx 3) so many people will hurt the overall ecosystem I say NO to the high density housing in Sammamish town centre.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
VOTE NO!	Thank you for your comment; it has been noted for the record.
We don't need 10plus storey buildings in Sammamish. The city council needs to work for the current residents of the city and not cater to the profits of the builders. These additional capacity will add to the already bursting schools and roads. I don't see any extra parking being added. How are residents of Sammamish supposed to visit this new town center if we can't park. How are the new businesses in the town center survive if there is no parking for their customers. No more additional units in the town center!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Parking. • School Capacity.
I do not approve of allowing any building more than 3 stories high in the city. The proposed plan of 15 story high buildings in the town center will greatly exacerbate the already bad traffic situation. The city does not have enough road capacity. All outbound roads from the Plateau are backed up every morning during commute hours.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics.
We don't approve of this cause there is not any infrastructure to accommodate this. Sammamish is already crowded a lot and there is so much traffic. We don't have enough lanes, space or anything to accommodate such an expansion. Schools are already crowded and sammamish has expanded way more than we can handle already. This is not a good idea	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

I totally don't support this plan. New buildings with no infrastructure expansion sounds a strange idea.	Thank you for your comment; it has been noted for the record.
I don't support building 2000 units in Sammamish town center since we don't have infrastructure to support it. Sammamish schools, streets & stores are already overcrowded. Appreciate you reading our concerns & doing the needful.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
This is crazy. There is no infrastructure from city to allow high sky scrapers	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Aesthetics section below in the General Comment Themes & Responses section of the FSEIS.
I strongly object to this plan to add high density housing in the heart of the city. We do not have the road infrastructure to support this. This is not city of Seattle that we would have to conceal with congested traffic and extended travel time within and in/out of city. Pls do not destroy our quality of life.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
The addition of 2000 units and additional building height to the approved plan does nothing to improve the quality of life in this city. Rather, it diminishes it. More traffic, crowded schools, overtaxed utilities, are just a few of the problems that will be generated. Sure, the tax base will expand, but so will the need to spend more money to address the issues the extra growth will generate. Traffic is a mess on 228th and the exit streets from the plateau as it is. Putting more stress on the existing infrastructure is a really bad plan. A better one would be to do the improvements before allowing the growth. That includes working with the county to fix Sahalee Way.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • School Capacity.
Want to understand the plans	Thank you for your comment; it has been noted for the record.
re: 2025-06-09 Draft SEIS The 2000 vs 4000 alternative. The industry standard is the higher you go, the more expensive the unit will be. This will conflict with the mandated 80% affordability standard for this project.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing.
re: 2025-06-09 Draft SEIS I live 2.5 miles from the Library. There are significant multiple hills (up & down) along that route. I would have to take a car (even if I connected to some transit option). Will there be available parking to visit stores and restaurants in the Town Center project?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Parking section below in the General Comment Themes & Responses section of the FSEIS.

re: 2025-06-09 Draft SEIS Sammamish has failed for many years to implement much smaller versions of this project. With Sammamish having increasing money problems and a developer that wants a bigger project for more return, what are the limited prospects for success of this double sized project?	Thank you for your comment; it has been noted for the record. The City's view of "success" in Town Center is multidimensional. This includes spurring new residential development (particularly affordable housing), providing more opportunities for mixed-use and compact neighborhood design, creating a safe and accessible pedestrian and bicycle network, and providing services and amenities within Sammamish that are closer to home for our community. With more density comes additional impact fee revenue, increased land value over time, and lower infrastructure costs per capita.
re: 2025-06-09 Draft SEIS There are 4 - 5 ingress/ egress points for Sammamish (unless you swim). Sammamish IS NOT a shopping and restaurant destination for those not living here. Residents LEAVE the Plateau for shopping and restaurants. Is this not a limiting factor for success of businesses in the Town Center?	Thank you for your comment; it has been noted for the record.
re: 2025-06-09 Draft SEIS Cost overruns always happen. Will you expect Sammamish taxpayers to cover any shortfall?	Thank you for your comment; it has been noted for the record. Currently, with or without the Town Center project, the City faces difficult financial choices that may involve any number of strategies to either increase revenue or reduce costs. While no capital project is perfectly immune to unexpected costs, the City does not intend to place the burden of any potential overruns on existing taxpayers. The City is committed to responsible growth management and prudent, phased improvements to invest in Town Center infrastructure and related projects.
re: 2025-06-09 Draft SEIS Is the City (taxpayers) or the developer responsible for cost overruns for this project?	Thank you for your comment; it has been noted for the record. Cost overruns are the responsibility of the party financing a project; the Town Center is not a master planned community, and therefore not a single project where only one part is responsible for all costs, anticipated or not.
re: 2025-06-09 Draft SEIS Why did you "white wash" the "significant unavoidable adverse impacts" instead of analyzing them in detail and planning for actions?	Thank you for your comment; it has been noted for the record. The Draft SEIS does not minimize development impacts, but identifies them clearly and provides the level of analysis appropriate for a SEPA "non-project" action. Mitigation strategies and actions are identified to address these impacts where appropriate. The Supplemental EIS acts as a contemporary supplement to the 2007 Draft EIS, and that document's analysis remains relevant in many domains.
re: 2025-06-09 Draft SEIS What happens and who is responsible to cover financial shortfall during and after development? Would the City have to assume responsibility for the completion of the project, or would it sit partially completed?	Thank you for your comment; it has been noted for the record. The City's role is to set the rules that govern development in Town Center, and does not assume responsibility for "project completion" on behalf of any private developer.

re: 2025-06-09 Draft SEIS Would Sammamish residents be subject to higher taxes to cover financial shortfall or a developer withdrawal/ bankruptcy?	Thank you for your comment; it has been noted for the record. Should a developer abandon a project, the City will not raise taxes as a bailout measure. No tax increases are proposed as part of this project regardless.
re: 2025-06-09 Draft SEIS Is this the same developer that worked with the City on the previous (2000 unit) plan? If not, what happened to that developer, and did they have a financial obligation to the City? If so, was it fully met?	Thank you for your comment; it has been noted for the record. As noted in the Draft SEIS, ownership patterns in Town Center have seen high levels of consolidation since the adoption of the original Town Center Plan, an outcome not anticipated by the Plan's authors. No such developer existed at that time.
re: 2025-06-09 Draft SEIS What is the affordable price breakdown for all units at each sq ft size and number of bedrooms? Is a parking space included with the unit price?	Thank you for your comment; it has been noted for the record. Rental prices of affordable housing units vary depending on the affordability level and household size, but all affordable housing units in Town Center are required to be of the same level of construction quality, size, and amenity as their non-affordable counterparts. Cities are not allowed to dictate the inclusion of parking spaces with affordable units, and the provision and price of such parking spaces would be a matter of private concern for each project.
re: 2025-06-09 Draft SEIS Since the City cannot dictate the composition of the building units in the taller 4000-unit version, could the developer designate the top two floors as large expensive luxury units with views at a much higher price?	Thank you for your comment; it has been noted for the record. The City dictates composition of residential units through its requirement for affordable housing as a percent of the total number of units in the building. While it is true that the City cannot directly dictate the exact composition or pricing of private market-rate units, the Draft and Final SEIS acknowledge this limitation and explain how development regulations (including a new form-based code for Town Center), zoning standards, and incentive structures can be used to influence outcomes that are in line with community goals.
re: 2025-06-09 Draft SEIS The "No Action" alternative stated on p18 that "commercial feasibility remains a challenge without access to 228th Ave SE..." Since the building will be located away and uphill from 228th Ave SE, how is this resolved by the "Action Alternative"?	Thank you for your comment; it has been noted for the record. The proposed changes to zoning standards, removing arbitrary commercial space allocations in certain places and providing the opportunity for mixed-use development all along 228th, create more flexibility for individual projects to determine how much commercial space to incorporate. The Action Alternative also emphasizes neighborhood-level retail as opposed to large-format storefronts, meaning that viability is less reliant on visibility for businesses with consistent local foot traffic.
re: 2025-06-09 Draft SEIS As soon as you presented the text for the "Action Alternative", you shifted to "positive and supportive language" in the descriptions, instead of using unbiased language. Is this part of the "SELL JOB" for the Action Alternative?	Thank you for your comment; it has been noted for the record.

re: 2025-06-09 Draft SEIS p22 declares "The anticipated outcome is a cohesive and walkable district in the urban core." This area of Sammamish is "mountain goat territory". Walking along 228th Ave SE from Main to SE 4th is a steep hill. Walking west on SE 4th from 228th Ave SE is even steeper to 225th Pl SE. After you get to this point where the Town Center is planned is a generally flat plateau.	Thank you for your comment; it has been noted for the record.
re: 2025-06-09 Draft SEIS Walking along 228th Ave SE from E Main St to SE 4th St is steep uphill. It is even steeper from SE 4th St to SE 8th St.	Thank you for your comment; it has been noted for the record.
re: 2025-06-09 Draft SEIS There is no Metro bus service along NE Inglewood Hill Road/ NE 8th St to connect people to the Metro bus on 228th Ave NE/SE. This limits walkability to/ from the Town Center.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Transit Needs section in the General Comment Themes & Responses section of the FSEIS.
re: 2025-06-09 Draft SEIS The increase to the 4000 unit housing CAP would only serve to expand the number of vehicles (residents/ visitors) going to and from the Core Area onto the limited streets that connect to other locations.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
We have lived in Sammamish for over 30 years, and have witnessed the explosion in growth, which has not been managed well, always favoring developers over residents. We've sat in lines and lines of traffic just trying to get home when the schools let out on 228th. We've waited in lines and lines of traffic to just get out of our neighborhoods and down the hill to the freeway. The intimate, neighborly feel of Sammamish is and was the draw, now the city council wants to expand and draw in thousands and thousands more, without thoughtful consideration of the residents who live here, work here, and want to retire here! We don't want high rises, we don't want dense housing, we don't want mass transit - we want nature, parks, trees, animal life, safety and peace! All of which the expansion of a "regional town center" would destroy. Listen to the residents who voted for YOU, the city council to keep OUR best interests in mind. The inadequate information, response and preparation by the city for the bomb cyclone is one example of not being prepared for the situations that arise with just the current population! Save the Sammamish that we all currently love!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation.
Infrastructure and emergency services should be in place to support the growth before adding more housing units. The builders who will likely benefit financially from adding housing units should contribute to funding the infrastructure and emergency services before building housing units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation.

Without infrastructure to support this level of housing, let alone a plan.. all your doing is perpetuating a continuous cycle of taxation and lack of service abuse on the community. It IS a shame this city council is so focused on driving new tax revenue from rental units and sales tax that your also destroying the city and making it more advantageous to live in neighnoring citys like Issaquah, Redmond, Woodingville, Fall city and even unincorporated king county. If we could redo the vote to form this city, we would have voted no in hind sight.. yet most of these folks didnt live in this city at that time and instead and projecting for people to move if we dont like it.. like city council member Pam Stuart.. your job as a city council member is not to represent your own interests but the interests of the community and you are all failing in this mission.	Thank you for your comment; it has been noted for the record.
Sammamish schools are over crowded. To go to Redmond/Seattle there is only one lane road. Mall/Movie/Mail - for any small thing we need to go to Redmond/Bellevue. Please request you to build infrastructure and complex for businesses instead of more homes.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.
Please do not add additional housing nits to what us voters approved! Our schools, wetlands and roads can not support this!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability • School Capacity.
I continue to be very concerned and disappointed by the actions of the Sammamish City Council. The plateau cannot handle such a huge influx of new community members as more housing is built at the town center. Traffic is already getting worse by the day and our infrastructure cannot sustain such growth. In addition, our schools are overcrowded and our current students don't need to be bussed to other locations.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Hi , I can already see that with return to office , roads out are congested in all directions in morning and school dismissal time. Condition of the road it self is not great . Schools are not big . Ex: McAuliffe and Samantha smith all have windows less portables. What we need is an investment in infrastructure before we increase count . I am not against it , I think there has to be a balance and it should benefit the community. As I understand 2000 was voter approved . Increasing to 4000, intuitively seems wrong. Even 2000	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

residents seems excess but I trust you all have done your homework.	
Sammamish city council: Please get your Heads examined, the stupidity of the people before you have ALREADY created a GRIDLOCK traffic situation on 228th DAILY. Quit taking kickbacks from developers and special interest groups, don't deny this reality, the people creating this DO not have to live in the human density increase and GRIDLOCK that will double with this stupid idea. You cant widen 228th anymore, that was already tried and the incompetence prevailed, and 4 lanes we not enough! Duha! Its clearly a "Not in my backyard" mentality for the people behind a density increase, and they don't even live here. Please go get a Brain, this is elementary Logic. Take your density study groups and move them to Montana since they are looking for work. Make sure that you keep hiring more out-of-state Consultants for more stupid ideas.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I am concerned that adding the large number of housing units in the Town Center project will cause excess congestion in the area. 228th Ave already has significant traffic, especially during the morning and evening commutes, and it is likely that most of the new occupants in these housing units will be adding at least one vehicle to the road during this time. Relatively few jobs are local to Town Center, so most will commute, and the transit options along this route would be insufficient to handle the increased traffic. If additional housing in Sammamish is a requirement, it would need to be more distributed, rather than concentrated, or the infrastructure would need to be upgraded to accomodate the additional load of so many new residents. Given the few potential routes in and out of the Town Center area, there isn't any realistic way to do this at this time. Even the initial proposed 2000 units will cause much more congestion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
There seems to be no visble justification for why we need such high density housing in Sammamish. We havebt seen any pros/cons which arent biased. Look at the negatives and there are hardly any benefits- 1) We cant handle the traffic. The traffic is already choked up and getting to the highways is a nightmare 2) The schools cant handle such an influx 3) so many people will hurt the overall ecosystem I say NO to the high density housing in Sammamish town centre.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability. • School Capacity.
please no more growth. I've lived here 41 years and my city is no longer the quaint community that it was. Quit trying to compete with Redmond and Issaquah. Granted things like a pool, senior center would be nice to keep us on the plateau, but no more housing until you can fix the infrastructure.	Thank you for your comment; it has been noted for the record.

I urge you to adopt the No Action Alternative regarding the proposed City Center Plan. The scale of housing and development proposed under the Action Alternative far exceeds what our current infrastructure can support. Our roads, schools, and public services are already under significant strain. Adding large-scale housing without addressing these foundational issues would only deepen existing problems leading to more traffic congestion, school overcrowding, and increased pressure on infrastructure. Responsible planning means aligning growth with capacity. At this time, our city simply is not equipped to absorb the impacts of the Action Alternative. I ask that you prioritize the quality of life for current and future residents by opting for the No Action Alternative.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
I have significant concerns regarding the growth plan for Sammamish. We live off of 228th and there is either such dense fast traffic or a complete jam, that it has taken over 10 minutes to just get out of our driveway. The back up to turn into the schools causes all the lanes to stop and then people start swerving into other lanes without paying attention. The schools are packed and not one parent in our neighborhood thinks they are staffed appropriately so we can't provide a good education for the kids we have, how are we going to accommodate more? The overall appearance of the town is turning into a nondescript, unattractive suburb. The new homes are shades of neutral colors, no real landscaping and entail the destruction of so many larger trees and natural environments. People moved here to get OUT of the city and suburbia and now the city is destroying it. We need to fight back on this growth.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
Please save the great Sammamish landscape, environment and its habitat by avoiding any new development and expansion. Its pristine environment will be disturbed by this expansion, will add to traffic and chaos. More housing means more traffic over crowded schools and streets, this is unfair to existing residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
It is a terrible idea to add more housing here with no improvements to infrastructure. Please plan for additional infrastructure before doing any further planning on adding additional housing.	Thank you for your comment; it has been noted for the record.

Is there budge a permit requirement, and are staff committed to asking the developer t to accomodate this Natural Areas section? Will you insist the developer allow Steward Salvage to occur before clear cutting and destruction commence. Why offer the idea if you won't see it through. Allowing exceptions and mitigation that cause damage to the environment are not reperable. Please provide the budget and plans where the Natural Areas Will Be PROTECTED. Natural Areas The Town Center site includes large, vegetated corridors along streams and wetlands that are important for wildlife corridors, visual quality, and stream corridor ecology. These corridors are protected through the City's Critical Areas Ordinance. Acquiring easements and/or land for trail construction, stormwater management facilities, or environmental enhancement may be useful as future strategies for consistent long-term stewardship of these critical areas. For example, reforestation of portions of the Ebright Creek and George Davis Creek corridors would increase habitat connectivity and improve water quality.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
Provide the Public the plans to bring Transit to the Town Center Development. A Transit Hub was mentioned at a public gathering. Where is that in the document? There is no mention of an actual Transit Plan much less a Hub in the Plan! Page 56 suggests Metro Flex but the focus on multimoda.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Transit Needs sections in the General Comment Themes & Responses section of the FSEIS.
This project is a monstrosity that doesn't take into consideration traffic flows, school capacities, budget issues for the city, or the mission of the city, which was to escape urban sprawl and development. The city council has been underhanded and shady. For all of this to happen and then to expect the taxpayers to pay burden of such a awful decision should be illegal.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
NO to the Alternative Action Plan. Doubling the amount of housing units will increase congestion and raise crime. Sammamish has already grown so much over the years I barely recognize it. I do not want our city to become a Bellevue or Redmond with new high-rises and crowded places. I don't trust that traffic infrastructure will meet the demand of double the occupancy already planned. I also don't believe that housing prices will be reduced with increased capacity. In fact, I think prices will continue to rise. Please follow the "No Action" plan originally planned.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.

If the Council votes for the additional 2,000 units at the Town Center, I will vote against any current member who supports that initiative and make sure all of my friend in Sammamish do as well. I support affordable housing units, but not in a city with no transit or infrastructure supporting them. It is grossly irresponsible for this Council to give nearly $1 million dollars to the developer, taking it out of the budget and then asking the city residents to pay for a 6% utilities tax increase and then likely future property tax increases to pay for other much needed initiatives (forest protection, etc) as a result of the absence of that money in the budget. The Council is clearly making a move that will benefit their future careers, especially that of Pam Stewart, rather than the future of the city of Sammamish, and I will do everything in my power to make sure that anyone who supports the extra units never gets a seat on this Council again.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Affordable Housing. • Density. • Transit Needs.
I'm deeply concerned about the additional traffic this development will bring to Sammamish roads. Our current infrastructure is already strained, and there are no visible plans to expand roads or improve capacity. How does the city intend to handle this increased load without further worsening the traffic situation?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
My wife and I have been at our present home since 1969. We are both in our eighties now and would like to stay in Sammamish but will soon need access to a continuing care community like Emerald Heights in Redmond or Timber Ridge in Issaquah. Merrill Gardens and Aegis have teased us with paper locations in the Town Center area but never firmed up a commitment. What do you foresee for people like us in the plan and when might we expect something actually liveable?	Thank you for your comment; it has been noted for the record.
This is for the Draft Town Center Plan and Draft SEIS. I am not in favor of the current proposal to build the 4000 units in Sammamish Town center as this will increase the amount of traffic into and out of the city. RIght now, both the main routes out of town (228th Ave SE down to Lake Sammamish and Sahalee Way NE to Route 202) are one lane highways that are incredibly backed up during rush hour. Adding an additional 4000 unit will increase traffic immensely as most of these residents would be working outside of Sammamish (as the town has very little employment that could substain living in the community - no large income employers present).	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

To Whom it May Concern, My wife and I have been residents here for over thirty three years. We are strongly opposed to the proposal of adding 4,000 new residential units in the Town Center development. This would be a huge mistake since there is no improvement to road infrastructure and our roads cannot handle this many new households. As it is I am challenged to merge onto East Lake Sammamish off of 22nd Ave. SE with all of our existing traffic. I don't even want to think about the impact this proposed Town Center will have on our roadways. It's already grid lock during rush hour and recently I have experienced huge traffic delays mid-day. It is very disturbing to me that the current City Council would even propose an increase of residential units from the 2,000 units already approved. A 15 story building in Town Center is totally out of character for our city and Redmond/Issaquah. This will destroy our wonderful community. Sammamish, WA 98075	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.
Please save the Sammamish we know and love full of trees! Do not build 4000 apartments!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.
I have lived in Sammamish on the plateau for the last four years, it is a lovely area with beautiful parks, homes, and nature. However, it is clear that the plateau has already expanded beyond the original planning for transportation. Each day I sit in traffic on 228th, and especially along East Lake Sammamish parkway trying to get to work. The traffic on these roads, especially the single lane parkway, often back up for several intersections. I have seen several days where the Parkway gridlock reaches all the way to the public dock! I understand that a new amendment has been proposed to expand the new commons expansion from 2000 units to 4000. This would be a grave error, and lead to even more congestion and gridlock. Unless the city has extensive plans to expand the single lane roads that largely serve as the only possible transportation path to and from the majority of the plateau, this proposal would serve to increase congestions and be a disservice to public safety. I respectfully request the city maintain the original design and capacity of the Commons and reject the proposed expansion. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

Hi Matt, I read the latest documentation, including the brief section on the arts. There is something clearly lacking in the goals of this program. I see you have ample coverage for visual arts. I see that you plan to enlist organizations for perhaps performing arts, though it wasn't clear. But there was no mention of organic performing arts and music. There need to be indoor and outdoor/covered spaces where local musicians or performing artists can show their skills to the public on both ad-hoc and scheduled bases. There need to be restaurants with live music. Your proposal seems to be focused on a very sanitized and high brow version of the arts. We need to add some character in order to be accessible to individual and small group/band performers and to introduce the public to more variety of performances at all levels. Kind regards,	Thank you for your comment; it has been noted for the record.
Keep Town Center to 2,000 units (not 4,000) to prevent worsening traffic, loss of trees/green space, higher taxes, & fewer safe evacuation options.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.

I am against the plan to add an additional 2,000 housing units at the Town Center because Sammamish lacks the infrastructure to support them. Some of you argue that more units mean affordable housing; however, affordable housing only works when supported by transit, jobs, and services. Sammamish has lost transit options in the past decade and now has only two weekday bus lines. 228th can't be expanded, so traffic and transit access will only worsen. There aren't enough jobs or services in Sammamish to support affordable housing. The city should address those gaps before adding more units. You say we need the tax revenue, but millions of taxpayer dollars are already being spent on infrastructure the Town Center developer should fund—like 4th and 6th Streets. Adding 4,000 total units without proper infrastructure is like building on a cracked foundation. Many residents aren't even aware of this plan. Unlike past councils that sought input through committees and surveys, this process has lacked transparency. This should be put up for a vote so all of the residents in Sammamish can make their voice heard. The council's responsibility is to serve current residents—not just plan for future ones.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I am very concerned that expanding the units beyond 2000 will degrade the Town Center experience. 1. How will we be able to navigate within the TC no less park as traffic in those streets will be congested? 2. I understand only one half a parking space is allowed for inhabitants of town center. Where will they all park and how would we be able to visit and shop? 3. Where will I be able to park to visit and volunteer at the Lower Commons when there are only 13 spaces and these may be well taken up by inhabitants of TC? 4. I understand transit will not be able to go up 4th street to TC due to the steep terrain? How will school buses be able to drive up the steep areas? 5. I understand 4th street does not meet ADA requirements for steepness so how do people with limitations walk up from 228th? 6. Traffic will be congested on 228th no matter what your traffic models display as we have backups now during commute times. Frequent buses on 228th will slow traffic even more as traffic will need to stop as there are no bus pullouts. How will this be remedied? 7. How will surface water be managed not to affect the headwaters of Ebright creek and affect the endangered kokanee? 8 There will be significant loss of tree canopy. What are the plans to remedy this?	Thank you for your comment; it has been noted for the record. Regarding the steepness of Southeast 4th Street, the City expects current and future transit service to be located on 228th Avenue Southeast. Alternative accessibility routes are anticipated, including switchbacks and ramps, additional mid-block crossings at locations other than Southeast 4th Street, and other possibilities, including transit-hub elevators, are being considered. Based on your comment, we also suggest reviewing the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Parking. • Sustainability.

We have been residents of Sammamish since 1979 before it became a city and have concerns about the direction the City is taking in the development of the Town Center. We owned property in the Town Center Area until 2021 when we sold to Aegis for their development and moved a mile away close to Pine Lake. We think the idea of buildings in Sammamish up to 8 stories or higher is out of character for the city. With regards to the proposed Land Use Development Standards, the city should adopt a maximum height as delineated for Urban Mixed with a cap of 4 to 5 stories and 50 feet. The Urban Core standard of 70 to 85 feet should be abandoned. There is nothing in Sammamish near that height and should not be allowed. Looking around at our neighboring cities, Redmond City Center has become an eyesore for all who transit that area. Just large, square box buildings with no character and they are not as large as the Urban Core proposal for Sammamish's Town Center. It's like they are blocking out the sun. Mercer Island is also a place where similar designs are ruining their downtown area. We should not allow this to ever happen in Sammamish. On Page 24 of the Town Center Plan there is a picture of the Heartwood Apartments in Seattle. These apartments are square boxes with no style and we would not want similar buildings in our Town Center. The City needs to adopt a more detailed design standard for contractors to comply with. In the Town Center Section "Design Standards" there should be guidance to incorporate ideas such as: • No Flat Roofs – roof designs should be unique and have a Northwest look. • There should be attractive exterior designs that have Craftsman type details, distinctive external characteristics, and functional balconies. Take a look at Seabrook's Town Center out on the coast for ideas and designs that are attractive and functional, and would be something to be proud of. Sammamish needs to put together a small team of designers to come up with more appropriate standards.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Aesthetics section in the General Comment Themes & Responses section of the FSEIS.

As a concerned resident of Sammamish, I strongly oppose the current Town Center development plan. While we understand that growth is inevitable, the scale and direction of this plan represent overdevelopment that our community is not equipped to handle. First and foremost, traffic congestion is already a major issue throughout Sammamish. Roads like 228th and Sahalee Way are regularly gridlocked during peak hours. Adding high-density housing and commercial space without significant transportation upgrades will only worsen this problem. Our city simply does not have the infrastructure to support the dramatic increase in vehicle volume this plan would bring. In addition, our schools are already facing overcrowding. The Issaquah and Lake Washington School Districts are struggling to keep up with enrollment, and this plan offers no realistic solutions for how to accommodate the influx of new students. Without meaningful investment in school capacity, student learning and teacher workloads will suffer. Many residents moved to Sammamish for its natural beauty, open spaces, and strong community character. The Town Center plan risks replacing those qualities with dense construction that benefits developers more than the people who actually live here. This kind of overdevelopment erodes the very identity of Sammamish. We urge the City Council and Planning Commission to listen to the concerns of residents, not just development interests. Please reconsider or significantly scale back this plan and focus on balanced, sustainable growth that respects the needs of our community and future generations. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
The Sammamish Town Center will impact trafic and Schools. The district maps for Lake Washington and Issaquah School District show that the two school districts will bisect the Town Center at 4th street. What school district will children of the Town Center attend for primary schools? Traffic of an estimated 4,000 cars for 2,000 units will cripple 228th going north and south during peak times. To consider amending and supporting to 4,000 units and 8,000 cars ,with out addressing the existing conjestion, is unsupportable. Our city has few arterials off of the platuea and to add this much trafic to a overburdened main arterial with out making any significant changes to accept more traffic is untenable.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

We don't want to see Sammamish turned into Seattle, Bellevue and Redmond 2.0. Sixteen stores building are out of place, this would be only the start as Sammamish becomes just another concrete jungle making millions for developers who don't live here.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Aesthetics section in the General Comment Themes & Responses section of the FSEIS.
We need to preserve our city..we don't have infrastructure to support additional housing and increased density. Also, this is not why many of us chose this city. Also, neighboring cities such as Redmond and Issaquah are better positioned to increase density and on that path already. We don't have roads, schools are struggling and water is contaminated with PFS. how does increasing density further help?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
As a resident of Samammish, more housing is the last thing we need. Sahalee way is already a bottleneck and our student teacher ratios are out of whack already. We are deeply disappointed in this plan and urge the city to invest in commercial rental space for restaurants and small businesses and not for residential housing.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
The plan to increase the number of housing units has not been properly vetted. Residents must have the opportunity to weigh in and vote on changes like this. The council is too one sided and is not listening to constituents opinions when they conflict with their plans. Schools, infrastructure and roads will already be stressed with the addition 2,000 units. Thank you	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
Public Comment: Opposition to the Proposed Town Center Expansion of 2,000 Housing Units To the City of Sammamish Planning Commission and City Council, As a concerned resident of Sammamish, I strongly oppose the proposed expansion of 2,000 additional housing units, including high-rise buildings, at the Town Center. While I recognize the need for thoughtful growth and regional housing solutions, this proposal is ill-suited for our community due to significant infrastructure limitations, threats to public safety, environmental concerns, and the erosion of Sammamish's unique character. Below, I outline several compelling reasons why this development does not serve the best interests of Sammamish residents and should be rejected or significantly revised. 1. Inadequate Infrastructure to Support Population Growth Sammamish's current infrastructure is not equipped to handle the significant population increase that 2,000 additional housing units would bring. The city's roads, schools, healthcare facilities, and public services are already strained, and this expansion would exacerbate these challenges: Transportation and Traffic Congestion: Roads such as	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

228th Avenue SE and Issaquah-Pine Lake Road are already congested during peak hours, with limited capacity for additional vehicles. The proposed high-rise buildings would likely add thousands of daily car trips, overwhelming our roadways and increasing commute times for residents. The city has no comprehensive plan to expand road infrastructure or public transit to accommodate this growth, risking gridlock and reduced quality of life. Lack of Healthcare Facilities: Sammamish has no hospital, and residents rely on facilities in neighboring cities like Bellevue and Issaquah. An influx of thousands of new residents would strain regional healthcare systems, potentially delaying critical care for existing residents. Emergency response times could also be impacted by increased traffic and population density. Insufficient School Capacity: The Lake Washington and Issaquah School Districts are already operating near or at capacity in many schools serving Sammamish. Adding thousands of new residents, including families with children, would overburden our schools, leading to overcrowded classrooms, reduced educational quality, and the need for costly new facilities that taxpayers would bear. Limited Commercial and Retail Services: The Town Center and surrounding areas lack sufficient shopping, dining, and service options to support a significant population increase. Residents already travel to neighboring cities for many needs, and further population growth without corresponding commercial development would strain these external resources and diminish Sammamish's self-sufficiency. 2. Public Safety and Crime Concerns Sammamish is known for its low crime rates and safe, family-friendly environment, which is a primary reason many residents choose to live here. The proposed development, particularly the inclusion of a significant portion of low-income housing, raises legitimate concerns about public safety. While I support equitable housing solutions, the rapid introduction of dense, low-income housing in an area with limited police resources and no comprehensive safety plan risks undermining the community's security. Studies, such as those from the Urban Institute, show that rapid demographic shifts in suburban areas with limited infrastructure can lead to increased property crimes and public safety challenges if not carefully managed. Sammamish's police department is not sized or funded to handle a significant population surge, and response times could suffer as a result. The proposed high-rise buildings would increase population density in a concentrated area, potentially creating new challenges for crime prevention and community policing. Without a clear plan to bolster public safety resources, this development could erode	

the sense of security that defines Sammamish. 3. Environmental and Aesthetic Impacts The introduction of high-rise buildings in the Town Center would fundamentally alter Sammamish's character, which is defined by its natural beauty, low-density development, and tree-lined vistas. The proposed development threatens both the environment and the aesthetic appeal that makes Sammamish a desirable place to live: Skyline and Visual Impact: High-rise buildings would disrupt the low-rise, suburban skyline that residents cherish. The visual intrusion of tall structures would clash with the community's aesthetic, reducing property values and diminishing the sense of place that defines Sammamish. Environmental Strain: The construction of 2,000 housing units, particularly high-rise buildings, would require significant land clearing, potentially impacting local ecosystems, tree canopies, and wildlife habitats. Increased impervious surfaces from new developments would exacerbate stormwater runoff, risking flooding and water quality issues in Lake Sammamish and nearby streams. Sustainability Concerns: High-density developments often increase energy and water consumption. Without a clear plan for sustainable infrastructure, such as enhanced public transit or renewable energy integration, this project risks contributing to environmental degradation at a time when climate resilience is critical. 4. Lack of Community Benefit The proposed expansion does not adequately address the needs or priorities of current Sammamish residents. While housing affordability is claimed to be a regional concern, the scale and nature of this development appear to prioritize regional political mandates over local well-being: Mismatch with Community Needs: Sammamish residents value the city's suburban, family-oriented character. High-rise buildings and dense housing are inconsistent with this vision and better suited to urban centers like Bellevue or Seattle, which have the infrastructure to support them. Economic Impacts: The influx of low-income housing without corresponding commercial or job growth could strain city resources, as new residents may rely on services without contributing significantly to the local tax base. This could lead to increased taxes or reduced services for existing residents. Lack of Community Input: Many residents feel that the planning process has not adequately incorporated public feedback. A development of this scale requires robust community engagement to ensure it aligns with Sammamish's long-term vision, yet the current proposal appears rushed and disconnected from resident priorities.	

5. Alternatives to Consider Rather than approving this large-scale development, I urge the City to explore alternative approaches to housing growth that better align with Sammamish's character and capacity: Smaller-Scale Development: Prioritize smaller, low-density housing projects that integrate seamlessly with existing neighborhoods and infrastructure. Infrastructure-First Approach: Delay major developments until roads, schools, and public services are expanded to accommodate growth. Mixed-Use Planning: Encourage commercial development alongside housing to create a balanced, self-sustaining Town Center that reduces reliance on neighboring cities. Robust Safety and Environmental Plans: Ensure any future development includes detailed strategies to maintain public safety and protect the environment. Conclusion The proposed Town Center expansion of 2,000 housing units, particularly with high-rise buildings, is a misguided plan that threatens Sammamish's infrastructure, safety, environment, and community character. It offers little benefit to current residents while imposing significant burdens on our city's resources and quality of life. I respectfully urge the City Council and Planning Commission to reject this proposal or scale it back significantly, prioritizing sustainable, community-driven growth that preserves what makes Sammamish a special, safe, and inclusive place to call home. Thank you for considering this comment and for your commitment to serving the best interests of Sammamish residents. Sincerely, A Concerned Sammamish Resident	
Allowing an additional 2,000 housing units in an already congested area will significantly worsen existing infrastructure challenges, leading to increased traffic congestion and longer emergency response times. Schools, hospitals, and utilities could be pushed beyond capacity, reducing the quality of essential services for current residents. Moreover, adding more high-density housing without parallel investments in roads, parks, and public amenities can degrade overall livability and strain environmental resources, such as air quality tree canopy and green space. Responsible development requires a balance between growth and infrastructure readiness to ensure a sustainable and safe community for everyone. I urge reconsideration of the additional units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

I've lived in Sammamish for 33 years and I've watched it grow and change. While I understand that change is inevitable, this kind of unrestricted growth is unsustainable and poorly thought out. The additional traffic, destruction of habitat and lack of infrastructure are heading us towards a Sammamish that is no longer the pleasant, livable place I've known for so long. We don't want or need to become another Bellevue.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
Do not expand	Thank you for your comment; it has been noted for the record.
I strongly oppose the proposal to add 2000 more residents in Sammamish. Our schools are already overcapacity, and streets are heavily congested. Without plans to expand infrastructure, such as schools, roads, and public services, this development will strain our community's resources and diminish our quality of life. Further, it will negatively impact the value of homes for our retired home owners as the area will be much less desirable. As you all know, 228th is gridlocked during school hours and I can't imagine what 2000+ extra cars will do to that. We do not need to become Redmond or bellevu. I urge the council to prioritize infrastructure improvements before approving new housing projects and keep Sammamish the small bedroom community it is.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
We are against the proposed expansion. Traffic is already unmanageable at busier times of the day and adding more vehicles will make this at best a much less desireable place to live and at worst an unsafe area in an emergency. Additional costs for emergency and fire protection for taller buildings will be a financial burden to those of us already here. Given the opportunity we would vote no to the proposed Town Center project and no to any elected official who votes for it.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
Please don't allow 2,000 housing units in the center of a town whose roads are already clogged with traffic. Fifteen story high rises are not in character with the rest of town.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.
I have lived i Sammamish for over years and it was not intended to have high rish multi0family housing. The current infrastructure is barely sufficient for the current population. I am strongly against this construction.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Aesthetics section in the General Comment Themes & Responses section of the FSEIS.

The changes in a developing community can be hard. The potential building of then 2000 housing units and now making it 4000 is just overwhelming. We don't have the infra-structure to support this major change. If you can include in your proposal how you'd address the traffic. As it is now, the traffic can be unbearable from 202 to Sahalee Way.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I am writing to express my opposition to the proposed multi-housing development. Sammamish is already facing significant strain on traffic, schools, and infrastructure. Adding high-density housing will worsen congestion, increase classroom overcrowding, and further burden limited resources. This project undermines the city's character and risks long-term environmental and community impact. I urge you to reconsider or significantly scale back the proposal. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
2000 more units? The stores/roads/schools can't address current resident needs. Why are my kids crammed into schools with nowhere near enough room and that isn't being addressed first? Why is the road down from the plateau completely inadequate yet you don't address that?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

As a Sammamish resident with two school-age children, I oppose the proposed amendment to double Town Center housing units from 2,000 to 4,000. This increase will severely impact transportation infrastructure that is already operating at capacity. Traffic Infrastructure Concerns Current traffic conditions on 228th Avenue are inadequate for existing demand. I rely on 228th Avenue, 4th Street, and Louis Thompson Road for daily school transportation to Christa McAuliffe Elementary (3:50 PM dismissal) and Eastlake Middle School (2:50 PM dismissal). These routes are already congested during school hours. Ongoing construction further demonstrates infrastructure limitations: Louis Thompson Road: restricted to southbound traffic only through June 2025 228th Avenue: ongoing overlay work and Ziply Fiber disruptions Sahalee Way Corridor: requires major improvements estimated at $290-387 million Scale of Impact Doubling housing density represents a 100% increase beyond original planning assumptions. The city acknowledges this change "will likely have a significant adverse environmental impact." An estimated 6,000-8,000 additional vehicles will use the same corridors currently serving school traffic and residential access. Recommendations Maintain the original 2,000-unit target established through the community planning process Complete transportation infrastructure improvements before approving additional density Require proportional developer contributions for infrastructure upgrades Phase development to allow infrastructure capacity to match housing growth The proposed timeline extending to 2035 means construction impacts will affect school-age children throughout their K-12 education. Current infrastructure cannot safely accommodate this level of additional traffic during critical school transportation hours. I urge the City Council to reject the density increase and prioritize infrastructure capacity before approving additional development. Best regards,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
Please don't ruin our town with traffic!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.

We currently have overloaded road infracture with no plans to increase capacity. We have limited egress capability from the plateau in the event of an emergency. Overloading the city with additional residents and vehicles is not in the best interest of the current residents. I'm sorry for the current city council.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
You can't hold back the tide with a broom, but you can plan & manage growth in a balanced way I grew up in the PNW and have lived in other states and abroad,I have lived in rural farm, suburb and dense high rises in asia I returned to the PNW and Sammamish for the schools & balance in 2020. I have had 2 of my 3 children graduate from HS here in Sammamish and one still in HS. I hope that even my grandchildren would be able to attend schools here someday. The schools are currently oversubscribed and crowded to a point that its a challenge to not be late for class just moving thru the halls with the congestion. The main reason people move here is for the schools. The property values which we have is due to the school rankings and access to high income tech jobs. If the schools ranking are devalued due to oversubscription, then expect the property values to cease to sustain or increase and workers to look elsewhere to reside. If the property values don't grow with the inflation, then a curve of deficit will continue drive the amount of property taxes revenue needed to sustain all services and infrastructure needed. All of the infra schools, roads, utilities need to be scaled in balance with the growth of the sum of all residence need. The burden of this should not fall onto the existing parcel owners alone. Developers of this scale should be required to provide needed for the schools infra and the likes of a taller fire truck. Is the additional property tax from additional parcels created scale to relatively fund all schools and infra? You are elected officials, but are you in tune with the property tax paying residents? Have you solicited a non biased survey to stay in tune with the residents? Townhome and Condo owners are parcel property tax payers. Apartment renters are not. In an apartment building model is the owner of the building paying property tax each year at an equivalent ratio of home/family that will be residents consuming school, infra and utilities? It should be clear who will pay continued parcel property taxes as the ratio of residence for any new dense living spaces. I am 100% in support of the low income % of units for those that work and support in this community. I would hope that there is absolute assurance that those that really need it have access and those those units are not exploited by loopholes. Like must show proof of employment in	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

the sammamish city area and frequent audits to ensure compliance Until growth can be balanced and maintain what makes Sammamish special, please refrain from painting sammamish into an inescapable corner or you will go down in history as the authors of its decline . Lets keep sammamish qualitative and not quantitative	
I am writing to express strong opposition to the amended Town Center development plans unless they are explicitly contingent upon significant regional transportation improvements—specifically, the addition of a freeway connection and light rail service linking Sammamish to both Issaquah and Redmond. Without this infrastructure, any dense development at the Town Center will only exacerbate existing traffic congestion, increase commute times, and further strain our limited and outdated road network. Our city lacks the transit backbone to support the scale of development proposed. If Sammamish is to evolve responsibly and sustainably, transportation infrastructure must lead—not lag—major growth. I urge the Council to pause or revise the amended Town Center plans until there is a firm commitment, from both regional transportation authorities and the City, to plan, fund, and implement a freeway connection and light rail expansion to and from Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs.
The last thing we need is 100 more units of housing. An additional 2000 is a no go. We can't handle the traffic. Our infrastructure does t allow more housing— period.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
Why are we increasing from 2000 to 4000 unit when the community consistently is saying no to this entire project? There is absolutely no infrastructure for this. Traffic is already a nightmare. We don't need the density. Listen to the voters and stop this over development ruining our city!!!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
No town center, and definitely don't make it double the original amount stated. Just NO!!!!! We don't want this and stop trying to ram it down our throats!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Please don't make 4000 units!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Please save the trees	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.

Please do not add 4000 housing units to the Sammamish town center area. That amount of people here will have a many negative impacts on our community including unsafe emergency traffic routes off the plateau, insufficient space, increased overcrowding for schools that are already at capacity, stress on the environment, traffic gridlock, noise from traffic decreasing value of homes and quality of life. For years people sought out Sammamish due to high quality schools and relaxed lifestyle. Increasing population here will change that. It is bad enough that 2000 units were approved. Stop the greedy developers and short sighted city planners from increasing that to an unsustainable 4000 units! The plateau cannot support this massive population and building increase and Sammamish will no longer be a place people want to live-too crowded, too much traffic, gridlock in emergencies and daily, even more school overcrowding. Please do not let 4000 units be put in!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Noise. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I am strongly opposed to the town center plan for the same reasons that others have surely expressed. My main concern is additional traffic and the lack of supporting infrastructure. Add in overcrowded schools, and the current vacancies in both retail and existing apartment complexes in Sammamish and I cannot understand how this benefits our community. I know that we will pay higher taxes and am concerned that all of the above will make Sammamish a less desirable place to live.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I have lived in Sammamish doe over 21 years! This many more people and housing is insane! Please stop this plan of the town center for the sake of our already full schools and roads!!! Thanks for your time!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Evacuation Plan is needed! Mention of transit hub and the route plans need to be explained! City and her Citizens should not be paying for Infrastructure, land, or any development costs in Town Center!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Transit Needs • Emergency Services and Evacuation.

While a grand idea to have amenities of the nature you describe in Sammamish, the trade-off in accessibility and added traffic congestion is not worth it. In your 10 Things I Need to Know about the proposed Town Center build out, I did not see anything that would address the obvious issues with accessing the center nor the impact on traffic congestion. 228th, 212 and 8th street do not provide ease of access to accommodate the proposed housing units. 4,000 new dwellings, I mean come on that is unnecessarily excessive for the area. More of us are buying online these days, and watching entertainment content from the convenience of our homes, so the amenities attraction described in your awareness piece does not mitigate the traffic congestion concerns. How do you intend for residents to get in and out of the area conveniently so they are motivated to make the center a part of their living routine? Frankly, I think the lack of arterial access expansion is an irresponsible oversight. Residents are not going to use mass transit to visit the center; that argument is not valid. Do not expand to 4,000 dwellings.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
This center's examsion is a huge mistake. Sammamish barelly has the infrastructures to support the current population. The expansion would create traffic issues, safety issues and overall stress and tensions in the community. We left Seattle and it's overpopulation, don't bring it here. No, no, no to the expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
This level of development will put a huge strain on our delicate infrastructure. It will negatively impact the very soul of our community. Sammamish is known for its low level family housing and green spaces. This development will pave the way for further extreme building and the very nature of Sammamish will be lost and irretrievable. We do not need this development. The housing market here has cooled and the schools are already over capacity.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Sustainability. • School Capacity.
The original town plan design was ok, the expanded vision is not feasible in our current state. Our roads and infrastructure are already over burdened, we can not support increased number of vehicles, particularly in an emergency situation. At a minimum we need to have a well thought out plan INCLUDING funding sources for how we would fix traffic and infrastructure. Right now we have no support from the county for increased public transit. Can we get them onboard to support a plan? Also, what can/will the city do about commercial rents. I know we want to increase the tax base, but right now there is a monopoly on commercial real estate ownership and small businesses can't survive with the rent costs.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation.

There have been a surge of new houses that has already caused traffic delays. I love my Sammamish but absolutely do not want any more housing .	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads.
Stop this nonsense. We do not want an expanded town center.	Thank you for your comment; it has been noted for the record.
Please do not do this! It's very difficult to get down from Sammamish now and will greatly decrease our quality of life if 4000 new homes are built. How in the world will we handle driving with possibly 8000 more cars on our roads? We all moved here for quality of life. Please don't be the group that destroys this.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I am opposed to the increase from 2,000 units to 4,000 units due to the increased traffic congestion this would cause. Their are not enough local job so people will have limited ways to leave the area to get to work. School traffic is already heavy with three high schools and a new 4th high school. We have only 228th and East Lake Sammamish parkway to exit the area and they are already heavy with traffic. We do not need to spend more money on concert areas etc. the voters have send messages with the last two Issaquah bond failures, do NOT continue to spend on non essential things. Our present high taxes are making essential basic things already non affordable.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
Please do not add more houses to already congested area!!!!! No!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
It is unclear that there is sufficient demand for an incremental 2000 housing units in the new town center. This appears as a win for developers, without any thought to cost to local taxpayers, real demand or potential vacancy issues.	Thank you for your comment; it has been noted for the record.
Hello. I am adamantly opposed to the potential plan to increase the Town Center housing units from 2000 to 4000. We have lived in Sammamish since 1996 and have seen a steady decline in the quality of life due to too many housing developments without accompanying infrastructure improvements. Commuting time is already bad and will just be much worse if this increase happens. The City of Sammamish needs to be more responsive to its current citizens instead of the big money developers. Regards.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

I urge you to reconsider the proposal to add 2,000 housing units at the Town Center. Just two weeks ago, I attempted to drive on 228th Ave NE around 3 PM on a weekday and was caught in gridlock for a significant portion of my trip. This is not an isolated experience—it reflects a broader reality that our infrastructure is already under strain. Sammamish residents expect thoughtful planning that prioritizes livability. Adding thousands more residents without clear, funded solutions for traffic, schools, and emergency services will only worsen daily life for the people already here. As stewards of our city's future, I ask that you focus your efforts on investments that enhance the quality of life, not decisions that diminish it.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • School Capacity.
The additional development plans on the scale the Sammamish city council proposes is shear madness, paying no heed whatsoever to the decline in the quality of life for existing residents.	Thank you for your comment; it has been noted for the record.
We do not want more or higher buildings. We do not have the infrastructure or finances to support this growth. Other communities are able to grow at paces that make sense for their cities and we should too. I'm unhappy with the plans for additional growth with number of homes as well as heights of structures. Our traffic, schools, and roads are packed and busy enough. Geography the Plateau doesn't have easy access on or off especially in an emergency. Stop.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation. • School Capacity.
Please do not open Sammamish Town Center and add more housing to Sammamish as it is already over-crowded and these roads cannot handle anymore.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
228th traffic has been awful this year, lots of big trucks and so many cars speeding. We've been hit hard with lots of noise pollution and we can't even spend time in our backyard now. It's a nightmare. It wasn't like this 7 years ago when we moved here. I can't imagine adding more housing without the proper infrastructure. Not everything is about the money, quality of life should be a priority! Stop this madness of making the rich people richer at the expense of everyone else.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Noise.
I am opposed to the action alternative proposed by the city. Increasing density without additional roads make the increase of another 4000 residents unbearable. The additional retail space and office space also adds to the issue of roads and schools. When we don't have land for a new school, how can we add another 8000 residents? Stick with the No Action Alternative.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.

I am adamantly opposed to building any additional living space for anyone until a comprehensive plan for how to deal with the traffic on the Plateau is dealt with. The infrastructure for improving traffic and multiple routes on and off to Plateau should be completed 100% for breaking ground on a single new place of housing. It is already horrendous and cramming more people with onto a plateau with only two major ways on and off is an absurd notion and should be stopped.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I'm opposed to the additional housing units proposed for the Towncenter project. The infrastructure of Sammamish is not built for this may new housing units. I've lived in Sammamish since 1992 and the quality of life that brought me to raise my family and live here for 33 years is degrading quickly with all the new housing units being jammed in on the plateau. How we will evacuate in an emergency life fire? Why does the city council seem hell bent on this project no matter the outcome? As I understand it, kids in my Heritage Hills neighborhood will not go to Mead Elementary which is walking distance 1/2 mile. Instead they will be bused to Redmond because of the overflow of new residents with kids in the Towncenter that will be bused to Mead. Same for Inglewood Middle Schoot and Eastlake HS. Our home values will be negatively impacted by this insane idea to bus kids off the north plateau to Redmond when the schools are closest to north plateau neighborhoods. Not to mention the enivormental degradation that the Town Center project will bring, the huge increase in traffic, having to raise our taxes to pay for this all, just to support well intended ideology about density that simply does not work with the infrastructure and the topography of the plateau. It feels like there are strong willed members of the City council that are not listening to the majority of residents that have had enough with the overdevelopment of Sammamish and the very negative impacts to quality of life. Please listen to residents and STOP this madness, STOP catering to the developer, STOP pushing projects that ruin the high quality of life here in Sammamish and raise our taxes just so we can sit in traffic. Viable transit is NOT coming the Sammamish ever.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

After attending the Town Center Open House, I came away with more questions than answers. When I would go up to one of the tables, the person or persons there, were very nice and would answer some of my questions, but each and every one of them sent me to another table to get one or another of my questions answered. One table that I was very interested in asking questions had a person monopolizing the only person there that could answer several of my questions for a significant period of time, so I gave up. At the other tables, when people came up, they became part of the conversation that was ongoing, but that table did not. As a result, I came away more confused than when I arrived. What I heard from Transportation is that nothing can be done to increase capacity for leaving the plateau onto 202 from Sahalee. Wasting money we don't have on any of the three options given to us without helping to increase capacity is not a good idea. Nothing would be helping the additional traffic caused by increasing 2,000 units to 4,000 units. Traffic is bad enough now. In addition, what I heard was even though we have been told that by 2029, we will be in financial difficulty, how much this town center was going to cost the taxpayers will not be published until a couple of days before the City Council votes on it on July 15 leaving no time for people to specifically react to that part of the decision. It would be lovely to have more amenities in our city, but if we don't have the money to pay for it, raising taxes so much that people who have been here a long time have to move, is not the answer. We need to live within our means.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
In a very few words: The current traffic noise is unbearable, I am completely against adding more noise pollution. I have lived in this house since 2018. I have noticed how the noise pollution kept growing and growing. For about one year now, the noise is so bad that it is consistently disrupting my sleep. It has become so bad, that I now cannot bear to use my own backyard. I used to enjoy being out there, eating, drinking tea, cooking, hearing the birds. Now It is a more stressful situation than anything. Essentially I lost some usable space in my own home. PLEASE don't make it worse. I don't want the population density to increase, and with it the noise levels. Thank you for your attention.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Noise.

Sammamish is not prepared for this type of project. Basic infrastructure such as roads, school, utilities etc can't support the planned development. Parking previsions in the document are unreal as Sammamish has not a good public transportation system so the assumptions and statements in the document are not real and facts based. Codes simplification as proposed are a fast track for overseeing important construction requirements which will increase risk instead of a process streamline Environmental impact is high not only because the displaced wild life and all the green area wiped out but also because the pollution added by 4k new units. Stop this madness, invest on scalable basic infrastructure and emergency preparedness then retake this idea. The basic conditions to support this project are not set yet	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs. • Sustainability. • School Capacity.
Dear Sammamish City Council~ Please do not increase the height nor capacity of the Sammamish City Commons. I voted for all of you because you advocated sane growth! DO NOT grow this project! Respectfully,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.
I am against the 2k to 4k additional units proposed as no infrastructure (roads/water/power grid/schools/police/emergency services...etc) was adequately included nor covered. Without all of the proper services/infrastructures adequately covered these units shall place undue stress on the existing systems. In addition, the coverage of costs, plus "why the need" for these units is poorly documented without 100% clarity and information necessary for all of the public to fully understand the impacts. Again, our local city officials seem to have a "cloaked" agenda...	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation. • School Capacity.
Sammamish is growing too fast! Please do not approve of the large increase of high rise buildings. We don't have the infrastructure to support this	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Aesthetics section in the General Comment Themes & Responses section of the FSEIS.
I oppose this project due to the lack of infrastructure in our city. Our current roads and resources cannot accommodate this project. I have lived in sammamish for 40 years and have seen many changes, but I fear that this project in particular will have a negative impact on our community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I am terrified that Sammamish is allowing so much housing to he added to a single small area. We don't have enough school capacity, parking, and there's only one road which is already jammed multiple times per day. All services in our area are incredibly busy, we are already looking for medical services outside as all local providers are booked solid few months ahead.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Parking.

	• School Capacity.
I don't want the town center extension. It's not good for Sammamish.	Thank you for your comment; it has been noted for the record.
I do *not* support the additional 2,000 homes, which would bring total homes in Town Center to 4000. I'm concerned about the additional traffic, and therefore the required traffic infrastructure. I don't want to see Sammamish become a concrete jungle. Sammamish does not have the infrastructure nor do we have the space or the money to build the infrastructure. We are an island on a hill, with two-lane roads connecting us to Issaquah and Redmond. Issaquah and Redmond will get mass transit. Sammamish will *not* get mass transit.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I love Sammamish and we are different than Redmond. I am 26 years old and want to have adventures and live in different places. I would rather have a smaller Town Center than a massive one that ruins what I love about Sammamish. There are lots of places that are too expensive in WA but that doesn't mean that we should cut down all the trees and build more. This is what makes people move to other places to start their own lives and has been happening for decades. I wouldn't want to live in the same town that I grew up in! I think lots of people my age would rather keep the trees and go live their own adventures in a new place and come back to visit the beauty that would remain here instead!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
I am strongly against the town center expansion Traffic is already bad. Schools are overcrowded. The bomb cyclone left us without power for a week and the city seemed pretty overwhelmed. How do we intend to manage any of this? I've lived in Seattle, NYC, The Bay Area, Tokyo. These are big cities with infrastructure and the ability to expand. I choose to raise my family in Sammamish because I wanted fewer people fewer cars more trees more quiet. I can already easily drive to issaquah or Redmond for retail. There is plenty of housing being built in cities with the ability to handle the growth. Let's not pretend any of the housing is going to be affordable. Focus on managing your budget and listen to your citizens.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I do not support adding 4000 housing units and clear cutting 100 acres of trees. Please vote this proposal down. Thank You.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.

Hi, Newer Sammamish resident and I oppose the additional 2,000 homes. 228th is already a nightmare during rush hour and this will make it even harder for families to get their children to school on time. Without investment in public transit, the additional units will create more congestions on the roads. For those who live in residential areas to the freeway, the traffic through the neighborhoods will make an already precarious driving situation even worse. Please consider why people move to Sammamish in the first place. To have safe streets and green spaces. This plan does not support that.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I am in favor of the No Action Alternative due to the increase of housing from 2000-4000. How many of these will actually be "affordable" to people with low income. What is considered low income? I go see the need for low income housing so why to we keep allowing large homes costing 1-million dollars to continue to be built? What about more Habitat for Humanity homes? Or homes for the average middle class worker? I am also concerned about the transportation gridlock - lack of infrastructure, possible higher taxes and possible negative impact of schools and the environment. Seems like this plan has more negative than positive impacts.- judging from the comments I have seen. Please listen to the people who reside im Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Sustainability. • School Capacity.
Please DO NOT INCREASE HOUSING TO 4000! Traffic is already a problem with people working in office, and three large high schools on 228th and shopping centers…. The additional 2,000 units is already going to add to the strain of our infrastructure, do not add 4,000! Getting out of Sammamish to reach the closest light rail is already difficult. We don't have great bus service to get to those places. Sitting on ELSP to go to work or appointments takes forever in the morning and late afternoon. Then you have LW and Issaquah school buses stopping every five minutes …can you imagine with another 4000 units or 8000 people commuting every day??? Stop the insanity. There are limited number of ways to get off the plateau and with the exception of 228th, it's all single lane.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.

Our town is a lovely town to live in and 15 story structures just don't make sense!	
I am no longer supportive of the town center project for Sammamish. Initially the number of built homes/apartments already made me nervous with the roads and traffic in our city. But with the increase from the original plan, I do not think this is something we can support in our city. We do not have the roads like Redmond to make it easier to maneuver. And our family are completely fine going to Redmond or Issaquah for anything we can't already get in Sammamish. As long as we have grocery stores here we are set for the city we happily moved to over ten years ago.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.
Please hold on building more houses, city of Sammamish doesn't have the infrastructure needed to support that. Please just think about the in/out road to Sammamish as one key example. There are much more than that of course	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.
No to the new development. This needs to stop	Thank you for your comment; it has been noted for the record.
Sammamish does not have enough infrastructure (roads, public transport, etc.) for the current residents, so we should not approve new (and especially large) developments until this is addressed.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Transit Needs section in the General Comment Themes & Responses section of the FSEIS.

(Formatting note: I am using *asterisks* to indicate emphasis and/or action items) SEIS: Given the increased volume of traffic that is bound to come to 228th Ave SE, *I am in support of the added roadway segment from Version C of the Street Network Versions proposed in Figures 27-29 on pages 59-61 of the Draft SEIS*. And, for clarity, *I support proceeding with the extension of SE 1st Street across to the extended 225th Place SE*. Bypass roads (roads that pull traffic off the primary arterial into the Town Center internal street network) are extremely important for reducing backups at red lights. However, with the extension of SE 1st Street and relocation of the intersection from E Main Street, please also take into consideration the impact and placement of SE 1st Place, which (at the moment) likely receives more traffic than SE 1st Street. Additionally, it is unclear from the traffic study how the Added Roadway Segment from Version C would *increase* the delay at 228th Ave SE & Crusader Way. *Please elaborate*. Plan & SEIS: The existing driveways connecting the three levels of the Sammamish Village feel unsafe and confusing to navigate. I understand there were, and are, significant space and slope constraints, and that the parking lot was approved under the old code. However, one of the earlier presentations on the Town Center left me worried that streets would be developed "as needed" instead of being fully planned from the start, and *this is still a major concern*. The environmental restraints on developments within the Town Center should push towards a *more comprehensive street network plan* to ensure a sensible and effective layout for pedestrians and vehicles. While the guidelines and restrictions on street design described in the draft code Chapter 21.07.030 Article II provide a small degree of comfort, I am still worried that piecemeal development will significantly impair the function of the Town Center. This is amplified by the proposed street network plan, which includes a portion of roadway in the northwest which absolutely does not follow the draft code in terms of block length or alignment. Therefore, *I propose that if the Town Center is to have additional roadway development, it should first have a road network outline created for the entire area of the Town Center*. Plan: As demonstrated by the Redmond Town Center with NE 74th Street, a thoroughfare crossing through the middle of core Town Center development puts a strain on the entire area and is likely unfeasible; this is even more worrying when looking at 228th Ave SE, the primary arterial through Sammamish. For reference, NE 74th Street was originally a street splitting the Redmond Town Center in half, with a pedestrian overpass on the second story of the main structure. The road was eventually closed off and turned into a	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.

pedestrian plaza, but that is not an option for 228th Ave SE. I understand from speaking with a staff member that an overpass near 228th Ave SE & SE 4th Street was considered and rejected due to being financially unfeasible. However, *if supporting pedestrian access is a genuine interest, some amount of action is necessary*. Perhaps another overpass location nearby may be more viable, either further up or down the hill. Alternatively, a detailed study of vehicle AND pedestrian traffic at the intersection of 228th Ave SE & SE 4th Street could lead to an overhaul of the light/crosswalk cycle that would better support the upcoming needs of the intersection. It may be worth looking at the intersection of 228th Ave SE & NE 8th Street, which has consistently short wait times despite frequent and often complex vehicle and pedestrian traffic. I would suggest a similar cycle overhaul be conducted at 228th Ave SE & SE 8th Street, which regularly suffers from extensive backups up and down the hill. With regards to the proposed increase in housing units from 2k to 4k, my primary concern is the lack of clear communication about the projected impacts of this change. Sammamish residents are rallying around things that are understandable to be worried about (15-story buildings, children being bussed off the plateau, etc.); if those are not legitimate concerns, then there should be more public communication to address and calm them. As the current situation stands, *there can be no meaningful conversation when a portion of the populace raises increasing complaints and receives no straightforward response*. Several of the posters presented at the Draft Plan and Draft SEIS Open Houses were filled with technical jargon and obtuse language that anyone unfamiliar with the process would likely have difficulty understanding. Thank you for your time; I will be submitting additional comment on the Draft Code separately at a later date, and may submit additional comment here if I have time. I appreciate the amount of work and detail that has gone into these documents, and hope to land on an outcome that will support both current and future residents of the city.	
I think it best if the coty council were to halt the expansion efforts in order to focus on things like infrastructure; our roads are not rated to cover the traffic we already have and buses did not help before 2020, and considerably less so now that ridership has fallen off a cliff.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs.
I am a physician and moved to Sammamish 3 years ago and it's easily become my favorite place in the world. Please do not do this. Do not make this green gorgeous town a nightmare like other cities. SAVE IT!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.

I oppose to this plan. The city is already over developed without sufficient infrastructure support. This plan will make the situation worse.	Thank you for your comment; it has been noted for the record.
I thought we would have had our Town Center finished by now. I ask to be very thoughtful wuth lots of greenery added--less concrete. I think the retail behind Met Market is ugly, and hard to park/access. Do better. Think walkable, lovely, community-based-- outdoor spaces, outdoor seating for cafes, do not build so high and dense that you block sunlight. I love Downtown Redmond where the park is but some of the buildings block light. You can make this great---- or slap it up and make it ugly. Do better.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Parking.
1. "affordable housing" is not really met by this. Allow easier approval for DADU's (people can rent them out to supplement their income allowing them to stay in their homes). In addition, you can allow homeowners to rent out rooms in a home that is owner occupied. 2. This is not what we voted for. We voted for a Town Center with a goal of a city core and allowing people who wanted to downsize to stay in the community. We didn't vote for multi story apartment buildings. I lived in NY in Manhattan in an apt over multiple stores. That is city living. If I wanted that, I would have moved to Redmond which is right down the road and next to transit and freeways. Instead, I looked for a community that offered a know your neighbor environment, yards for children to play in and schools that excelled. The current TC plan threatens to change the entire community environment. 3. The Transportation impact will be a devastating blow. Not next to a freeway. Limited access on and off the plateau. No plans from Metro to expand our service. The inability of the city to run a connecting shuttle service or anything that competes with metro as I understand it. 4. Impact to already over crowded schools and no access to land to build new ones. Years ago I endured busing Sunny Hills children to the May Valley elementary school. A 45 minute bus ride each way. This will impact our schools (a prime factor in drawing people to Sammamish) and, as a result, it will impact our home values in a negative way. 5. As I understand it, we are already beyond our GMA required target so why are we increasing it? Why are we not appealing to have it reduced based on our landlocked topography and inability to accommodate the growth that we now see in Bellevue, Redmond, and Issaquah which are all located next to one or two freeways. 6. This is a decision that will impact the very heart and soul of Sammamish for years to come. It is so far from	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Affordable Housing. • Transit Needs. • School Capacity.

what the citizens originally voted for that it really should be put back on the ballot for approval or it should revert back to the original vision.	
I want to go back to the 2011 plan for building within the environment.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
I am against building large housing complexes. Roads are already overloaded, it takes me about 1 hr in the morning to get to Bellevue and even longer in the evening. Schools are also overloaded and underfunded. I have read as residents angrily shared how their children in the Lake Washington School District already face one- to two-hour bus commutes. This plan completely disregards the quality of life for the people who currently live in Sammamish and sacrifices it for future residents. And worse, it seems there is a utility tax in play that will somehow subsidize part of the incentives to help this developer make a profit. I further refuse to subsidize any private development for-profit projects with my taxes.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I moved to Sammamish for its natural beauty, small-town feel, and strong community—not for massive 10-story housing complexes, overwhelmed infrastructure, and decisions that benefit developers over residents. This project ignores wildfire risks, worsens traffic and school crowding, and is subsidized by taxpayer-funded incentives and new taxes. It sacrifices our quality of life for private profit. Our city leaders must remember they serve us, not the developers.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
I've grown up in Sammamish and I'm about to finish high school. This has always felt like a safe, beautiful place with a real sense of community. But now it feels like that's being traded away for overdevelopment that doesn't fit our town. My friends already spend hours on overcrowded school buses, and traffic is getting worse every year. Cutting down trees and adding thousands of apartments just makes everything harder—on schools, on roads, and on the environment. I don't understand why the city is helping developers instead of listening to the people who actually live here.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
On a beautiful Wednesday evening, I walked from the Inglewood shopping center to City Hall to attend the Sammamish Farmer's Market. I walked faster than the cars trying to go south on 228th (and I am not a fit person so I wasn't walking fast.) The traffic was backed up almost to the Inglewood shopping center. The majority of the drivers were not going to the Farmer's Market but merely trying to use the existing infrastructure to traverse the plateau. It is comical for anyone to think that another 4000 housing units will not adversely affect our current infrastructure. The	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

existing infrastructure barely serves the current residents.	
I oppose the proposal to allow high-density buildings up to 8 stories in the Sammamish Town Center Plan. Such tall buildings would change the small-town character of Sammamish, increase traffic congestion, and put stress on local infrastructure and sensitive natural areas. High-rise development doesn't guarantee affordability and could lead to luxury units that don't meet local housing needs. I recommend limiting building heights to 4–5 stories, focusing on townhomes and low-rise options, and ensuring infrastructure improvements come before dense development	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Affordable Housing. • Sustainability.
🙌	Thank you for your comment; it has been noted for the record.
Sammamish is known for green trees and beautiful neighborhoods. We have thousands of homes already here. But We have only one lane road to get in or out of Sammamish. We have been living here for more than 13 years we are seeing how bad the traffic is getting here. It's getting worse to go to work every day to Redmond. Even on the weekends the roads are queued up. If 4000+ houses build here it will add 4000+ if one car per household but it will be more than that. How much pollution it will add to Sammamish. Given that it will make our lives worse and harder. This is not a place for town center or town homes. Simply I would say The city is not designed for that. We need to get multi lane road for Sammamish before build any more homes.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
My wife and I moved to Sammamish 5 years ago and have three young children. We began by renting and bought our house two years ago. Over our five years, we made many close friends our age, who would then have to move off the plateau because it was unaffordable. If we want Sammamish to continue to flourish and welcoming to families, we need to to be available for families. When we were buying a home, we wanted to buy a home near the town center so we wouldn't have to drive. We wanted to be able to walk to our doctor, the grocery store, and the YMCA. Since those weren't available, we have to drive to all of those places. We have to drive off the plateau regularly to go to Home Depot because there isn't a hardware store on the plateau. Building the town center will make us drive less. Creating a vibrant town center provides a place for families to go out, a safe place for our children to go independently with their friends, and a place for our community to grow closer together. It provides a center for people to more easily use public transportation and	Thank you for your comment; it has been noted for the record.

allow for more people like me to participate in this great town that I love so much.	
I would like to vote to NOT increase the number townhomes, thanks.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
The grow and traffic in Sammamaish is unreal and there needs to be a stop to increase in taxes for development and schools.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
Please add the 2000 units. The jobs will benefit our local economy.	Thank you for your comment; it has been noted for the record.
How have we accommodated for traffic in the new town center? Will there be alternate roads constructed for the same ? Will there be new school constructed for this area?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Please keep the original plan for 2k units.	Thank you for your comment; it has been noted for the record.
I support increasing the number of units to 4,000 townhomes, provided there's a clear plan to address: • Traffic mitigation and transit options • School and utility capacity • Green space preservation • Affordable housing allocation Growing housing supply can help reduce housing costs and provide options for new families, young professionals, and seniors. But it's essential that infrastructure keeps pace with growth.	Thank you for your comment; it has been noted for the record.
I wanted to reach out and share my support for the Town Center plan. The state has a housing shortage and has mandated cities to provide more housing. I believe Sammamish is answering the need by providing dense housing in the town center area. I have been seeing a lot of NIMBY-ism in the city regarding Town Center so I wanted to share my support and belief that we must do our part to provide the much needed housing in the State. Thank you!	Thank you for your comment; it has been noted for the record.

Hello, We are in support of a town center with some mixed-use development, additional shops and restaurants, with low-profile housing above, which we thought was the original plan. This would maintain the ability to see Trees and views of Seattle, etc. We are totally against doubling to 4,000 housing units. 228th is already totally clogged morning and afternoon. This will hurt the overall views, tree canopy, and neighborhood feel of the city. It will also overstress streets and egress from the city. Please don't turn Sammamish into Redmond with 10 stories above the commercial use buildings where we are socked in between buildings in traffic. Some shops/restaurants with 2 or 3 stories above would be nice. Any more than that and you are ruining what we all love about thus great city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Sustainability.
My wife and I have lived on the Sammamish Plateau for 30+ years. We are not anti-growth, but we are against the expansion of high density housing. We don't have the transportation infrastructure to accommodate 2,000 + more apartments. We also think our city council should emphasis maintaining the current single family home atmosphere and community. We do not want to become Renton or Redmond.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs.
I just moved here, and this plan is the exact opposite of the reason a person chooses to move to Sammamish. People seeking this kind of development have myriad choices throughout the Puget Sound region to live in. Sammamish is about spreading out, connecting to nature, and building community through a small-town feel by forging deep bonds with a handful of nearby neighbors. Sammamish preserves the beauty, uniqueness, and enviable qualities of the Pacific Northwest. This plan aims to deteriorate Washington itself. A step in this direction forever destroys what makes Sammamish the amazing place that it is. It's a step that can never be undone. You don't live in NYC to admire nature, you don't live in Miami to snowboard fresh snow, and you don't live in Sammamish to have a crowded, urban "town center" that offers little to improve the condition and quality of this place for centuries to come.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.

www.sammamish.us/TCAmendmentMeetings does not open "page not found". 228 is a grid lock especially when the schools let out, parents picking up their children, and using the Safeway parking lot as a holding station. In addition, getting into and out of the various business in the Safeway area and finding at parking slot - how does the city plan to widen 228 to accompany the growth Also, is there a plan to accommodate traffic to leave the parking lot to travel South via the school road or this the plan to leave the lot, via north, then make a u-turn at 228th and 8th, tie up traffic to be able to go South	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
No expansion	Thank you for your comment; it has been noted for the record.
Reckless of this city council to allow the number of dense housing before adequate infrastructure in place. Look at Factoria and downtown issaquah as examples. Currently the 228th stretch with the multiple schools and rush hour traffic is a nightmare Imagine adding 8000 cars to the mix. Shame on you all.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
Sammamish is already too Much crowded with lack of wider roads for schools, work and park activities. Sammamish is the symbol for green and destroying the nature again for our own cause will add more uncertainty about the future of Sammamish. We are disturbing the balance of animals, human and forest. Commute, school, public safety and balance of nature are my biggest concerns	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
Until you get a postal facility in Sammamish you should not be building ANY new housing. The lines at the Issaquah PO, Costco, and other businesses in Issaquah are swollen with Sammamish residents as well as Issaquah.	Thank you for your comment; it has been noted for the record.
Sammamish simply does not have the infrastructure for additional housing. Approval of this growth plan will only further erode the livability of this community. We're starting to look like Redmond and it's not attractive.	Thank you for your comment; it has been noted for the record.

We have lived in Sammamish for over 24 years and have experienced the uncontrolled growth and lack of matching infrastructure for many of those years. The traffic has continued to get worse. The police are understaffed and can't hope to keep up. Uncontrolled kids are causing dangerous road conditions due to unregulated and unpoliced E-Bikes, Scooters and other motorized traffic. There is a complete lack of retail options especially restaurants. Getting on and off the plateau takes more than twice the time it used to. Adding additional housing to the existing plan will be a mistake. The existing plan is acceptable and we do not need 85 foot high rise apartments (take a look at what has happened with crime in the Highlands). I urge the council to stick to the existing plan and vote down the proposed changes.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Emergency Services and Evacuation.
I support the no action option. Questions I would like answered: 1) What is the plan for increased population? 2) What is the plan for increased enrollment in schools? 3) What is the plan for increased traffic? 4) What is the plan for infrastructure improvements including fire department and police department growth? 5) what is the plan for public safety ? 6) Why were park funds taken and given towards the development of the town center? 7) Is there a plan to assure the housing units stay “affordable”? 8) Is there a plan to attract retail and restaurant tenants to the town center with affordable rents? 9) Why is the council seeking to add additional housing units to the current proposal?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Emergency Services and Evacuation. • School Capacity.
I support the no action plan and not increasing population density	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
There are so many issues on the plateau that need to be addressed before increasing housing. Emergency egress Supporting traffic Adequate schools Protecting the environment Transit - bus service Protecting the environment For these reasons I am opposed to the housing increases. Sammamish is not Redmond or issaquah.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I support the No Action plan	Thank you for your comment; it has been noted for the record.

I support the “no action plan”	Thank you for your comment; it has been noted for the record.
Our schools are overcrowded as is our traffic, please do not add to that	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Please keep town center housing units to the 2000 units in the original plan. And limit height to 4 stories . Our roads can’t handle that kind of growth.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.
The traffic concerns that will arise from adding additional housing without significant improvements to roads and transit, as raised by others - are not inconsequential. It sounds like promised transit improvements are off the table for the foreseeable future. The plan for more housing needs to be reevaluated in light of this delay. Took 90 minutes in gridlock to get off the plateau on Monday JUne 30 due to construction on Sahalee way. What happens in a fire emergency? I also have concerns about wastewater management. Our neighborhood is still on 30 year old septic systems and apparently there is a lack of regional capacity for additional sewer hookups? However Town center can proceed? This seems short sighted.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation. • Water & Sewer Services.
I support the NO ACTION plan and maintaining the voter approved housing of 2,000 or less units in town center. Creating double the housing without appropriate infrastructure is unwise and will decimate the beauty and community of Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I support the no action plan. I am against the expansion of the town center!	Thank you for your comment; it has been noted for the record.
Supporting no action plan	Thank you for your comment; it has been noted for the record.
I support no action plan	Thank you for your comment; it has been noted for the record.
I support the "no action plan", basically to keep the current plan at 2,000 units with infrastructure aligned to a vision on which residents voted for. Sammamish infrastructure, primarily roads, are already bursting with traffic	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.

Supporting no action plan	Thank you for your comment; it has been noted for the record.
I support the "no action plan", basically to keep the current plan at 2,000 units with infrastructure aligned to a vision on which residents voted for. Sammamish infrastructure, primarily roads, are already bursting with traffic	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
Supporting no action plan	Thank you for your comment; it has been noted for the record.
I support the No Action Plan	Thank you for your comment; it has been noted for the record.
I strongly oppose the proposed expansion of the town center. This plan is not just ill-conceived—it is recklessly out of touch with the daily realities faced by residents. Our roadways and grossly inadequate sidewalk infrastructure are already overwhelmed. Current traffic levels and pedestrian use far exceed what the existing layout can safely support. Expanding the town center without first addressing these core deficiencies is both irresponsible and dangerous. There are no sidewalks on the majority of our roads. Pedestrians, including families and children, are forced to walk in active roadways—a clear public safety hazard. On streets like Main Street and 212th, it is not uncommon to see residents walking inches from moving vehicles (nearly being struck) simply because they have no other option. My family routinely pushes a stroller through gravel shoulders or in the middle of the road just to reach local parks such as Big Rock, Sammamish Commons, or Ebright Park. This is especially true on routes like 218th SE, SE 8th Pl, 212th Ave, and 217th Ave NE. These are not fringe roads—they are critical links for residents and will be further overburdened by added development. Traffic congestion is already unacceptable. 228th becomes gridlocked during school hours, and we have not even begun to accommodate the inevitable surge in volume that new development will bring. Today alone, Lake Sammamish Parkway was at a standstill from Redmond to Inglewood, and this is becoming the norm—not the exception. To proceed with expansion without resolving these infrastructure failures is not just shortsighted—it is a neglect of public welfare. Please conduct a comprehensive traffic and pedestrian	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.

impact study, factoring in the ongoing return-to-office mandates from major employers like Amazon and Microsoft. Any town center expansion must follow, not precede, meaningful and visible infrastructure upgrades.	
I have lived in Sammamish for over 20 years and it's become unrecognizable. In some ways good, but in most ways bad. Infrastructure has not kept up with our growing population (traffic to get across the plateau during peak times is insane and I shudder to think what would happen if an emergency evacuation was needed), so it is irresponsible to add more density before infrastructure is fixed. No to the town center, bu5 since that ship has sailed, no to doubling the size of the town center. The city council is not acting in the best interest of its residents and we will remember that.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.
Please consider our safety and traffic and school capacities. Don't allow more building bc developers will never consider those things. Those considerations fall on the city council. Not being able to get out during an emergency will have devastating consequences. Those consequences will be directly tied to your decision making on supporting the citizens of Sammamish or the developers who want more money.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
I support the no action plan	Thank you for your comment; it has been noted for the record.
Our infrastructure can't handle current capacity - how in the world will anyone ever get on or off the plateau? It isn't realistic to think all that live will work locally or vice versa. I know it's not cool to like cars, but they are a reality. IF we were going to build out to even the 2000 units already in the City Plan, then we sure as heck better be planning for how folks are going to get onto/off of the plateau - arterials to Redmond, Bellevue, Issaquah are already jampacked. Reject this further expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I support the No Action Alternative where we would stick with the previously proposed 2,000 units for the city center.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
Na	Thank you for your comment; it has been noted for the record.
I support the no action plan. I don't see any data or concrete plan towards working on expanding infrastructure to support dense housing. The streets like 228th are a choke point and with minimal to no	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Transit Needs section in the General Comment Themes & Responses section of the FSEIS.

real public transport options for existing residents, I vote for no change in plans	
To: Sammamish City Council Date: July 1, 2025 Dear Mayor and Council Members, As a Sammamish resident, I'm writing to express my strong support for the Town Center development and to share why I believe this project is crucial for our community's future. I've watched other cities face the consequences of failing to grow thoughtfully, and I want Sammamish to avoid those pitfalls. My Perspective on Growth I understand that some residents prefer to keep things exactly as they are, but I've seen what happens to communities that resist all change. My concern isn't just about today—it's about what kind of community we're leaving for the next generation. Without diverse housing options and local economic opportunities, Sammamish risks becoming a place where only the wealthy can afford to live. That's not the inclusive, vibrant community I want to be part of. What I've Observed in Other Communities I've watched small cities that refused to plan for growth face predictable problems: Economic Struggles: Communities that remain purely residential put the entire burden of funding schools and infrastructure on homeowners through property taxes. I've seen property taxes skyrocket in towns that lack commercial tax revenue, forcing longtime residents to sell their homes because they couldn't afford the taxes. Loss of Essential Workers: When teachers, firefighters, and police officers can't afford to live in the communities they serve, the quality of those services suffers. I don't want to see Sammamish struggle to recruit quality teachers or first responders because housing costs are too high. Generational Displacement: In some communities I know, young adults who grew up there can't afford to return as adults. Parents watch their children move away not by choice, but by economic necessity. That breaks up families and weakens community bonds. Why the Town Center Makes Sense to Me The Town Center approach addresses these concerns proactively: Economic Balance: Commercial development provides tax revenue that helps keep residential property taxes reasonable. I'd rather have a thoughtfully planned business district than see my property taxes climb every year to fund city services. Housing Diversity: By including apartments and	Thank you for your comment; it has been noted for the record.

townhomes alongside single-family homes, we ensure that teachers, young professionals, and seniors have options to live here. This isn't about changing our neighborhoods—it's about providing alternatives in an appropriate location. Local Services: I'm tired of driving to Bellevue or Redmond for most shopping and services. Having more options locally reduces traffic, saves time, and keeps our spending in Sammamish rather than supporting other cities' economies. What I Don't Want to See Happen Looking at regional examples, I don't want Sammamish to become: A community where only the wealthy can afford to live A place where all the young people leave because there are no housing options they can afford A bedroom community where everyone has to drive elsewhere for work and services A city struggling with an aging population and declining school enrollment The Success Stories I'd Rather Emulate I've seen how communities like Kirkland and downtown Bothell successfully balanced growth with character preservation. They created vibrant downtown cores that serve their broader communities while maintaining distinct neighborhood identities. Their residents enjoy walkable amenities, diverse housing options, and strong local economies. That's the model I want for Sammamish. My Personal Stakes As someone who chose to live in Sammamish, I want this community to remain vibrant and economically sustainable. I want my neighbors' adult children to be able to afford to live here if they choose. I want our schools to have enough enrollment to maintain quality programs. I want local businesses that can thrive because they have both customers and workers who live nearby. The Town Center Plan offers a path toward these goals while concentrating development in an appropriate location with existing infrastructure. Why I Trust This Approach The Town Center Plan wasn't developed by outsiders or imposed by developers. It emerged from extensive community engagement where residents like me participated in dozens of public meetings to create a shared vision. The successful projects completed since 2016 prove that this approach works—they've enhanced our community without creating the problems some people feared.	

My Request I urge you to continue supporting Town Center projects that align with our adopted plan. This isn't about rushing development or accepting anything developers propose—it's about implementing the thoughtful vision our community developed together. Please don't let fear of change prevent us from making the smart choices that will keep Sammamish economically viable and socially diverse for generations to come. The alternative to planned growth isn't no growth—it's unplanned growth that responds to crisis rather than opportunity. I'd much rather see us shape our future proactively than react to problems we could have prevented. Conclusion I support the Town Center because I believe in Sammamish's future. I want this to be a community where different generations can live, where essential workers can afford homes, and where we have the economic foundation to maintain excellent schools and services. The Town Center Plan offers that future. I hope you'll continue to support its implementation. Thank you for your service to our community. Sincerely,	
I support the no action plan	Thank you for your comment; it has been noted for the record.
As Sammamish continues to grow as a city, we need a much wider range of services, including retail and professional, that cater to the needs of the city. We also need a lot more housing to support people who work in the city, including teachers, nurses, and food service workers. This housing must make better use of the land that's available in the middle of the city. This means denser concentrations of apartments and condos, with buildings that are much higher than those we currently have. This is the only way to support the number of people who want to live in the city. We cannot continue to clear-cut tracts of land to build $2 million dollar family homes that only Microsoft and Amazon employees can afford.	Thank you for your comment; it has been noted for the record.
I think we need to have a robust public transportation system before we can increase the housing units. There is just one bus 269 that runs through the day and another one in the evening. Public transportation is absolutely inadequate and is run poorly- never on time. How can we support higher density when we are not able to provide a well run transportation system?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Transit Needs section in the General Comment Themes & Responses section of the FSEIS.

2,000, not 4,000. There is not enough traffic infrasture in Sammamish. I live along the Parkway. How many buses come my way? None. How far do it need to drive to light rail or express bus? 5 miles. More cars are not needed. Have you tried exiting after shopping at Safeway/TJ's when Eastlake lets out?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs.
I've lived in the same house in Sammamish since 1988, when the area was still unincorporated King County. I've also lived in Detroit, Atlanta, and New York City. These are cities that have experienced tremendous change and growth over the centuries. What if the wealthy people of New York City in the 1800s insisted it remain the same? All huge private homes and estates? No change, no growth. Selfish and absurd. Growth is inevitable. Healthy growth is what we should all be working toward. Sammamish is not in peril. Those who claim to want to "save it" simply want it to remain the same. An attitude of scare tactics and putting up signs with fear-mongering lines that offer no productive solutions or real information helps nothing. It just inflames people for no reason. It reminds me of the hue and cry when the small railroad line along Lake Sammamish was going to be turned into a trail. A certain faction made it sound like the trail would become as busy as midtown Manhattan on a matinee day. Seriously? In Sammamish? People drive to their mailboxes here. But they made it sound like it would be teeming nonstop with people walking and making drug deals and promoting prostitution. Never happened. Healthy growth, public services, an environment for new businesses to thrive, and a communal meeting space are things Sammamish needs. I'm all for the Sammamish Town Center. I'm all for healthy growth and change. And - has anyone talked to the younger generations, who will actually be alive for the fruition of all this? I keep hearing, "I don't want things to change because I want my kids and grandkids to have what I had." Has anyone asked those kids and grandkids if they even WANT what we had?	Thank you for your comment; it has been noted for the record.

I support development of the Town Center under the master plan. Sammamish is an urban area. City leaders have an obligation to current and future residents to build urban infrastructure to manage growth thoughtfully. Some of our neighbors believe that if we don't build urban infrastructure, growth will go somewhere else and Sammamish will remain a quiet country town. This is wrong. Growth will happen anyway and will overwhelm our roads, parks, sewers and other infrastructure. Our quality of life will slide steadily downhill as the old country roads clog up with traffic and kids and families continue struggling to walk or bike on a patchwork of narrow gravel shoulders. Managing growth through sensible planning preserves our quality of life. Look to our neighbors in Issaquah for an example of how not to plan a town center. Issaquah adopted the "don't build it and they won't come" model for its Old Town and has paid the price. Many years ago it scuttled a fully funded plan to build a road bypassing Front Street. Now its historic downtown is choked with gridlock from 2 - 6 pm daily and there's nowhere to park for those who brave the chaos. Short sightedness and a lack of planning turned what could have been a quaint, quiet, safe and welcoming Old Town into a place overwhelmed by way too many cars trying to get through a bottleneck. Sammamish can do better. Allow a well planned Town Center to be built so we aren't stuck with unplanned and haphazard growth. Our motto should be build it smart, build it right and they will come and be happy!	Thank you for your comment; it has been noted for the record.
I oppose the comprehensive plan and the planned growth. Our infrastructure cannot support the planned growth and is currently at capacity. You, the city council and the planners, are destroying the essence of what makes Sammamish special. This area shouldn't be developed and destroyed like what has happened to Redmond. Kirkland is not far behind.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.

I do not support the development of an additional 4,000 housing units. Our roads are already too full and the infrastructure on the plateau just cannot handle it. In an emergency, more lives will be at risk due to gridlock on the roads. The burden on the schools would be tremendous and the impact on the natural surroundings and the wildlife which so many of the residents love, harmful! City Hall already has a hard enough time responding to residents in a timely manner as it is (based on my own experiences) and with so many more people living in the area, it would only get worse. PLEASE protect the small town, nature-focused feeling of the area we live in and recognize that the additional of 4,000 more housing units would be extremely detrimental to Sammamish and the safety of its residents. I support the no-action plan. Thank you,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
I support the NO-ACTION plan.	Thank you for your comment; it has been noted for the record.
I support the no-action plan,	Thank you for your comment; it has been noted for the record.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
No need additional development. Traffic already bad.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I support the "No Action Alternative". I am against adding any additional units to the previously approved 2,000. The meeting schedule page is not working. It may not be intentional, but it does not give the community a sense of confidence that the City Council is open and transparent. Please fix this immediately. https://www.sammamish.us/projects/projects/tcamendment/tcamendmentmeetings/AmendmentMeetings	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I support the NO ACTION plan!!!	Thank you for your comment; it has been noted for the record.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
I support the no action pkan	Thank you for your comment; it has been noted for the record.

I support the No action plan	Thank you for your comment; it has been noted for the record.
Please do not go ahead with this plan. EASTLAKE HIGH SCHOOL is the only real option here. My oldest graduated last year and younger one is a student. Classes get regularly overbooked, hallways at above capacity, school staff are trying their best. But giving more money to builders is not a solution. In case of any natural disasters all arteries get completely blocked. We are putting many lives at risk due to the greed of a few.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Emergency Services and Evacuation. • School Capacity.
I support the NO Action plan - NO increased building density! No higher building above current building height. Not interested in turning our community into a high rise, ultra dense residential area that can't support the traffic, resources, public spaces and more! No new increases in population density!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.
I do not support this.	Thank you for your comment; it has been noted for the record.
i support the no action plan. i like the small town feel , thats why i moved here.	Thank you for your comment; it has been noted for the record.
I am a Sammamish resident and a registered voter. I support the No Action Plan.	Thank you for your comment; it has been noted for the record.
Say No to Town Center Plan and Over- development.	Thank you for your comment; it has been noted for the record.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
I support the no action plan	Thank you for your comment; it has been noted for the record.

It is imperative how detrimental is the impact of the proposed city development plan on the well-being of Sammamish residents. This plan prioritizes high-density housing and developer incentives over the foundational needs of our community—its infrastructure, environmental stability, and safety. Town Center was originally intended to enhance our community with civic spaces, retail, and cultural amenities, creating a vibrant hub for residents. Instead, we face the threat of towering 85-foot structures and population growth that far exceeds our infrastructure's capacity. Schools are overcrowded, roads are congested, and emergency evacuation routes are woefully inadequate, creating risks akin to the tragic failures witnessed in Paradise. With the proposed 4000 homes, we are looking at least 6000 more cars, pollution, congestion and non-stop constructions for next couple of decades before another reactive plan comes to haunt the residents with 'big tax bill'. The plan compromises our cherished wildlife habitats, tree canopies, and the integrity of green spaces that define Sammamish's character. Moreover, regressive taxation to subsidize developer profits undercuts vulnerable residents, particularly those on fixed incomes. This is a step backward for ecological and community priorities. It is clear that this development plan does not serve the interests of current residents but rather those of external developers. If the city insists on revisiting decades of planning, it must begin anew—scrapping outdated Environmental Impact Studies and ensuring updated traffic evaluations. Above all, these changes must be subject to a public vote, allowing the people who call Sammamish home to decide the future of their city. Sammamish deserves better. So urging the city officials to honor the original vision of Town Center and reject plans that jeopardize the quality of life for current and future residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I support the no action plan. No to increasing density at Town center. Please listen to the community who does not want this.	Thank you for your comment; it has been noted for the record.
city should not push the growth of the city beyond planned 2000 by 2044. Due to location and only a few major roads we do not have enough entrances and exits to and from the Town Center area to evacuate or provide emergency services to projected 4000 persons in case of emergency. Recent storm last fall demonstrated how tough it is with some roads closed for existing residents, I can only imagine how it would be with additional units build it far from the highways. Sewage, schools and roads are not made of rubber and are not possible to stretch further. Instead of misleading "affordable housing" please use that land and resources to build needed schools and maybe a	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation. • School Capacity.

branch of the hospital, and only after serving existing citizens plan on attract more people to the area.	
I believe we live in a sustainable part of the Northwest nestled between the foothills of the Cascades and an expanse of water, Lake Sammamish. We have established cities both to our north and to our south. In order to retain our sustainability, we must recognize the character of our location, its qualities and its limitations. We currently suffer from a lack of roadways which takes a toll on our freedom of movement coupled with a tax on our time. The truth may be that we are landlocked upon a glorious plot of nature with enough land to build convenient, beautifully designed elements that make up a village which serve us both in needs and in providing us with aesthetic beauty that will last for more than a hundred years. To repeat, we must understand the character of our land mass and its limitations. Let's build not a vast quantity but a realistic quality for ourselves.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
I support no action plan	Thank you for your comment; it has been noted for the record.
I support the No Action plan!	Thank you for your comment; it has been noted for the record.
I support the No Action Plan!	Thank you for your comment; it has been noted for the record.
I am very concerned about the proposal to add another 4000 housing units when we already have insufficient transportation options and roadway infrastructure to handle our current population. I strongly support more affordable housing in Sammamish so that our teachers, small business owners, and workers can live closer to where they work. But the new proposal does not even specify what portion of new units must be affordable. And how is "affordable" even defined? Is it the 30% rule? Is it defined based on median household income in Sammamish? Who holds developers to account for keeping their units "affordable?" We can do better than this substandard proposal.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Affordable Housing section in the General Comment Themes & Responses section of the FSEIS.
Seriously concerned over this project development of 4000 apartments in Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I support the no action plan. No to increasing density at Town center. Please listen to the community who does not want this.	Thank you for your comment; it has been noted for the record.
I support the no action plan	Thank you for your comment; it has been noted for the record.
I support no action plan	Thank you for your comment; it has been noted for the record.

Increase to 4000 homes is a bad plan. Been here ever since the city got formed and building town center seems like an ongoing bad joke even though council has churned. Sometimes I wonder if city works for its citizens or for the developers. Has the council ever driven through 228th during peak time. Just with the current number of homes it is a struggle to get out of the plateau with no public transit or alternative arteries. I vehemently oppose adding additional 1900 housing to already overcrowded area. I would hope the council reconsider this decision. Thanks	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
We should be sticking to the 2k expansion, vs 4k. Our infrastructure needs to be expanded first. We added density at city center these last 15 years and yet no real infrastructure improvements. I try to avoid going into city center because of all the traffic gridlock and no longer use services and businesses there that I used to. I believe that is why some businesses have gone under up here. I'm not anti-expansion, but 4k is too aggressive.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
Please, not 4,000. Schools, roads, transit are not close to ready for this.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs. • School Capacity.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
I support no action until infrastructure is addressed.	Thank you for your comment; it has been noted for the record.

I'm very concerned about the negative impact on traffic congestion with the proposed additional units. Traffic along SE 4th and 228th is already congested much of the day and the currently approved development is going to make that even worse. Plans for relieving traffic congestion seem iffy and far out into the future. I live north and "below" the planned development, in a wet land area. I'm concerned about the additional storm water run off that is going to affect our neighborhood by the addition on non-impervious surfaces. As I understand, this project has been in the planning for many years. The motivations is not clear to me as to why at this late stage of the project the council is considering adding additional units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
The existing infrastructure in Sammamish cannot possibly support a 4000 unit development, and can only barely support the 2000 units that has already been approved. Additionally, the City has made 280 acres available for development already, which should be maximized before raising the height limit on new structures.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.
I urge you to not approve the expansion for an additional 2,000 housing units. There are many reasons for not doing this, but just for the sake of our traffic problems. With having 3 high schools within a mile of each other, plus all the regular traffic, there have been times when 228th is fully stopped for over 1/2 mile. My understanding is that we cannot expand unless we have the infrastructure (roads) to handle it. Thanks,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I agree with you . We need to keep our city as beautiful as it is. Our roads can't handle more traffic. We have 5 schools on 228th--more traffic?? Come on...	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

In 1984, we first came to what would later become Sammamish. Raised 7 children on an organic dairy farm called FernHill Farm at 101-224th Ave SE In the mid 2014's my then husband insisted we sell out to developers. We did & it is also why we then divorced. He kept the money.LOL I now live at 101-223rd Ave SE on 3 acres in an old farmhouse. I fear, being on the boundary of proposed town center, means I will be living with construction, & many apartments mere feet from my house here. The "wedding cake" plan seems to be abandoned, the # of planned dwellings has certainly increased. Think of your own homes, would you be so glib about planned expansions if it was happening 20 feet away from your porch? Where is the support for existing residents, the care or buffering you too would want? The current draft plan is quite different from what was first adopted. Does it matter that this (now) old woman may not be able to stay in Sammamish? I love Sammamish, was excited when first saw it arrive & then blossom. 40 years observing it. Had hoped to live here forever. How do those directly bordering it learn if there are any protections in place?	Thank you for your comment; it has been noted for the record.
I'm completely opposed to the addition of 4,000 units of townhouses and apartments in Sammamish town center, especially with reduced parking requirements and no planned road capacity improvements. Let's concentrate growth in our area close to regional transit hubs and freeways with access to frequent light rail and bus service, and in already existing urban centers and urban villages. The current plan defies logic.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs. • Parking.
I support the no action plan	Thank you for your comment; it has been noted for the record.
I support the no action plan	Thank you for your comment; it has been noted for the record.
I support the no action plan. exanding the town center as proposed will devestate Sammamish. degrade our community. and developer costs foisted on taxpayers. no logical reason for expansion. if there is its a secret.	Thank you for your comment; it has been noted for the record.
I support the NO-action plan. NO to 4000 houses. Our school, streets and community can not handle this.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.

I am opposed to increasing the Sammamish Town Center project to 15 stories and 4000 units. Sammamish doesn't have the road infrastructure, the schools or services for this increase. Sammamish is already running at a 10mil deficit. I am opposed to seeing our taxes increase to cover additional costs in services for this 15 story structure and the people associated with it. 228 cannot be expanded and there is no plans to increase bus service.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density. • Transit Needs. • School Capacity.
Please go forward with the Town Center project!!! It's essential for our local economy, budget, and for the long-term success of our local businesses. Don't let a small vocal group keep us from proceeding with this important work.	Thank you for your comment; it has been noted for the record.
I vote no grow	Thank you for your comment; it has been noted for the record.
I support the no-action plan. The City Counsel should not go against the will of Sammamish tax-paying residents. Residents know better what is best for the city.	Thank you for your comment; it has been noted for the record.
. I read the draft Town Center and Code Amendment SEIS and came away with a positive opinion of the Action Alternative. The idea behind the GMA was to reduce sprawl and this plan is an attempt to address that concept, concentrating growth in centers near transit. The town center offerings of retail and cultural opportunities is a major draw in my view. The document does make very clear however that with only 2000 units presently planned, the vision of a central community hub with all these nice walkable amenities will not likely come to fruition. Downsizing is another benefit I see, my wife and I live in a house that held seven people and now only holds the two of us. We are healthy and desire to age in place but may need to downsize at some point. My concern and the reason for commenting is my sense that there is a lot of misinformation being passed around and I see very little counter narrative correcting the distortions. I would like to address one of those distortions regarding traffic. As I'm sure you are aware the draft SEIS contains five tables with data concerning delays at 52 intersections within the city. The intersections are controlled by signals, stop signs and roundabouts. Comparing the "no action" with the Action Alternative is revealing. Of the 52 intersections, 24 are controlled with a signal, 7 are two way stops, 8 are all way stops and there are 13 roundabouts. I averaged the worst-case delay by intersection type for the "no action" and the differential for the "action alternative". These values are what is expected to be the case in 2044. "No Action" avg delay, seconds Avg. delay increase "Action alternative", seconds Signal 21.6	Thank you for your comment; it has been noted for the record.

2.1 TWSC 13.9 0.8 AWSC 10.7 0.4 Roundabout 5.6 0.2 BTW these values do not reflect the city's desire to reduce VMT by 30% by 2030 and 50% by 2050. Based on the data provided and recognizing that now accounting for VMT reduction was included, it's safe to say that traffic conditions should improve in the years ahead.	
We are essentially in the Fall City area, not across the river in Carnation (even though our official address is Carnation). 520 & 202 are often nightmarish to travel at most times of the day, as is Lake Sammamish Pkwy. To add 6,000 homes to feed onto these roads is unconscionable! I have repeatedly stated in many surveys to King County & our cities/towns, to please please have a fund established to pay for infrastructure for contractors to contribute to support roads, sidewalks, water, sewers prior to breaking ground! This seems like a fairly simple solution to implement immediately. Surely there must be other communities who have implemented this type of solution on which our area could learn or borrow?! Regards,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS. Regarding an established infrastructure fund: public facilities and services that support development projects are subject to Washington's concurrency laws to help ensure that growth is consistent with the capacity of available facilities. This concurrency may be satisfied either when the impacts of development occur, or within a specified timeframe thereafter. According to the Washington Administrative Code (WAC), "concurrent with development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years [*WAC 365-196-840 6a(ii)*].
This seems irresponsible and concerning. The King County Growth Plan accepted the number of 2,100 for Sammamish by 2044. Why are we pushing for 4,000 units? Once we do this building there will be no turning back. Our town as we know it will change forever. We have the most incredible natural environment. Why do we want to change that? We do have apartments in our community. We do have townhouses. We can add more but we don't need to add 4,000 units in our Town Center. We can build apartments on the parking lot of the Park and Ride. We can build in other areas that are already paved.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Affordable Housing. • Ecology & Wildlife.
Lived in this community before Sammamish became a city, voted for this. Went to several town meetings and open planning on what the Town Center vision was to be. Within the last fifteen years The city council who is supposed to represent "us" not their own personal interests have so grossly manipulated the system to do absolutely the opposite. This city is a bedroom community, planned that way from the beginning. Maintain our uniqueness, that is why we rank so high as one of the best places to live and no I am not moving!	Thank you for your comment; it has been noted for the record.

So how much money is the Sammamish mayor and City Council getting paid under the table by the developers for this increase? Asking for a friend. It's clear the Sammamish Mayor and City Council either really hates this city for this increase in development or they greatly lack the necessary critical thinking skills.	Thank you for your comment; it has been noted for the record.
4000 units of housing is too much for Town Center. Generates too much traffic without infrastructure to support it. Changing road concurrencies by changing the rules midstream to show them as concurrent is a lie to the residents. Bait and switch. Get real and stay honest.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
On page 15 of 86 the Draft SEIS says "Over time the region's housing demand and legislation have outpaced the Plan's concepts and goals" so it is time to "re-evaluate capacity thresholds and potential traffic impacts". Comment: I cannot find data showing actual peak hour trips generated by existing multi family projects like Plaza 120 or Sky Apartments. What are the assumed peak hour trips generated by housing types and commercial and are these measured amounts or from the ITE manual? How do these numbers compare to those used in the original EIS back in 2007 or 2008?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I support the no-action plan. Pls do not spoil Sammamish with unplanned growth.	Thank you for your comment; it has been noted for the record.
Dislike all the apt buildings in downtown Redmond. Redmond used to be a quaint and lovely community. Now it looks like cement city. And you want to add more.....no way.	Thank you for your comment; it has been noted for the record.

I am against the project for the following reasons: Developer Profits vs. Community Burden The developers are allowed to profit from these projects without being required to contribute to the long-term return on investment (ROI) of the infrastructure. This leaves parcel owners responsible for funding the necessary upgrades through increased property taxes and special assessments. Impact on Schools One of the most immediate and visible effects will be on our schools. With new developments and no proportional investment in public infrastructure, our already crowded schools will become even more overcrowded. This will likely lead to a decline in school rankings. Effect on Property Values Our property values are closely tied to the quality and ranking of our local schools. If school rankings drop due to overcrowding and insufficient resources, our home values will decline. At the same time, we will be facing higher taxes to subsidize infrastructure and public services that developers should help fund.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • School Capacity.
To Whom it May Concern: I vote no ACTION PLAN Adding 4,000 homes without major upgrades to roads, schools, and emergency services will overwhelm our community. The scale of development the city is proposing will threaten public safety, damage the environment and change the character of our town. What would be the long-term benefit? Sammamish is a beautiful, unique City and we sit on a Plateau with limited exit routes. We also have a strong wildlife presence in our community. What will happen to our wildlife corridors? Also, a new EIS study should be completed at the current status. The city should be good stewards of the community and think about its current residents and taking care of our environment. Not destroy it! Thank you,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation • Sustainability. • School Capacity.
No to Town Center Expansion! I am against expanding the Town Center housing at all and I am against increasing the building heights in the Town Center plan. Sammamish is a small town that has exploded in growth. There is no room to expand the roads for the increase in traffic. Our schools are so over crowded and the traffic on 228th is full of traffic all day long from folks commuting to work, to school kids going to any of the 4 schools directly on 228th.Our infrastructure simply cannot handle the increase in traffic.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • School Capacity.

We have a hard time in traffic as it is and adding more housing and increasing jams is not the way for sustainable growth. Our schools are already overcrowded and cannot handle any more influx. This is a disaster waiting to happen. Imagine if we had another incident like the bomb cyclone in November. The city couldn't provide basic needs of the current population, what would happen? The town center cannot grow more than the initial approved per plans, stop trying to drive current longtime homeowners out.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity. • Emergency Services and Evacuation.
Has the city counsel driven during morning and evening rush hour? Have they tried to drive to the local schools for morning drop offs and pickups? If they had, they would know what the impact for high density housing would do to our dismal infrastructure. We have one main corridor in and out of town. We have 7 very overcrowded schools and an another in the making on 228. Imagine the chaos with 4000 more housing units and lack of appropriate infrastructure. This craziness cannot be accepted as sustainable growth. I vote NO!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
Sammamish schools are overcrowded, traffic is a nightmare and when a 5-10min drive takes 45-1hr, you know something is wrong. The town center needs to stay at the original plans and we cannot afford to add more to the already stretched infrastructure of our small city and extend our commute time even more!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
The Citi should address first the infrastructure needs and ensure the safety of current population before increasing the capacity of the city center. There is no pubic transit to provide the green transport options you talk about and the city streets cannot accommodate any more traffic as it is. Please don't make our city unlivable and unsafe especially in an emergency situation.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation.
I do not approve or agree with adding additional housing beyond the originally proposed 2000 units. Sammamish does not have the infrastructure in place nor a plan to support additional traffic, increased school size, and additional emergency evacuation routes. Keep Sammamish safe and honest.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • School Capacity.
I support the no-action plan	Thank you for your comment; it has been noted for the record.

I am against the Town center to begin with on top of it. Even though 2,000 units have been approved, the talk of adding another 2,000 units is totally unacceptable. I am very concerned about the traffic and the taxes that will follow for more public service and I'm also against it because of the environmental damage that this construction will cause and the increase in population in sammish. Consequently, impacting our ecosystem, the city has got a very myopic view on development. This is not progress. This is not development. It is regression at the least. Please register my vote against the Town center construction besides the expansion to 4,000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
Please register my opposition to the Town center construction and worse yet the expansion to 4000 units. Shame on the city council who voted for it.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
No to increasing the housing to 4000. We already have problems with infrastructure. How about having the developers pay their share of road construction and sidewalks?!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I think upzoning, especially in the town center, is long overdue. If anything the upzoning plans do not offer enough density and height, and should be expanded into more areas. The best way to prevent deforestation is to allow people to actually move into our already developed land, stop endless sprawl and allow density and tall buildings in Sammamish!	Thank you for your comment; it has been noted for the record.
No to 4000 additional units and high rise towers. No to increased traffic & over crowded schools	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • School Capacity.
I'd rather we stick with the 2000 units - not 4000. Also, I have serious doubts that this will create many, if any, "affordable" housing units 2000 or 4000.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing.
Please leave the town center plans as origjnally approved and do NOT add additional housing units that are likely to overburden both schools and traffic patterns.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

If the city council is so concerned with affordable housing why not change some of these high density occupancy townhouses and apartments into small Habitat for Humanity homes. As Redmond and all the schools around it found out the hard way, two bedroom condos do not mean none to a few kids. New schools are opened on day one with portables to handle the unexpected number of students. Of course most of those residents are here on high tech visas working for Microsoft, Amazon, Facebook, etc. Most tech companies are announcing layoffs. Between that fact and given the current administration people from other countries will be less willing to move to the US. The Eastside, and especially Sammamish, did not suffer from the 2008 housing bust as much as the rest of the nation because of all H1B visa high tech workers. They either rented or bought houses at near asking levels. Without them there will be a lot of rental units and homes sitting empty.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.
"The height increase initially considered during the scoping phase (up to 150 feet in the Urban Core, allowable only through affordable housing incentives) was removed from consideration in the Draft SEIS, in response to public comment. Other topic areas not included in the SEIS scope were determined to have impacts and mitigation strategies that are not substantively different than what was already studied under the Draft EIS." My thoughts: Because of an organized histrionics campaign against restricting heights based on emotion rather than data and logic, the 150 foot proposal was removed. There were good reasons to propose the increased height in the first place. In reality I would favor no height restrictions; let it be determined by other considerations such as affordable housing incentives, form-based design and community benefits. Kirkland is planning a 16 story building at Totem Lake; what considerations went into their approval process? A few higher buildings and more open space plus public vistas make sense for the top of the Plateau.	Thank you for your comment; it has been noted for the record.
We are against expanding the Town Center. Our infrastructure needs to catch up, and we are disappointed in how the developers appear to be given a free reign to develop without contributing to the cost of expansion of our roads and infrastructure.	Thank you for your comment; it has been noted for the record.

I am concerned of the plan for 2,000 - 4,000 units. The schools are more than full and LWSD doesn't have a plan to build more. Inglewood middle school is the only middle school in the area and it is already the biggest middle school in the Eastside due to recent population increase. The roads are already congested and there is no plan for expansion. Parents wouldn't be able to drive to pick up their kids due to traffic. 228th avenue and Lake Sammamish pwky is narrow roads that meet with extremely congested redmond way. I just don't understand why the council is pushing for this plan which is predictably disastrous. It is not like Lake Sammamish will have a bridge to cross to Bellevue or Light rail stations are being built in Sammamish unlike Redmond. Why are we pushing for this?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.
Adding another 2000 units is insanity!!! Have have lived in Issaquah and Sammamish my entire 62 years! This is beyond ridiculous our roads can't handle the traffic now!! What are you all gaining from this development because it is not wanted or needed by every Sammamish resident I know! STOP the expansion unless you fix the roads first!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
It feels like a bait and switch for town center. It feels like the YMCA on steroids, selling it as something for the community, using community funds for something benefitting only a few. In this situation, the residents have expressed extreme and valid concern about increased traffic of this many units, lack of parking (which will mean the viability of the retail and restaurants will be sacrificed). Funding developers for any project is not prudent and sustainable. The current residents are getting taxed out of the community. They should not have to watch the community they love be torn down and the beauty that took hundreds of years to grow be destroyed for the benefit of developers that aren't even local nor do they care about preserving precious resources. Less is more for town center. Not one dime to developers from the city and a more appropriate height restriction that allows the beauty to be preserved and traffic to catch up with the infrastructure of Sammamish	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Parking.
I'm writing in support of the town center proposal. Building with greater density will allow the city to better meet it's obligations under the Growth Management Act while minimizing the impact to existing neighborhoods and green spaces. The increased density also minimizes traffic impact by making it easier to build good transit, and creates a nucleus for new restaurants and shops. Don't let the NIMBYs shut this down. Centralized density is the best way to funnel the development energy in the city for our future.	Thank you for your comment; it has been noted for the record.

As a long time Sammamish resident, I'm opposed to changing the plan for the town center. I fully endorse the No action option. We do not need 2000 more homes, period. We do not need 4000 more cars on our already congested roads. We do not need overcrowded schools that will require our children to travel off the plateau for their education. We do not need to facilitate the developer making a profit at the cost of our quality of life. I repeat, I fully endorse the No Action option	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
Hello, I think creating 1000s of homes in the Town Center area will result in congestion and increase risk for foot traffic along 4th street.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I strongly oppose this reckless development plan. Adding over 4,000 homes and commercial buildings to the 4th Street and 228th area will have devastating consequences for Sammamish. Our roads are already gridlocked during peak hours — this will make daily commutes unbearable. Schools are at capacity, and this growth will only worsen student-to-teacher ratios, directly impacting the quality of our children's education. Community safety is also at stake. More traffic means more accidents and longer emergency response times. Police, fire, and medical services are already stretched thin — this kind of population boom will put everyone at greater risk. The environmental cost is just as alarming. This development would mean clearcutting trees, destroying habitats, and increasing toxic runoff into our lakes and streams. It will worsen air quality and increase emissions at a time when we should be moving toward sustainability. This is not smart growth — it's irresponsible and shortsighted. We need development that protects our infrastructure, preserves our environment, and puts residents first — not developer profits.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.

I strongly support the Action choice in the Code Amendment to implement the changes to the 2007 plan rather than staying with past designs. I urge anyone reading this to go to Sammamish.us and enter "code amendment" in the Search box. You will find accurate factual information researched by professional planners., not just random opinions. The Action option is the 'wedding cake" design recommended by leading city planners. The Code Amendment is beautifully simple with three zoning areas: 1) Mixed Use - smart because the residences mixed in with the commercial space helps the office and commercial thrive. Structure parking creates more space for other uses. (This also increases our tax base and improves our city's financials.) 2) Mid-rise creates more open space and is environmentally responsible. 3) Middle housing, being more affordable, helps our teachers, fire fighters, and local business workers live in Sammamish and makes it easier for our schools and business to find employees. The new design standards focus on form to create a seamless more pleasing environment and move away from zoning based on square footage and units per acre. Guides for street scape will create a more pleasing environment with landscaping and pedestrian amenities. The Action Choice finally creates a significant Town Square for our city. This is an old idea. Think of the beloved ancient cities in Europe. The Action alternative helps focus growth into Town Center and reduces the demand for middle housing outside of Town Center. This plan incorporates up to 4000 units in town center with new affordable requirements, which lessens sprawl and the exorbitant cost of miles of streets, sewer lines, water lines, etc. that are created with acres of single family to single homes on big lots. Research shows our school population will be declining. Research, over and over, has shown that the type of development planned for the Action Choice does not increase street traffic due the smaller families who live in this type of housing with fewer cars and thus increase usage of community transportation because this type of housing makes it easier to create convenient public transportation. I urge the City Council to vote for the Action Choice and help us move into the future with a well-designed city.	Thank you for your comment; it has been noted for the record.
Please stop building 4000 houses on the 4th street. This will make traffic situation worse and unsafe for younger generation.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads.

	• Density.
Sammamish doesn't need gigantic town center. Expanding the town center will result in irreversible harm to the city. Majority of people are against this expansion. The city must listen to people and put this decision to a vote by residents , not decide it among council members.	Thank you for your comment; it has been noted for the record.
I am 24 years old, and have lived in Sammamish my entire life. I am on the cusp of moving out, and would love to continue living in Sammamish, but unfortunately the city is a very expensive place to live. I heavily support an increase in housing capacity for the town center in an effort to make the city more affordable. It's sad to be priced out of the city that I grew up in.	Thank you for your comment; it has been noted for the record.
I want Sammamish City to stick to the 2008 expansion plan.	Thank you for your comment; it has been noted for the record.
Good day, I wanted to express my thoughts and concerns about expanding the town center of Sammamish. I think 2000 unit is the very most it should be expanded and I definitely think that 4000 housing units is way too much and the city's infrastructure as is, can not handle the increased traffic that it would bring. I moved to Sammamish to escape most of the hustle and bustle that the rest of the eastside has become. I love how many green spaces and trees we have in this city compared to other cities nearby. I believe a lot more development would bring down the quality of life here. I don't want to feel that I am living in cities like Redmond and Bellevue! Thanks for taking the time to read what I have to say.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
I support th no-action plan	Thank you for your comment; it has been noted for the record.
Please proceed with the expansion of the Town Center from 2000 to 4000 units, as this will help provide more housing to those who need it in one of the most expensive housing markets. This will pave the way for more sustainable development.	Thank you for your comment; it has been noted for the record.
I won't go into all the myriad reasons which have been well articulated by others, but anyone who thinks that expanding the already horribly ill-conceived Town Center would be good for Sammamish has a serious delusional problem. It would be an unmitigated disaster for Sammamish residents; it would only benefit the glutinous developers and contractors who are motivated only by greed and have no interest whatsoever in being concerned about the well-being of Sammamish.	Thank you for your comment; it has been noted for the record.

I strongly oppose adding 2,000 additional units to the Sammamish Town Center. Our roads are already overwhelmed with daily congestion, and there is no feasible way to expand key corridors like Sahalee Way to handle more traffic. Without significant infrastructure improvements, this level of growth will only worsen safety, commute times, and overall quality of life for current residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
Sammamish cannot handle more traffic. Commute times are already unacceptable. Please stick with lower density plan of 2000.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I have lived in Sammamish for 20 years. The reality is that our city does not have the proper infrastructure to support this project. Poor decisions are being made that will negatively impact our community. Do not increase the original approved plan!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I DO NOT support the town center plan to build extra houses due to concern for traffic congestion, environmental impact.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
Please keep project to only 2000 units that is even to much for 228th to handle during the day we moved here for the trees not big blocks of high density box buildings please please keep project to 2000 then after that has some time to see how that works you can consider more units at a later date	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support the No Action Plan	Thank you for your comment; it has been noted for the record.
This city cannot support the burden caused by increasing housing to 4,000 units. Even without new traffic impact studies, it is clearly evident from the current state that the volume of proposed vehicles will be disastrous. Besides traffic the schools are over capacity as is and absorbing significant increase in enrollment will be detrimental for everyone. Utilities will further be strained to accommodate lowering overall quality of life.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.

This city roads and facilities doesn't have capacity to host additional residents. Even 2000 new families moving here is a challenge for all the roads, traffic, schools, facilities, security and many more things to mention. I ama against adding new home in Sammamish city. Even 2000 units addition is not a good idea at all. So I reject any plan for new house or unit addition. Like expansion from 2000 unit to 4000 unit is TOTAL NO from me as a residents. We moved here for a quite and naturally balanced city, not a city of town house and all the bricks.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
The roads, especially 228th, is already at near capacity during certain times of the day. With only a few ways to egress from the plateau, adding 4000 more units will only create an evacuation nightmare. Also, what about other infrastructure capacity such as water, sewer, and power. With already frequent power outages, it seems adding 4000 more units will only make recovery even worse. Stop the growth now.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
The last windstorm that knocked out power for several days was a test of the infrastructure that Sammamish has in place and we failed. Critical roads were left with trees in place, blocking emergency services and residents from getting off the plateau. It was a mess with many critical businesses like QFC, Trader Joe's etc was closed. Recall all the residents that came to city hall to warm up and use WIFI. Now double that number. Sammamish can grow sustainably but it needs the infrastructure to grow alongside it and that is simply not in place yet.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Emergency Services and Evacuation section in the General Comment Themes & Responses section of the FSEIS.
As a resident of Sammamish for over 25 years, I strongly oppose the proposed amendment to double the number of housing units in the town center from 2,000 to 4,000. This drastic change would significantly alter the original vision laid out in 2007–2008 and bring unacceptable consequences to our community. Our roads are already strained by traffic congestion, and adding thousands more residents would only make matters worse. This proposal threatens to erode the character and livability of Sammamish, putting further pressure on schools, infrastructure, and emergency services. The town center should serve the needs of current residents—not become a high-density urban development that sacrifices quality of life. The growing grassroots opposition reflects the deep concern felt across the community. We urge the City Council to listen to the people they represent and vote no on July 15. Let's preserve what makes Sammamish special.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • School Capacity.

Please vote NO. I cannot believe that Sammamish City Council, who are elected by the citizens disregard our needs and wants in favor of cooperate greed. I am pro the town center but I am very against many of the changes and updates. What you should be focusing on is how local small businesses could be subsidized to be included. The rent prices for both the housing and businesses is out of control, the traffic is going to be worse. We need better infostructure now and you want to make it even worse. . the more this goes on the more it is clear you do not care about the current residents and you are either ignoring or ignorant about the community values that make Sammamish so great. If you cannot understand what makes our community great, you should not be on the city council. Elections are coming and you will be replaced.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic & Roads. • Affordable Housing.
I am against the development of this project. Without adequate infrastructure development to support such an endeavor, the result will be catastrophic for residents of the plateau. Chokepoints on existing roadways will cause massive traffic delays and possible hazardous conditions. Neighboring cities of Redmond and Issaquah would also need to expand roadways and infrastructure to support access to and from Sammamish. Our already overcrowded schools would see an increase in population which they would not be able to support, creating a decline in the educational standards for our children. City Council, you know the voters and residents of Sammamish are overwhelmingly against this. When it is time to vote for council, we will remember what path you choose for our city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I am opposed to doubling the units at the Sammamish Town Center. 1. The last time I counted there were at least 10 schools on 228th St and Sammamish. Please include public schools, private schools and preschools. The congestion is already at its limit. 2. Housing affordability is a huge issue in our area and as a realtor working with buyers, I know that more and more buyers are realigning their priorities for housing and opting for condominiums and townhouses as a way to mitigate the cost. With this in mind, you will have more families living in these units, which likely means more cars if they have children of driving age. 3. I have lived in Sammamish for 19 years. I used to take me 10 to 15 minutes to get to my dentist over near Safeway on 228th, and it now takes me nearly 30 minutes. To drive my daughter to Skyline high school was an hour round-trip from our home in Trossachs with morning school time traffic. These are prime examples of how the traffic congestion has grown in our city. If you don't think potentially adding 5000- 8000 more cars (assuming 2 cars per unit) per day on 228th is	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

going to greatly impact our city, then I think you are living in a fantasy world.	
I whole heartedly oppose the addition of 2,000 housing units to the Sammamish Town Center project. This will negatively impact traffic, safety, schools and the environment. This is the opposite direction of what I thought were the main concerns for Sammamish: keeping our city green, our wildlife habitats thriving, our citizens safe, our children in great schools. If this is what the city council wants, they all need to be replaced immediately with people who understand the needs of current Sammamish residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
Sammamish needs to grow responsibly and with adequate parking and road infrastructure snd maintain its status as a suburb, not a big city. The proposal should be voted down. It does not align with the values that make Sammamish a nice place to live.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Parking section in the General Comment Themes & Responses section of the FSEIS.
Please do not increase housing to 4,000. Our roads and schools do not have the capacity. Also please stop spending on road projects which do not add additional lanes off the plateau. I have lived here since 1986.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I am opposed to this initiative until the overpopulation crisis in our schools are solved.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.
Sammamish infrastructure and character would be significantly degraded by increased housing density. Please do not approve high density housing projects in our community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
The original rendering which voters relied on when voting on the town center was mid rise mixed use similar to the buildings being constructed in downtown Redmond mixed with smaller buildings. All interspersed into a park like environment with nature, adequate underground parking, and plenty of natural area to mitigate storm water. Now the green space is gone, the storm water has been waived to pour straight into the storm drain (and on to the lake), the parking is removed, and the city is subsidizing the developers with road construction and land buyback. How will these people live with no parking and no transit? Who wins here? Not the environment. Not the character of the city. Not even the new residents who won't even be able to go out to a movie without hiring an uber. Just the developers and their advocates in the city council and city staff.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Transit Needs. • Parking. • Sustainability.

Sammamish is known for its natural beauty, protected forests, and watershed areas that feed into Lake Sammamish, which is the reason I move to Sammamish. Without substantial infrastructure upgrades and a comprehensive environmental impact plan, this growth risks degrading the quality of life for current residents and compromising the city's ecological stability.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
I'm really concerned with on going addition of new commercial and housing units in our city. I have been living here for more than 20 years and the significant loss of greenery to support development is getting to a place it is not sustainable. I would not recommend our city further expedite the development and make it a less desirable place to live. Protect our greenery and parks and let us put a break on property development. Thank you 🙏	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
Please do not vote to expand development past the already agreed upon plan.	Thank you for your comment; it has been noted for the record.
All Sammamish entry and exit roads (Sahalee, Issaquah-Pinelake, 244Ave and SE 43rd are single lane roads in each direction with negligible public transit services. Hence residents have to rely on car for commute. Additional 4000 without addressing the road capacity first would be problematic.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I have been a resident since before there was a Sammamish. I won't restate all of the reasons you're hearing regarding the town center. Sammamish is special, always has been. We do not need more people. Given what Redmond and Issaquah are doing, the growth they are planning, the traffic nightmare which is already terrible, we have a chance to keep Sammamish special. We don't owe anything to "future residents", we owe it to the people who live here. It's already incredibly diverse, welcoming, beautiful AND crowded. Schools are overflowing, etc. All of the communities around us have gone the way of tall buildings, terrible parking and infrastructure. Think Mercer Island, Kirkland, Redmond and the list goes on. We should have PRIDE in what we have and not ruin it. You know what will happen to Sammamish. Don't let this be your legacy, take pride in Sammamish and keep it special.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I oppose adding more units. Please keep to the original 2000 units and original max height.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.

There is already too much traffic for limited routes out of the plateau. All residents will suffer if we add 2000 more homes. Please listen to the residents and stop the expansion. Remember your promises to us when you were elected.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
My husband I are NOT for the Sammamish Town Center expansion. Once again, the council is allowing projects that make the already horrible traffic problem in Sammamish even worse. There are already an unacceptable level of new housing projects going up on 228th, which will have a substantial impact on my ability to get around. Why on earth would you approve of adding 4000 new people and their cars to this existing mess? Please do not push this project forward.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Density.
I am against the town center expansion plan for 4000 residence until we address growing traffic / transportation issues. We are already building so many units near Sammamish commons park. Let's keep our Sammamish pristine, environment friendly and prepared for emergencies.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Emergency Services and Evacuation. • Sustainability.
I am strongly against adding extra 2000 units to Town center. We have no infrastructure for it and traffic is already unbearable.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support the no action plan. Please do not add an additional 2000 homes. The city is already congested and cannot safely support all if these extra residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I'm not opposed to this plan as others. I would like to see, however, more assurances that commercial leases will be at levels that will attract and retain compelling businesses. All hail Ace Hardware!	Thank you for your comment; it has been noted for the record.
I do NOT want an additional 2000 units added to the town center. I do NoT want buildings over 5 stories in Sammamish	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.

Please do not increase the town in size to 4000 more units in an area that can't even handle the load now. We pay a lot to love here and it's already a mess. Clean up and focus on what people want and what they are already paying you to do.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Listo! Esta es mi versión con la ayuda de Copilot: I strongly oppose the proposal to add 2,000 more housing units at the Town Center. Sammamish simply does not have the infrastructure to support such rapid expansion. Some argue this will bring affordable housing—but affordability only works when paired with reliable transit, nearby jobs, and essential services. Sammamish has lost transit options over the past decade and now relies on just two weekday bus lines. With 228th unable to be expanded, traffic congestion and limited transit access will only worsen. We also lack the employment base and services needed to support a growing population. Before adding more housing, the city must first address these foundational gaps. While some claim we need the tax revenue, millions in taxpayer dollars are already being spent on infrastructure—like 4th and 6th Streets—that the Town Center developer should be funding. Adding 4,000 total units without the necessary infrastructure is like building on a cracked foundation. Worse, many residents aren't even aware of this plan. Unlike previous councils that engaged the public through committees and surveys, this process has lacked transparency and community input. This decision should not be made behind closed doors. It should be put to a public vote so every Sammamish resident has a voice. The City Council's duty is to serve the people who live here now—not just plan for those who might come later.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.
This town is so congested as it is… it can take so long to just go from one end of 228th to the other. It's absolutely ridiculous to think we have the road structure to accommodate thousands more plus all the cars! In addition, If my children get bussed off the plateau for school because of all these new children coming in, me (and MANY) others will be outraged!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Please be mindful of the fact that there are very limited ways on and off of the plateau. Traffic is already miserable and every year there is some type of weather concern that makes it even mired difficult. This is a lively place to live but to soon won't be with too much development. Nobody chooses to live here because they desire a metropolitan existence. Sole your	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.

residence value the peace and safety of a small community. Please don't ruin our city.	
As a 6-year resident in Sammamish, I'm very concerned about the amended city center plan to develop 4,000 house units. The only LWSD public high school serving Sammamish is Eastlake, which is already crowded. With the additional households concentrated in the center of Sammamish, life will be harder and less enjoyable.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.
I strongly oppose the idea of adding 4000 homes in the town center expansion plan. While we aren't against growth and inviting more families to experience Sammamish - the infrastructure is crumbling with existing traffic burden to get in and out of Sammmaish. Please prioritize that first.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
We, the residents of Sammamish, are deeply opposed to the current proposal to increase housing units in our city. This change would significantly and negatively impact our quality of life and the character of our community. Sammamish is not the same town it was in 2007, and it is vital that planning decisions reflect today's realities. Traffic Congestion Our roads are already strained, particularly 228th Avenue, which serves as a central thoroughfare. With limited exits out of Sammamish and no space to expand our main roads, additional housing will only worsen gridlock and increase commute times. School Overcrowding Our schools are operating at maximum capacity. Rachel Carson Elementary recently expanded just to keep up, but continual growth will stretch our educational resources beyond their limits, impacting student experience and performance. Accessibility Issues Sammamish's topography makes biking and walking from residential areas to the Town Center challenging, if not impossible, for most residents. Increasing density will isolate segments of our population even further. Loss of Community Identity Sammamish has a distinct character—peaceful, green, and community-oriented. Overdevelopment threatens to erase this identity and transform us into just another overcrowded town with the same traffic bottlenecks and strained infrastructure. We urge decision-makers to reconsider this proposal and prioritize sustainable development that protects the integrity and livability of Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Traffic and Roads. • Density. • Ecology & Wildlife. • School Capacity.
I support the no action plan, keep the project at 2,000 units.	Thank you for your comment; it has been noted for the record.

Please stop all growth development in Sammamish. No more population increases! 1) The traffic infrastructure can not support any further population growth. 228th Ave and Inglewood Hill road are already bottlenecked during the day. They do not have the capacity to handle any large-scale emergency, little alone a snowstorm. 2) No buildings over 4 stories tall. These structures have no place in Sammamish. Downtown Redmond has already been ruined of the construction of large buildings with no architectural merit.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.
I do not support the new Town Center plan. I am concerned about traffic, safety (evacuation routes),and general overcrowding. I do not believe the plans to expand a few arterial roads will be sufficient and I don't support going forward with the promise of future developers footing the bill for needed improvements to our infrastructure. I don't believe that most Sammamish residents want this many added housing units. Traffic is already bad.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
I love Sammamish. Everything about the Town Center expansion process is horrible. That many new homes will make traffic congested more than it already is. The schools can't handle it, the roads can't handle it and the people living here don't want it. So why is it being pushed for? Greed - the developers will make money and go onto their next project. Those of us who live here will suffer the consequences. Please recognize the greed initiated and Stop the process. Thank you	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
I support the No Action plan!	Thank you for your comment; it has been noted for the record.
I'll put it in bullet points. 1. 4000 households equals how many kids? 2. How many of the schools are at or near capacity? Who pays for new or additional classrooms. 3. In 2007 every major company was hiring, the gold rush was to king county, today every major company is laying off. Who will be Buying these pricey homes. 4.you have very few jobs in sammamish that can pay for the median price house. 5.you don't have the public transport to take commuters to anywhere. 6.can you get from beaver lake to the library without a car. 7.i support the No Action plan.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Transit Needs. • School Capacity.

Truly concerned about doubling housing units to 4K considering the population, traffic , school and resources capacity it would bring. Already feel sammmish is congested and getting little unsafe with burglary and theft . More population will being more uncertainty Save Sammamish	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
The infrastructure cannot handle more building and traffic. Has there been a traffic impact analysis, community resourses with fire and police able to keep up with the iverdevelopment in Sammamish not to mention has there been a recent EIS completed? I am against additional proposed 4k home development and this cannot be realistic to our community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Adding thousands of new housing units to Sammamish without first handling the infrastructure is completely asinine. It is pure GREED and unacceptable. I have not met one person that is in favor of the new town center housing developments. The ONLY people in favor of it are the corrupt and greedy politicians. Shame on you.	Thank you for your comment; it has been noted for the record.
We don't want town center. Our city doesn't have the infrastructure for 4000 more residents. Traffic congestion and overcrowded schools are already a nightmare.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I believe that Sammamish is not ready for 40000 new houses. Streets are not wide enough to acomódate so many cars. It's not manageable! Building more houses will just creat a traffic nightmare and so many problems Most importantly. There are not enough roads to evacuate the city. We are already in danger in case of a disaster (fire for example) adding more people to the mix is just going to put uss all in a bigger danger,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation.
I do not agree with adding 4,000 units of housing in Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Streets are already too crowded and takes a long time to get out of plateau right now. Whats the plan to improve traffic for current situation before planning to add more housing. Also if there is a natural hazard exit will be difficult. This has me very worried .not happy with the way things are planned for sammamish community growth and maintenance.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.

I am bit concerned that adding more people is going to mean substantially more traffic. Now that people have started going to office the roads are already slowing down during peak times. Co.ing from 202 to sahalee way is sometimes congested. 2000 more people means lot more traffic. Please such as YMCA get really crowded already and now with more residents it would be a hustle to do things. Why do we want to do this in the middle of the city instead of spreading it bit outside. I personally came to Sammamish as it is lush green and is not very congested. Just adding more concrete jungle will destroy the beauty of this place.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I'm against the proposed expansion of housing units since there isn't enough infrastructure to support them. It will make life miserable for existing residents of the city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I have been a resident of Sammamish for forty years. I implore you to say no to expansion of Town Center beyond previously planned 2000 units. Our infrastructure of roads is unable to deal with the traffic that will occur with more units and commercial space. What additional plans for tree canopy and protections are in the draft plan. We need to protect our lovely environment we live in. I am very concerned about Ebright Creek with the effects of all the hard surfaces. Having 4000 units will clearly mean more hard surface area than 2000. What additional mitigation measures are there in the draft plan and draft code to prevent increased runoff? Say no to more than 2000 units and protect our city and make it a livable space folks can enjoy.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.
I strongly oppose the plan to double the number of housing units in the Sammamish Town Center..this is a terrible idea that will ruin this community for current residents. Shame on the city council for even considering this plan.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.

I am vehemently opposed to amending the original plan for 2000 new residences. Sammamish already suffers from lack of infrastructure in roads on and off the plateau, lack of affordable rent for small businesses, lack of businesses to bring in revenue to the city, lack of parking in the new city center, and super narrow streets (without parking) in the new city center. The nearest bus to my home is a 15 minute walk away (and this is an inconsistent route). I am not opposed to growth but I am opposed to growth for the sake of growth without a viable infrastructure plan in place. Adding the additional homes will further tax our weak infrastructure and create a dangerous situation in the case of an emergency. Instead, a plan that looks at not only adding homes, but also increasing road capacity off the plateau and increasing business revenue would get my vote. I know the county owns the land where Sahalee way is between Timberline and 228th, but this road needs to be widened to allow for more traffic flow. Perhaps an amendment for the city to take control of this section of road? Or another study needs to happen and figure out alternate solutions for creating other routes on and off the plateau. Additionally, the retail spaces should be owned by a landlord that is invested in creating a strong community rather than simply charging the highest rent they can get for a space (similar to the business model that the owner of Gilman Village uses). This would allow small businesses to open and thrive in our city. Another example could be to turn the former CWU space into a place where a for-profit business could move in (either a company or maybe something like Chicken n Pickle) where the city could increase their tax base. Please look for alternate funding sources for the city in addition to the building of new homes. These changes would allow Sammamish to have a larger revenue base which then would provide the finances to build and improve the sorely needed infrastructure. Please analyze these critical issues before increasing housing. Changes such as these will provide for a safe, community-focused plan that would continue to make Sammamish a wonderful place to live now and for future generations.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs. • Parking.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
I do not wish to expand housing in the Sammamish Town Center to 4000 units. This is not what I asked for with these City Council members I voted for. I vote no on this expansion as we do not have the infrastructure in place for adding 2000 more homes and 4000+ more people.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.

Reconsider altering the Town Center plan of 2000 homes to 4000 homes. Keep the number of residential units to be built to 2000 homes.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
We already have lots of congestions on 2 29th St. and even on West Lake Sammamish Road with this new expansion I don't think there is new roads being built , it might be getting much more crowded rather than having a nice city with lots of greenery it will become a crowded city	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
While I understand the ever growing desire to provide more housing opportunities across the nation, Sammamish is not a location that requires such expansion. Further housing in our geographic locale will create nothing more than environmental destruction and decreased quality of life. Sammamish is home to a very delicate ecosystem that would be easily disrupted by the incursion of this proposed expansion in housing & while the reasons may not be popular to address it must be stated and I intend to do so in the following : 1. Higher population density in the north (Redmond) is a great example of how this could all go wrong, their sudden expansion has lead to congested roadways & increases in homeless populations that care not for the ecosystems they disrupt. This is not compatible with a Bee sanctuary city such as ours & would leave our parks out to rot under the pressure of this new burden. Having grown up in the tri cities (eastern Washington) I know just how valuable our parks are in sammamish, practically nowhere in the country has as well maintained parks as ours, inviting overpopulation to our community would simply ruin them and contaminate the soil as we so often have seen in locations not far from us like Burien (where they had to close the parks due to environmental damage from encampments). Having literally grown up next to a literal nuclear waste site I know the environmental damage that happens when you allow contaminants into an ecosystem, which is inevitable when you invite the homeless population that would inevitably come with this new large scale development. 2. As a resident that has traveled around this country a good amount I can assure you that rapid growth like this always leads to a decrease in quality of life. Property values will take an unnecessary hit & the quality of our schools will go down under the strain of this development. Our great cities children do not deserve to have their future hindered by the decisions we make today, and that's exactly what this project would bring. 3. Large scale construction would disrupt our roadways for years, and showing weakness to this expansion once would lead to further projects that create a 10 year disaster on our roadways. If we ruin Sammamish with this project you'll be destroying one of the last great places this country has to offer. It's a town that's not too big but not too small right now. The	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS. • Sustainability. • School Capacity.

ideal suburb that this country once strived to attain is Sammamish in its current form. So I'll end simply; do you want to live in one of America's last great cities? Or do you want to watch it get over run & break under that pressure. The choice is yours, but this expansion is a bad plan that will only harm our residents.	
I am a resident of Sammamish. I don't think increasing the number of residential units in Sammamish Town Center to 4,000 is a good idea: - traffic impact: I live on 228th and it's already very difficult for me to get out of Sahalee onto 228th each day. This is the last thing we need. - environmental impact: part of the allure of this area is the trees. This will replace trees with housing and what will have to be a large parking lot	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
I support the no—action plan. Keep the current plan at 2,000 units with infrastructure aligned to the scope that our residents originally envisioned and voted for. Thank you.	Thank you for your comment; it has been noted for the record.
Traffic concerns, but mainly environmental impacts. We live in one of two main wetland areas. We have experienced flooding that has manifested in the last few years, almost reaching homes. Also, there has always been much concern for the quality of the water. Doubling the number of occupancy will only make it worse. Toxicity from building materials flows right through our community	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
I am concerned about the town's proposal to add 4,000 new housing units, nearly double the number previously planned. While I support addressing housing needs, the current plan fails to address critical issues. First, it lacks provisions for upgrading schools, roads, and emergency services to handle increased demand. Developers, who stand to profit significantly, should bear a proportionate share of costs for these improvements to prevent future tax increases on residents. Second, the plan's "affordable units" priced at $800,000 are far from affordable. With monthly payments around $4,000, a family would need an income exceeding $170,000, out of reach for many, including dual-teacher households. I urge the town to revise the plan to include a comprehensive strategy for infrastructure needs and genuinely affordable housing, with transparent funding mechanisms requiring significant developer contributions. Sustainable growth must prioritize the community's long-term well-being.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing.

I believe town center expansion as planned would be disastrous for the city if Sammamish . The increase in density would affect traffic, safety and peace in the neighborhood. It would harm the balance of the community and impact the natural resources of Sammamish. The city is not ready for this rapid growth and density. The city should focus on building the resources before bringing in the town center.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
Please pause, complete the traffic studies and other assessments and then decide how to proceed. The recent Sahalee Way closure and associated traffic on 244th and lake Sammamish as well as traffic at Eastlake and skyline high school events shows that the city is already not equipped to handle major traffic issues. Adding residents seems like it will make this worse and at more times of the day. Show that won't be the case and you'll have my support	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
As a resident of Sammamish, I strongly object to the proposal to increase the number of residential units in the Sammamish Town Center to 4,000. My concerns are as follows: Significant Increase in Traffic Congestion Adding thousands of new residential units will substantially increase traffic volumes, especially during peak commuting hours. Sammamish already faces chronic congestion on arterial roads such as 228th Avenue SE and surrounding corridors. The proposed development will further strain these limited routes, potentially affecting emergency response times and overall mobility. Inadequate Plans for Road and Infrastructure Improvements There is no clear, fully funded plan detailing how and when necessary road upgrades and expansions will be completed. Without enforceable phasing requirements that tie occupancy permits to completed infrastructure improvements, development risks outpacing the City's ability to accommodate growth. Environmental Degradation Large-scale development in this area will increase stormwater runoff, impact sensitive wetlands and streams (including Ebright Creek and George Davis Creek), and reduce wildlife habitat.	Thank you for your comment; it has been noted for the record. Regarding the 4,000 housing unit total, this number reflects the limit being studied. Exceeding this number of residential units could then trigger another full EIS process, though the SEIS does not assume or recommend any further increases beyond this number. Based on your comment, you may also want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.

The cumulative environmental impacts have not been sufficiently addressed or mitigated. Future Precedent for Further Expansion While 4,000 units are currently presented as a cap, I am concerned this number could become a precedent for future increases beyond this limit. Residents need clarity on whether this figure is an absolute cap or an opening for additional density increases over time. I urge the City to prioritize sustainable growth that aligns with infrastructure capacity and environmental stewardship. Your duty is to the current residents, not to someone who doesn't live here or the contractor. I moved here for a slower pace, not to be Redmond clone. Have you been to Redmond? It's ugly. Thank you for considering these concerns.	
There is much to like in the action alternative. It would appear to make the area more pedestrian-friendly. The new street arrangement seems better. The reduced number of zoning districts should be easier to develop. However the increase in housing units to 4000 may not be supportable in this site. This comment is about environmental degradation due to the increased number of housing units. More units will mean more hard surface area, which will mean more runoff. This was already a concern in the 2007 FEIS. Note that the 2007 FEIS did not consider the increased environmental impacts of Alternative 1, which is now the Action Alternative. Roof Area The increased heights in the Action Alternative will not accommodate double the units of the No Action Alternative in the same footprint. Bigger footprint (perhaps 1.5x) means more hard surface area, means more runoff. This does not appear to be addressed in the DSEIS. No additional mitigation measures are described. Surface parking area The Action Alternative is estimated to have more than 2.5 times the surface parking area of the No Action Alternative (DSEIS page 16). The situation is even worse with SB 5184. As you know, the city cannot require more than 0.5 parking spaces per unit. On average there are more than 2 vehicles per household in Sammamish today. People are not going to abandon their cars so dramatically.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.

This means that the number of parking spaces will be set by the market rather than by regulation. Since the city can only require a small number of (expensive) structured parking spaces, the developer is likely to add more (much cheaper) surface parking spaces. This unfortunate situation applies to both alternatives, but the impact will be greater with the Action Alternative because it has more units. There do not appear to be any additional mitigation measures in the plan or code. The Action Alternative makes a good case for plan and code improvements. It does not make a good case for increasing the units from 2000 to 4000. Cumulative Impacts Under the Action Alternative, 4000 units will not "fill" the Town Center area. The DSEIS does not present any possible mitigation for future projects to reduce or eliminate environmental impacts. In particular, there is no consideration of the fact that the proposed Form Based Code would allow many more units within Town Center.	
I am writing to express my deep concerns about the proposed Town Center (TC) Amendment and its impact on traffic, road safety, and livability in Sammamish. Our city's road network is already overstressed and fundamentally constrained. Unlike other cities with connected grid systems, Sammamish's roads are fragmented — blocked by large private lots and natural terrain. As a result, most neighborhoods are entirely dependent on a few main arterial roads, with no alternate routes or backroad access. This creates an extremely fragile transportation system. When there is an accident — even a minor one — traffic is backed up for miles because there is no redundancy. Inner roads off 202 face the same limitations: narrow, disconnected, and not designed to absorb additional traffic. Many residential areas have only one entry/exit point, making evacuation or emergency access nearly impossible during a crisis. The city has stated that traffic studies will be updated, but the geography and land-use structure make it clear: there is no realistic way to widen roads, add lanes, or build alternate routes. The plateau terrain and existing private parcels block any meaningful expansion. More development will only add pressure to a system already operating at or beyond capacity. This development proposal stems from plans conceived over two decades ago. Since then, Sammamish has experienced explosive growth — yet no updated cumulative study appears to fully capture how much	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.

strain our infrastructure now faces. I urge the City to pause or significantly revise this amendment until: A comprehensive and current traffic impact study is completed — not just counts, but modeling the cumulative effects of past and proposed developments. A feasible transportation and emergency access plan is presented, showing exactly how additional population will be supported. The plan acknowledges the physical limits of our geography and the lack of a grid-based road network. Until then, pushing this development forward puts current and future residents at unnecessary risk. Growth without infrastructure is not sustainable — or safe.	
I object to increasing the number of residential units in Sammamish Town Center to 4,000 from the original plan of 2,000 units. Without significant increase in support infrastructure, the number of units should not be increased. 228th is already congested. Schools have trailers to house students. The city has not kept up with the rapid population+housing growth.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.
I strongly support the "No-action Plan". Our city cannot support the doubling of the current housing plan and we do not want the wonderful quality of life we currently have to suffer immensely. We've lived here for 43 years and have seen enough irresponsible development.	Thank you for your comment; it has been noted for the record.
I support no action alternative. 2000 units is the max our current infrastructure can handle.	Thank you for your comment; it has been noted for the record.
No 4k units, no 2k units. The city cannot handle that traffic.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.

There are only a couple of roads into the city. We are encountering traffic and increased delays even now. There has been previous studies and there were no easy solutions. Not to mention over crowded schools. Increasing the housing available in the city by 20% is not acceptable. Were there any cities which had done this before?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
Sammamish is already too crowded. I think it's not a good idea to increase the housing. The roads are already too congested. I don't think the city has the infrastructure to support so many ppl.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I SUPPORT NO ACTION PLAN	Thank you for your comment; it has been noted for the record.
I support no action	Thank you for your comment; it has been noted for the record.
I support the no-action plan	Thank you for your comment; it has been noted for the record.
100% against the proposal for incrementing the housing units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
No to expansion. Please don't make Sammamish another city with no life.We are already causing a lot of damage to Mother Nature with all the developments, destructions in the name of development. Let's respect the environment and learn to live with what is available. Growth doesn't necessarily have to be with destruction of nature, this will make living in Sammamish a nightmare (with increase in temperature, more exposure to fires)	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.
Oppose 2000+ unit expansion and rezoning. This expansion needs to be approved by Sammamish residents through formal voting process. I need to see budget plan for this expansion plus infrastructure cost report needs to support additional growth. With imminent tarrifs, the cost of building is expected to be volatile. Snoqualmie and North Bend already slow down their affordable housing development. So should Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Do not welcome the overcrowding without existing infrastructure improvements plan.	Thank you for your comment; it has been noted for the record.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.

I do not support the expansion to 4000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I am opposed to this town center as our roads and schools cannot handle this. I have lived in Sammamish for 29 years and am saddened by the amount of forests that have been destroyed in the name of growth. This used to be a beautiful place filled with a lot of nature and low crime. We are now over grown and crime is rising to the point where I don't feel as safe here anymore. 228th cannot handle more cars and the high schools are overcrowded. Please reconsider adding thousands of unites and more people.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Hello, Due to the revenue closure of Sahalee way we saw how critical growing infrastructure at the same rate as population is important. The roads down Inglewood was choked most of the day. Adding more houses without a plan around alternate routes is a very difficult situation to be in. So my recommendation is not not increase the number of houses from the previous approved plan. It would be wise to look at alternate roads to help commuters before doubling the number of homes. Regards	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
No Action. Any changes/amendments MUST be put in front of public to vote. This change is substantial	Thank you for your comment; it has been noted for the record.
To whom this concerns: I am a resident of Sammamish and raising our family here because it is a special place. I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation Please don't allowed this to happen to our amazing town. Thanks,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.

Being a citizen of Sammamish for nearly 40 years, at first, I was opposed to the idea of a Town Center. But, as I learned more about what will be offered in the center, specifically, senior housing, low-income housing, an outdoor public gathering space, additional green spaces, a transit center and shopping & dining closer to home, I have changed my opposition to the project. But most importantly, as I learn about the GMA and watch trees fall in what were densely treed areas, what I am mostly in favor of regarding the Town Center is the focused growth of the city in this concentrated area so that the remainder of the city is not as heavily impacted by future growth. I have watched the sale and devastation of old family farmland, gentrification of older developments, and destruction of wetlands and bogs. I have watched this growth of the city and what seems to be an interesting hypocrisy of the criticism of the Town Center is that the majority of the people opposed to it are the ones who wouldn't have a place to live here in Sammamish had it not been for the destruction of family farmland and gentrification of older developments. Furthermore, I do not wish to spend city funds on lawsuits that could potentially be filed by the developer against the city. The city of Cle Elum has filed for bankruptcy because of similar lawsuits. I do not want to watch my beautiful city spiral into bankruptcy.	Thank you for your comment; it has been noted for the record.
No increase in the size of Sammamish	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
STOP! There will be nothing left for future children, except concrete.	Thank you for your comment; it has been noted for the record.
4000 dense housing units are not what the community voted for. We do not want 4000 dense housing units	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
"I support the no-action plan"	Thank you for your comment; it has been noted for the record.
"I support the no-action plan"	Thank you for your comment; it has been noted for the record.

Comments on Sammamish DSEIS (Draft Supplemental Environmental Impact Statement) for the Town Center Plan & Code Amendment Project has the file number POL2023-00051 Incomplete documentation There is much to like in the DSEIS Action Alternative. It would appear to make the Town Center area more pedestrian-friendly. The new street arrangement seems more practical and effective. The reduced number of zoning districts should be easier to develop. Clearly the city staff have put a lot of thought and effort into the documents. Unfortunately, the DSEIS is incomplete. As a non-project action, it should address the cumulative impact of future projects beyond the 4000 units. It needs to identify the need for and possibility of increased mitigations and analyze adequate alternatives. It is important to consider the types of allowable projects and their likely impacts. Under the proposed plan and code amendment, the Town Center area would have allowable projects that greatly exceed 4000 units. According to Envision 2044, the adopted Comprehensive Plan Land use + Environmental Stewardship Chapter, page 29, Town Center could have 50 – 100 dwelling units per acre. The DSEIS, plan and code do not appear to include a number for the developable acres. The original FEIS states 143 acres. The combination of these numbers yields a much higher capacity, as much as 14,000 units. Surely this is too high, but what is an appropriate estimate? What is needed At least one of the documents needs to include numbers for the developable acreage in each of the three nongovernment zones. At least one of the documents needs to include estimates by zone for the plausible number of units allowed by the proposed Form Based Code. The DSEIS needs to include some discussion of the impact of these higher capacity numbers.	Thank you for your comment; it has been noted for the record. Regarding the 4,000 unit limit, this is not a "cap" on legal development, but is being studied as a realistic planning-level assumption for the purposes of this analysis (as it was already selected in the 2007 Draft EIS as its Alternative 1 limit). This number reflects existing developments and project scales, environmental constraints, parcel size and ownership patterns, expected development intensity by proposed district, and known infrastructure limitations, and is not a calculation of "(number of developable acres) multiplied by (50 or 100 units per acre)." Those values are intended to reflect project-level development densities, and not an area-wide value.

I urge city council to NOT increase town center plan to 4000 units. Keep the plan at a reasonable and supportable 2000 units. Our city is one of the most desirable locations to live, but heavy and too rapid urbanization with increased road crowding will be ruinous to our city. A city council member was quoted as telling someone SHE REPRESENTS that the resident should move if she disagrees with the city council. NO. The city council is elected by the current residents of the city and should represent and protect those who elected them. Citizens should be encouraged to affect what their council members carry out - whether through feedback like this form or outright removal from office when council members work against their constituents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
Appreciate this opportunity to respond to local gov't regarding planned town center plans. Living directly on boundary of town center proposal again ask you whether you would be pleased if your own beloved home was to be negatively impacted by this plan. Would you be content to witness forest & wildlife degradation were it on your own doorstep? Would you be cheering for plans doubling housing going from 2,000 to 4,000 units etc? Don't your neighbors deserve the same protections & care that you would wish for your own home if you too lived directly on town center ter border? Is it OK to push traffic, noise, chaos onto others when you yourselves wouldn't tolerate it? Once a place is ruined, how do you go back & heal damage? Your stated goal if a "Real Town Center" will come at the cost of converting Sammamish into a city like Bellevue. Is this why you, yourselves moved to Sammamish? To destroy an oasis of small town living all pushed along by developers & other private interest greed cloaked in a false language masking the underlying avarice driving the real intent? I ask you to test your choices against how it would feel were these "plans" directed at your own home? As long as it is happening to someone else, and not where you safely reside, where your own children, grandchildren live & thrive, does that make it ok? I doubt any of you decision makers are making choices that would closely impact your own lives, your own dreams. I wish I could have commented sooner but was rebuilding our home gutted by the November windstorm. It's agonizing to spend months, monies, etc; to rebuild this home w/in a beloved place like Sammamish only to learn that the cherished small town will no longer exist now. This most livable, safest community will be torn away to support your desires to ruin the special place you too embraced…until	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Noise. • Sustainability.

developers bonded you to their financial dreams. I wish any of these words mattered. I have SEVEN owl breeds, bobcats, bears, & a multitude of hawk & woodpecker breeds here. I know you don't care about wiping wildlife but they DO enrich your life here too & once gone you can't get them back. I grieve at the callous disregard of what could have remained a wooded sanctuary, a lasting tribute to a caring vision. Thank you for reading even knowing it will matter not.	
With the addition of walkable gathering places, retail restaurant w higher density residential which i applaud, we need to fold in multiple alternate means of transportation on & off of the Sammamish plateau to balance out higher density.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Transit Needs section in the General Comment Themes & Responses section of the FSEIS.
Comments on Sammamish DSEIS (Draft Supplemental Environmental Impact Statement) for the Town Center Plan & Code Amendment Project POL2023-00051 Traffic There is much to like in the DSEIS Action Alternative. It would appear to make the Town Center area more pedestrian-friendly. The new street arrangement seems more practical and effective. The reduced number of zoning districts should be easier to develop. Clearly the city staff have put a lot of thought and effort into the documents. In particular, the Transportation department has put a lot of work into data collection and presentation of the results. Unfortunately, the DSEIS may not be accurate in describing the traffic impact. The calculated peak hour intersection delays for 228th and for the three key external intersections appear to be too low for today's actuals. This raises concerns about the accuracy of values predicted for the future. There is no question that more housing will mean more cars, more drivers and more traffic. There can be some debate about how much worse it will get. The environmental costs of more traffic are more air, surface, and eventually water pollution. There are two main areas of concern: the Travel Demand Model and the use of Synchro and Sydra. Travel Demand Model The network description was based on 2023, which is probably adequate for current conditions. The Transportation Master Plan has a list of approximately 60 street projects that are under consideration but unfunded. How many of these were included in the model run? The base land use description and assumptions were probably from the same year. A challenge for Sammamish is that most of the Town Center housing will be in mid-rise apartment buildings, and Sammamish has only two of these buildings currently. This leads to low confidence in estimated trip generation behavior. A specific concern is that the No Action Alternative	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.

appears to be based on peak hour trip generation rates of 0.5 AM and 0.7 PM while the incremental rates for the Action Alternative are 0.3 AM and 0.5 PM. An additional challenge is that the 30,000 people who commute outside Sammamish for work are heavily impacted by Redmond and Issaquah drivers and traffic management. It is not clear that the TDM was run with relevant current regional input. My impression is that this TDM is a custom software built over the years that may not incorporate current best practices. Synchro and Sydra These two professional software packages are used to turn the TDM output into estimates of intersection delay. Both of them have difficulty dealing with queues when intersections are clogged – at or over capacity. Reportedly they output unrealistically low delay estimates under these conditions. Almost all of the high volume intersections in and into Sammamish have queues during peak hours. Impact These factors have led to some large discrepancies. For example, the very important intersection of East Lake Sammamish Parkway and SE 43rd Way is estimated to be A (5 second delay) by Sammamish and D (50 second delay) by Issaquah. The very important intersection of East Lake Sammamish Parkway and Route 202 is estimated to be E (58 second delay) by Sammamish and F (>120 second delay) by Redmond. What is needed The traffic model inputs and outputs need to be evaluated more critically. Additional work is probably required to properly estimate the impact of the alternatives on traffic.	
"I support the no action plan"	Thank you for your comment; it has been noted for the record.
I don't support the town doubling its residential housing. I think city should not burden its resources in the present scenario. As such entering and exiting Sammamish during the peak hours takes double the time. Infrastructure needs major overhaul as we have seen during the prolonged power outage last year. High School is overflowing and housing students way beyond its capacity. Until there are some major reforms regarding basic utilities, this should not be taken into consideration.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

While I support responsible development and greater diversity in Sammamish, I am against the Town Center Plan to increase the scope of the residential units project to 4,000 units. The amount of traffic on our limited roadways, retail stores and local services will have a significant impact on the quality of life for current and future residents. Secondly, the visual blight created by these large residential developments undermines the natural beauty and unique value of Sammamish - neighborhoods that foster community, not institutional structures. Redmond has executed a similar plan (over-development) which, in my opinion, has resulted in significant traffic, greater competition for limited resources and visual blight. It went from a charming town to one that looks like it could be any other over-developed town across the country. Let's not open the door to increased density for short term profit, only to become the next Redmond.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics.
During the recent closures of Sahalee Way and Thompson Hill Road this summer, we got a taste of what it might be like to overload the limited road access to the Plateau. While internal Plateau road issues and transit are being addressed, I don't think ingress and egress are being seriously considered in the alternative that would increase growth to 4000 units. This is a potentially huge problem given the threat of fire and worry about evacuation with limited road service. Options to add arterials that would solve this are spare given geological and critical areas. Sahalee Way is already threatened with unstable slopes and could be severely damaged with a serious earthquake. Improvements needed there just to maintain level of service are going to be very expensive. The Pacific Palisades and its limited access issues are a good example of the tragedy we could face -- too many people living in a wooded area with steep slopes and not enough escape. Thank you for this opportunity to comment.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Noise. • Emergency Services and Evacuation.
Is there any restriction (zoning/ land use regulations) for the lots surrounding, but outside the town center zone?	Thank you for your comment; it has been noted for the record. The SEIS, Plan, and Code updates pertain to properties within the Town Center. Current zoning, including the middle housing overlay, already applies to properties bordering Town Center. There are no unique restrictions for properties that border Town Center versus other similarly zoned parcels.
What are the city's affordable housing obligations mandated by the state legislature?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Affordable Housing section in the General Comment Themes & Responses section of the FSEIS.

To date, how much of the affordable housing obligation has been accomplished?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Affordable Housing section in the General Comment Themes & Responses section of the FSEIS.
From Table 3, Page 40, over 88% of proposed housing is market rate and 11% is 80% AMI. How would this balance change with the Action Alternative?	Thank you for your comment; it has been noted for the record. The Action Alternative and related land use capacity assumptions treat proposed projects as if they exist for the purposes of counting units. If a developer were to file application and vest prior to any code updates related to this project, their projects would need only comply with current code (not the proposed updates) which requires 10% at 80% AMI.
On P43 there is a diagram and statement about the time to affordable units meet goals. Your "Note 4" states this is not a forecast or estimate. What is the point for this non-productive information?	Thank you for your comment; it has been noted for the record. As stated, the timeframes that are extrapolated from current rates of construction are meant to be illustrative only; the City is not achieving delivery of affordable housing at an acceptable rate. Implementing proposed changes as part of this update would help to accelerate delivery.
The text in "Land use and Policies" is aspirational with no fact based examples.	Thank you for your comment; it has been noted for the record.
Current vs Proposed zoning on pages 46-51 do not identify all the colored zones.	Thank you for your comment; it has been noted for the record.
On p74, the discussion of traffic delays between No Action and Action Alternatives demonstrates there will be increased traffic delays at 228th Ave SE intersections with SE 4th and SE 8th with the Action Alternative due to the increased 2000 dwelling units. How would this be mitigated? 228th Ave SE is already congested multiple times of the day from NE Inglewood Hill Rd NE to SE 16th St.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
On p 83, 4.4 Mitigation Measures declares that town center intersections are not exceeded by the Action Alternative. I would expect a similar statement with wider margins should be made for the No Action Alternative.	Thank you for your comment; it has been noted for the record.
Please don’t overcrowd Sammamish!	Thank you for your comment; it has been noted for the record.
I support the no-action plan”	Thank you for your comment; it has been noted for the record.
I support the no action plan.	Thank you for your comment; it has been noted for the record.

I used to work at a school in Sammamish. Schools and availability of land to build schools cannot sustain more people. Our area is already heavily trafficked and roads are verging on unsafe. Road infrastructure will not sustain more people and traffic. Public transit in the area is not good and the area's walkabiility score is poor. Keep Sammamish small. We are already overcrowded in nearby areas as well. Hospitals and healthcare are not ready to sustain added burden of people. Expansion will cost lives and make the area so dense to be unsafe and unlivable.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
We have enough issues in Sammamish with to many cars the road and bad traffic. The city has grown too much. I'm against the city council voting to increase the Town Center to 4000 units vs 2000.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
If we have not learned from the recent Sahalee Way closure and its impact on the Eastlake Sammamish PKW, I wonder what we should expect when there is an earthquake. All of the roads out will become parking lots with current population, let alone 4000 more units of housing and cars. With 3 high schools on 228, the daily commute to/from the plateau has already been challenging. You smack another 4000 units to that mix, do we need to spend close to an hour just trying to get off the plateau. How about the water supply to support that many people? Please reconsider your proposed plan to add 4000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Water & Sewer Services.
Stop the growth. We've already outgrown the roads and the revenue producing retail.	Thank you for your comment; it has been noted for the record.
This is going to negatively impact everyone in Sammamish. It is upsetting we don't get a vote in this. I have yet to meet a person for this change.	Thank you for your comment; it has been noted for the record.
I support the no-action plan	Thank you for your comment; it has been noted for the record.

To the City of Sammamish, I strongly opposed the approval for the Town Center adding an additional 2000 residential units from already approved 2000 units. Sammamish does not have the infrastructure to add 40000 new residential units. It will only cause traffic, pollution and MORE importantly put the citizens of Sammamish in grave danger should we experience a natural disaster. How does the city expect all those people to get out if and when there is a natural disaster? The idea that the Town Center will lessen our traffic in Sammamish is not true! People will continue to drive and commune to work. Sammamish is not like Redmond, Bellevue or Issaquah. We are on an island with limited roads in and out. This is a fact. People move to Sammamish to enjoy what it is..a bedroom community with gorgeous homes, green spaces, lakes and wildlife. Why destroy the things that make Sammamish appealing? Please keep the number to 2000 residential units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.
228th is already crazy congested during morning commute. Me and my middle-school daughter have to get up at 6am to commute to school. Imagine the doubling or tripling of traffic. Have you thought about that!?!?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I support the no action plan. Please do the due diligence before adding any more new units.	Thank you for your comment; it has been noted for the record.

I would like to comment on the draft EIS for the Town Center. I would be very concerned about increasing the number of units from 2,000 to 4,000. One of my concerns is the need to evacuate, particularly in the case of wildfire which of all emergencies would be the most likely per the city's Hazard Mitigation Plan https://www.kingcounty.gov/~/media/depts/emergency-management/documents/plans/hazard-mitigation/city_spd_annexs/Sammamish_Plan_Annex_Final_-_Adopted.ashx?la=en (p.9) "Using the same calculations, the City of Sammamish's egress ratio would be 3,165 households per evacuation route, 1.7 times higher than Paradise (based on 7 Principal and Minor Arterial roads off the plateau. Additional vulnerabilities include numerous neighborhoods with only one point of entry/exit, heavily forested residential developments, limited setbacks between homes and natural fuels resulting in limited defensible space, and building practices which include wood shake shingles." "Constraints on evacuation routes would further exacerbate the consequences of a rapidly evolving wildfire incident and could result in greater loss of life if evacuation routes become strained or overcrowded." We are geographically constrained, up on a plateau with steep slopes and landslide zones, historically excluded from freeway/highway networks. Since King County's earliest road plans, Sammamish has been intentionally bypassed. There's no freeway, no highway, and no serious proposal to change that. SR 202 skips us entirely, and Issaquah-Fall City Road is a County road that has no projects included on their Regional Transportation Plan for 2022-2050. Building safe, high capacity access up the hills may be technically possible, but very expensive and risky. My understanding is that this is why developers and planners have long avoided a more robust road through the Plateau. And remember how much it cost to rehabilitate the part of 212th affectionately known as Snake Hill. It took a long time as well and still is just a 2 lane twisty road. It's much improved but not a major road. In some places there are still no shoulders, no good place for pedestrians and no official bike lane. In the Draft EIS it states our city would pursue PSRC Regional Growth Center (RGC) Designation. How can we ever be a regional growth center being isolated on the plateau with no connection to a regional highway network? Even with bus service to the new light rail at Marymoor, buses are stuck in the same traffic with cars as there isn't any room for bus lanes. I vote for the no action option that builds the 2,000 units in the Town Center until I see a realistic transportation plan that can accommodate higher numbers.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs • Emergency Services and Evacuation.

Before you make your decision, go to Netflix and watch Paradise on Fire. It's a very real possibility that Sammamish will have an explosive, incredibly rapidly spreading fire. Will you make it out alive? What about your kids? And their families? Nobody expects a massive fire. So you most likely won't be together with your spouse, your kids. Who's going to get your kids off of the plateau.....or attempt it anyway. Watch the chilling documentary that shows live footage from citizens inside their cars, that interviews actual people that lived through the fire. My cousin and his wife were at work in separate locations in paradise, their oldest daughter was at the middle school, their youngest daughter at the elementary school when the fire broke out. All separated and not knowing if they would all reach safety getting off of their plateau with 2 two-lane roads leading to Chico. It took many hours to get get to Chico. Do you want that for your life? Your parents? Your kids? What about your grandkids? You are choosing to put every Sammamish resident at risk? The biggest question is - Why? What's in it for the citizens? They are speaking. But are you listening? Why not?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Emergency Services and Evacuation section below in the General Comment Themes & Responses section of the FSEIS.
We do not support the new town center plans. This town has gone downhill since we moved here 13 years ago. The traffic is atrocious, we have over crowding in our schools, and the overall happiness of the people here is declining.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Against higher density unless we have a tarriffic and public transportation system to accommodated all that growth. Do not want to building for maximum occupancy when City and transportation issues are accommodted for. Let's look at the holistic view and not just building apartments. There is a lot more that impacts the City of Sammamish and its residents. Water, sewers, streets, public trasporttion, schools. etc. Have you a plan in PLACE for all of that? 228th is a nightmere already at peak travel times. How are all these issues being address as it pertains to higher density.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • School Capacity. • Water & Sewer Services.
Even 2000 housing units is too much. Don't add an additional 2000. It is madness.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.

I am writing to express my concerns about proposal of doubling housing units in town center in from 2000 to 4000. Traffic in and out of Sammamish is a problem. Inglewood and East Lake high school are already congested. I am concerned that added housing units will further exacerbate these problems. What about the impact of these additional units on our water and sewer infrastructure? I didn't see any data that we have the sewer infrastructure to support these additional units! Please do not approve this proposal before we have solutions for the concerns I listed here. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity. • Water & Sewer Services.
I support the development, but like to know more about the plan for schools and traffic. Please share	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Stop the development. It is not helping the community and will also will cause more traffic congestion. Listen to your constituents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
We do not have enough infrastructure to build any more houses. The infrastructure needs to be in place before they build any more. We do not have public transport on a Saturday or Sunday. I live very close to 228th AVE and the road gets very busy and emergency services can not pass at times. Lake Washington school district has told the council that its schools are overcrowded and have no plans to build more. Put infrastructure in place first before building.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation. • School Capacity.
I DO NOT SUPPORT ADDING OVER 2,000 MORE HOUSING UNITS (WITH THE TOTAL TO 4,000) WITH 85' TALL BUILDINGS. HOW CAN THIS EVEN BE A REASONABLE MOVE WHEN WE ALREADY HAVE TRAFFIC PROBLEMS, OVER CROWDED SCHOOLS AND CONCERNS OVER EMERGENCY ACCESS OR EVACUATION. KEEP SAMMAMISH SPECIAL, THE WAY IT HAS BEEN FOR YEARS AND ADDRESS OUR CURRENT NEEDS NOT BY ADDING MORE PROBLEMS.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation. • School Capacity.
I object to the addition of 2000 housing units in the town center. There are many issues that need to be resolved before adding units not required by law. These issues include 1. Lack of infrastructure- roads and schools are already	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density.

over capacity. 2. Public Safety: There are very limited evacuation routes for the existing population in an emergency. Some neighborhoods only have one way out. Environmental: Lack of tree canopy . Water runoff is a real problem if we cover the Plateau in concrete. I support the “NO ACTION PLAN “ Thank you	• Emergency Services and Evacuation. • Sustainability. • School Capacity.
We do not want expansion of town center. This will create too much congestion and traffic, not to forget the environmental damage to our trees and animals. Too many kids in our schools already. Skyline is already overfull. We really don't need any more expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
Sammamish is growing; we cannot stop the growth, nor do we want to. The hopeful news is that we can collaborate and communicate with our City, influencing and shaping development following the needs of a healthy and diverse community. Now is the time to complete what the City began: create an economic center, and with that, new housing options will follow. I am in favor of the Action Alternative.	Thank you for your comment; it has been noted for the record.
Sustaining quality of life and managing growth takes strategic thought and resources when it comes to communities of any size. For the past several years we have heard and discussed issues such as stress on our existing sewer system, stress on our electrical grid, water shortages due to growth and climate change, traffic congestion, adequate response for emergency services and the annual increasing threat of wildfires. Doubling the scope of a previously approved housing plan without any reasonable thought of how to support it simply does not make sense.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
I have previewed the Draft SEIS and I am in favor of the Action Alternative.	Thank you for your comment; it has been noted for the record.
I challenge the city council to reflect on their responsibility to represent the interests of their constituents. Look around at the signs on the streets, the public comment, the social media outrage. This change in the town center plan is NOT in the interest of the constituents. As a taxpayer and member of this community, I am against the change in code and overall change in the town center plan. Vote no, as your constituents are begging you to. We do not have the infrastructure, nor is this why any of us moved to Sammamish. We do not want this development in our “city of trees”. I am asking my city council to vote no to the expanded town center plan.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.

NO, NO NO!!! to 4000 units and 85ft buildings.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Density.
No to the expansion of 4,000 units vs 2,000 traffic has not been addressed as of today. Congestion continues to rise.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I have lived on the Plateau since 1989. At that time I went to development discussions with King County who stated that they would keep development to 1 house per 5 acres. We can all see that this was a lie. When I wrote letters disturbed by the pending Grand Ridge Project, and destruction of forest and its wildlife, the response was the same. thank you for your comments, we will not take it into consideration. It is very disappointing that so many additional residences are being considered. Even the 2000 have havoc on the plateau and of course run off to Lake Sammamish and the environment. The city of Sammamish cannot absorb the additional taxation, cost of homes, environmental impacts, and lack of infrastructure. It boggles my mind that additional development is even being considered in such a delicate area, without consideration of alternative affordable housing. Thank you	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
Adding more than 2000 units in City Town Center will have a negative effect on all residents of Sammamish. The roads cannot accommodate this additional traffic and that is not fair to the current residents. There are plans for this center to be walkable but Sammamish does not provide the basic shopping that individuals require and the majority iof these residents will not work in Sammamish, so all of the residents will have cars. It is not reasonable to believe this project will not negatively impact traffic Gridlock.will be a reality and the roads cannot safely support any major evacuations. We must create a plan that includes emergency contingencies. Residents have already been subject to years of traffic detours for amending existing roads that do not provide for increased volume. The welfare and quality of life of current residents needs to be the priority of the City Council. There are other issues that must take priority for current residents. The Town Center expansion does not benefit the residents of Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.

Please do not add another 2,000 residences to our city! Especially if there are no concrete plans for infrastructure. I used to love this city; I am getting more disappointed in what the city council is doing every day. There is too much growth too fast already. Why do want to ruin our beautiful city with more traffic, more pollution, fewer exit strategies in case of natural disasters, and more likely than not higher taxes to support whatever infrastructure could even be built in our area of slopes and hills. I don't know anyone who supports this idea. Please listen to the people you are supposed to be serving. Take NO ACTION and DO NOT change the current plan. Thank you.	Thank you for your comment; it has been noted for the record. • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.
The expansion of the Town Center will have a negative impact on all residents. The infrastructure we have here in Sammamish cannot support these additional units. Even though it is stated that this will be a walkable center, we know that every one of these units will have one to two cars, so it's irresponsible to think that this won't have a negative impact on all Sammamish residents. People move to Sammamish because of the beautiful green treesand rural feel that we still have, no residents want to see Sammamish turn into apartment City like Redmond.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
My concern is the limited routes of evacuation from the plateau if we have an emergency. Have lived here 57 years and never had trouble driving the hills to and from home in snowstorms until the population increased resulting in slow traffic congestion exacerbated by stuck vehicles. If a disaster requires a mass exodus from the plateau, we already have a problem...please don't make it worse by increasing the amount of homes with vehicles.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Emergency Services and Evacuation section in the General Comment Themes & Responses section of the FSEIS.
I opposed bought the building and expansion of the Town center. Building and expanding the town center will cause a significant amount of cutting off trees. It will cause environment damage. It'll also cause huge traffic and more support personal in the city meaning higher taxes and more burden on schools which means more schools etc etc etc. so I'm I'm locally opposed to the very idea of building and expansion of Town center	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I support the expanded Town Center plan and 4,000 units and hope the city continues to look into expanded housing abundance.	Thank you for your comment; it has been noted for the record.
I support the no-action plan.	Thank you for your comment; it has been noted for the record.
It is cruel to put in 4000 housing units without thinking of the infrastructure and the effects on the residents. Anyone who has common sense will never think of putting additional 4000 housing units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.

The recent closure of Sahalee Way and Thompson Hill road has shown us how limited the road capacity is that serves Sammamish. Adding 4,000 homes will only make things worse. Improve all access roads to Sammamish before even considering such an increase in housing please. No one is apposed to affordable housing, but $800K is not "affordable" and seems like it is being used as a cover for a huge increase in development without the necessary infrastructure being built first.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing.
I am a resident of Sammamish and am in favor of the expansion to meet housing needs and affordable housing needs. Thanks,	Thank you for your comment; it has been noted for the record.
(First, maybe you should have a spell check since "receive" is spelled incorrectly below) However, the traffic on 228th is abysmal now and adding, potentially, 4000 more vehicles to the mix is ludicrous. You cannot widen the streets and traffic already flows poorly. Sammamish is NOT a walkable town (this is NOT a city) nor will it be even if you added 10k more units. As per usual, the ideas for city planning are non-existent in King County and maybe take a look at cities that have done it right, like Phoenix, AZ, for an example.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
The increased housing units to 4000 from the required 2000 in the Town Center could result in gridlock during emergencies and increased times off the plateau plus many other negative consequences. I would like to see the city have more research with data to support the feasibility of increasing the housing units in the town center. Thank you!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.
Making a decision to increase the population on 228th is a huge mistake that will be costly forever. Those of you that vote to proceed will move on and leave the mess for others. How many of you travel this road during peak times or have seen the number of students in the class rooms? Where is the money to widen the roads and money for schools to build? I encourage you to think about what you are doing to Sammamish if this development moves forward.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I would vote against any plans for the city center or additional housing. Dislike of Traffic and overwhelming number of people are why I live here.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

I support the expanded housing plan that adds more housing units. I think having more people living here would be good for local businesses. I hope we also add more public transit options to accommodate the new residents	Thank you for your comment; it has been noted for the record.
What on earth were you thinking?! This is a glaring example of poor planning and mismanagement—not only for our community, which has repeatedly ranked among the top 10 small cities in America, but also for our environment, long-term livability, and most importantly, the safety of those living on the Sammamish Plateau. In the past decade, more than 2,800 new homes have been built. Now, the city has approved an additional 4,000—double the 2,000 originally discussed by the Planning Commission. That translates to nearly 10,000 more vehicles added to an already overburdened roadway system. It's clear that the current Town Center traffic study does not adequately reflect the impact of the homes already constructed—let alone the impact of thousands more. This isn't just a matter of increased congestion. It's a public safety crisis in the making. I'm not talking about a natural disaster or citywide emergency. I'm talking about something as simple—and as serious—as a single resident on Inglewood Hill Road or SE 8th Street suffering a medical emergency, with first responders delayed by traffic they can't get through. In an emergency, every minute counts. We're already seeing significant traffic challenges getting on and off the Plateau, particularly along 244th Avenue and Sahalee Way. Adding thousands of new residents—without any real ability to expand road capacity, by adding multiple actual lanes —will make the problem exponentially worse. And tragically, it will cost lives. But of course the city's developers dollars are much more important!?! Seriously—what are you thinking?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.
No to 4000 units!! There's no infrastructure. Sammamish is not issaquah highlands, Sammamish is not Seattle. Leave it be!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
This expansion will burden transport, commute, roads, education system and overall health of the town. We don't support this big addition to the community	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
PLEASE REPRESENT YOUR CURRENT CITIZENS and VOTE NO ACTION! We do NOT want more housing. Stop the madness, your constituents have been loud and clear we do NOT want more housing at the town center.	Thank you for your comment; it has been noted for the record.

Please consider the REAL traffic issues on our ONE MAIN ROAD (228th) 2 lanes that is and will be the main artery for this project and our town....it is NOT big enough to support 4000 new dwellings and the people who would live here. What percentage of Sammamish residents BUS or BIKE to work in our 7 -plus months of rain here? One percent if that? You will not instantly create a bussing/biking community just because you want it to be.. Also, "affordable housing" being touted is just not the case. It will NOT be affordable to teachers, firefighters etc..It just won't! Please consider what the town of Sammamish is..it is a town, and more pointedly, a bedroom community, sandwiched between two much larger cities that DO provide shopping, restaurants, etc. Our town was never meant to be like Redmond and Issaquah..It was and IS a neighborhood of homes on a plateau with few options for entering and exiting that cannot and should not be overloaded with more people and cars than we can handle. And we cannot handle more as the roads are right now. Three high schools on our main road! How many times during rush hour do emergency vehicles struggle to get through our 2 lane main road!? It's not sensible in any way to pressure our roads, emergency services, land, water, SCHOOLS, etc without our infrastructure being expanded...and it's not possible with limited space/roads that we do have on the plateau. We ask that you PLEASE reconsider allowing 4000 units to our neighborhood of homes on a hill. Thank you, Sammamish residents since 2014.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Emergency Services and Evacuation.

1. 4000 additional housing units in the town center, regardless of whether it is in one central core or spread across multiple zones, will add tremendous additional burden on required infrastructure, traffic, Property taxes, etc. 2. We have one core arterial road, 228th Ave., that carries the majority of north south traffic through Sammamish. This road is already subject to heavy use, with frequent traffic jams at Skyline high school and the Safeway grocery store today. Since the town center lies practically on this corridor, and with the absence of other good arterial choices to enter/exit Sammamish, this will create heavy choke points along this road. 3. Sammamish generally does not have the kind of Infrastructure that other nearby cities like Redmond have, including schools, fire stations, hospitals, etc. to support the influx of and additional thousands of residents. 4. The ideal approach would be something in between the no action plan, and the action plan: Do not increase the number of approved housing units in town center; but incorporate the updated recommendations like easier/form based seamless approvals, more modern code for mixed, use, amenities, etc. Kind regards, Resident, Sammamish, WA	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.

We moved to Sammamish in 2012. We love living here in a quiet east side suburb. It is unclear to me what problem, for Sammamish, the council is trying to solve with any town center development. Can you explicitly state the problem facing the city of Sammamish that this development solves? It appears to me that this is not solving a specific problem for the residents of Sammamish. 2,000 vs. 4,000 units are equally bad when you consider this is not salving a stated problem for the residents of Sammamish. While this is bad for all the reasons people have stated: traffic, infrastructure overloading and resulting tax increases, and all the things that come with increased population density, it is alarming to me because it seems like typical poor governing. Making a decision that sets a course with these ramifications without solving something specific for the residents of your city is poor governing. Then asking me for more money to address those ramifications feels like taxation without representation which is the insult added to the injury of the degradation to our city's quality of life this development will cause. I thought this council represents Sammamish residents. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Affordable Housing. • Traffic and Roads. • Density.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
July 7, 2025 TO: Avril Baty, Current Planning & Permit Center Manager Department of Community Development 801 228th Avenue SE Sammamish, WA 98075 ABaty@sammamish.us RE: Amended Town Center Plan I agree that the current code is overly complex and relies on vague language. The original plan, including the Green Spine, and regional stormwater strategies have not been realized. I hope that this plan will remedy its deficiencies. Specific environmental policies and designated green corridors should be adopted into code to enforce	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Transit Needs. • Sustainability.

methods and direct development. GREEN INFRASTRUCTURE Environmental enhancements and sustainable stormwater management techniques have been called for to improve water hydrology, and wildlife habitat. Have these methods been carried out in Brownstones West? How can we guarantee their enforcement? The Town Center offers tremendous opportunities for a recreational trail system. A specific plan to locate and construct primary trails should be established before the approval of new projects. Failure to establish a system now may waste opportunities that will not come again. TRAFFIC CONGESTION AND POLLUTION The City has not shown that TC urbanization will reduce dependency on vehicular travel and carbon emissions. On the contrary, without efficient public transit, the impact will be worsened. Traffic congestion will result in increasing difficulties for Sammamish residents in getting on and off the plateau. If most of those trips off the plateau are for work or school or to reach big-box stores, TC development will not reduce the need for those trips, but will merely add more users PUBLIC TRANSIT Improved transit service is not anticipated any time soon. Because of steep slopes and the difficulty in walking or biking between the TC core and "mobility hub" (bus stop) on 228th, people will still be dependent on automobiles. Roadway improvements that would support development of a transit connected local roadway system will become increasingly expensive and difficult to site because of land ownership patterns. The City believes that increased growth "will likely" provide enough development to justify enhanced transit. How much development and how many millions would get us a "mobility hub" along 228th. And we would still need to walk or bike up a steep hill to get to it from the TC core. The conditions do not encourage walkability for denser populations. The Town Center does not meet the definition of a transit-oriented development (also called TOD) which refers to pedestrian-friendly land development activities that are built within easy walking distance of a major transit station. We do not anticipate having a major transit station. PREVENT SPRAWL The City claims they are focusing growth to reduce pressure on natural resources and critical areas by limiting suburban sprawl. However, this plan does nothing to inhibit sprawl. Existing single family zoned lands are being developed to the max, regardless of TC increased density. We should establish methods by which existing green space in the Town Center can be preserved in exchange for higher density in the core. If there is more demand for single-family than for multi-	

family homes, we should not discard the option to allow it on the periphery of the Town Center. COMMERCIAL DEMAND Demand for auto-oriented retail is limited to properties along 228th Avenue Southeast. The plan calls for small businesses rather than “big box” retailers. There may be a lack of demand for commercial space within the TC commercial core because of lack of visibility from 228th. Are we overestimating the amount of commercial space that can be supported by our population? Are we trying to increase density in order to support commercial uses in the core? The chicken or the egg? TOWN SQUARE The location of the Town Square has been designated on the periphery of the urban core. Up till now, questions about the location of the Square have been met with answers of “not yet determined”. In the meantime low density development has already been established on two sides, with park land to the south and residential to the west. Mixed commercial use buildings have been approved to the north and east without orientation to a future town square. The Town Square is envisioned as surrounded by bustling storefronts, cafes, and businesses spilling into the public realm. We need to establish design criteria prescribing how The Square will interact with its surroundings of sidewalk cafés, street vendors, plazas, and open-air retail. We should follow the recommendation of the existing TC plan and site the Town Square adjacent to 4th St, closer to a possible transit hub. It will be early enough in the design process so that surrounding uses can be planned accordingly. The Notch should retain its existing Master Plan, approved by the City Council. The large amount of time and money spent on the plan will be thrown out to re-design the space as the newly-designated Town Square. I believe the existing plan for The Notch should be retained. We already have a well-functioning Town Square next to the City Hall and Library. Can we afford another one at this time? If the Town Square is to be a city-funded project, cost projections should be included in impact assessment. GREEN SPINE The Green Spine and wildlife/pedestrian corridors should be mapped out as a reserved green space prior to any further development regardless of market conditions. DENSITY If we remove density limits for new development how will we manage not exceed the limits imposed by the State Environmental Protection Act (SEPA) SEIS? AFFORDABLE HOUSING Cities must ensure that their zoning laws allow for	

construction of projects and types of housing that can contribute to the supply of affordable housing. Do zoning laws already allow for such? Are there any methods to achieve affordable housing other than subsidizing 9 market units for every affordable unit to be built? Many people who work in Sammamish want to live here but cannot afford to. In light of King County median household income of $122,000, workers would need to bring home at least $97,000 to qualify for "affordable" housing (at 80% level). I doubt if many retail or service workers could afford housing at that rate. It may be that most of the residents living in those affordable units will be commuting off the plateau. INCREMENTAL PLANNING As mitigation for infrastructure impacts, the City recommends that we pursue Puget Sound Regional Council (PSRC) Regional Growth Center designation. What level of density would we need to achieve to qualify for grants for transit improvements, multimodal network upgrades, and infrastructure projects to support housing and job growth? If this is the level of growth the community desires we should get their approval and plan for that, rather than piecemeal approvals. IMPLEMENTATION ACTIONS We should be planning the Green Spine and Town Square in conjunction with current development proposals. Unfortunately development approvals have already been given that may hinder efforts to direct development in the immediate vicinity of the Town Square. It is essential to acquire easements and/or land area for wetlands, stream corridors, and buffers to be acquired for trails, ecological enhancement, and consistent long-term stewardship. The use of enhancement activities as mitigation for impacts on other lands should be mandated before any future development is approved. If we are to continue planning for civic facilities near the Sammamish Commons, we need to specify where they will go. Specify clearly which projects are expected to be paid for by private development. Capital investments for infrastructure are estimated to cost approximately $42 million, with less than $1 million currently funded. Unfunded municipal projects should be approved by the community with a price tag attached. We should not be scheduling capital improvement projects unless we have the revenue to pay for it. Thank you for your consideration,	

I support the no-action plan. There is simply no way that our streets can accommodate 4,000 new residents. I have been caught in gridlock during 2 natural disasters here on the Sammamish Plateau, and there was no possible route to get down off the plateau. Heaven forbid, there should be a wildfire up here! I have been very happy living here since 2003 and really do not want to move away now.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.
I am very opposed to the increase of housing to 4000 units. There will be very negative effects on traffic, schools, environment and resale value of housing. Please stay with the approved 2000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability. • School Capacity.
My Wife and I have continuously lived in what would be the city of Sammamish for 48 years! I write this as someone who worked for 40 years as a former Chief Engineer at Boeing. Here's the impact of increased density of housing in the Town Center as someone who lives on Ebright Creek: 1. Did this already get approved – foundations have already been placed, and higher weight loads would have had to be reflected in the footings that have already been laid! 2. The towns of Snoqualmie and Carnation both were given King County mandates to increase density and were able to get waivers since they don't have the required infrastructure – why can't Sammamish get one too. 3. Traffic - 228th is already unmanageable when school lets out 4. Schools a. Increased class size b. Increased bussing c. Tax rates go up to fund more school construction 5. Water runoffs / and sewage a. Live on Ebright creek and have already seen increased water levels that have killed off many our beautiful trees and will further endanger Kokanee salmon b. The highly celebrated porous cement that is used to reduce run-off fills up with moss and isn't porous. 6. Emergency egress from town – hampered by North/South choke points – no bridge across Lake Sammamish is in the plans! 7. Why should Sammamish have given our building contractors added building height benefits that Issaquah and Redmond did not grant theirs! 8. Creates a domino effect for other landowners to be granted higher density exemptions and further degrade our city	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

9. Does absolutely nothing to IMPROVE the quality of life for existing residents!!!	
We do not have infrastructure to support this. The initial study done in 2007 does not support the ability for 4000 new homes and a population of an increase of atleast 12000 people. Even with the old study, piss poor infrastructure upgrade was done and again 1 lane with round abouts everywhere. I wonder how smart folks are those that do these studies. Obviously, corruption is involved. And increasing the # of units from 2000 to 4000 clearly shows the council sold out. The whole council needs to be recalled.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support a NO to 4,000 units!!!!!!	Thank you for your comment; it has been noted for the record.
Dear Councilmembers, Taylor Morrison is national award-winning home builder with a long-tenured presence on the Eastside, and we are the proud builders of the Brownstone East townhomes in the Town Center. We strongly support expanding housing choices in Sammamish—not just as a policy decision, but as a pathway to building a vibrant, more connected community. When we talk about "housing," we're really talking about people—about neighbors, families, seniors, and young adults who want to put down roots, contribute, and feel like they belong. That only happens when there are real options: townhomes, apartments, cottages, duplexes—not just large single-family homes. We have seen this time and again in the hundreds of communities we have built across the country. We have seen smaller cities have the opportunity that is in front of Sammamish thrive because they recognized this inflection point that is in front of the city council right now. Without housing choices and density, needed services are not viable and commercial enterprises struggle. Additionally, without housing choices, and much needed housing units being available, people cannot live and work in the same community. This, over the long term, undermines the success of a city. Communities will thrive, however, when people from different walks of life can live near each other, support one another, and share in the same schools, parks, and gathering spaces. Teachers, nurses, small business owners, retirees—everyone deserves the chance to live here, not just commute in from somewhere else. Housing diversity means more than affordability—it means stability, equity, and opportunity. It means the next generation can grow up here, not be priced out of the city they call home. If the City of Sammamish wants a Town Center that reflects the city's values—diversity, equity, inclusion, belonging and long-term resilience—we need to give people choices. Housing choice is how we turn separate neighborhoods into a vibrant community.	Thank you for your comment; it has been noted for the record.

Let's plan for that future—one where everyone has a place, and every place helps us come together. We are honored to have been selected to build in the Town Center. Let's continue to plan for the future. Thank you for your consideration.	
My name is _____, and I'm a resident of Sammamish. I would like to express concern about the push for high-density housing in our city. High-density development can be appropriate — when it's placed in areas that support it. That means places with transit hubs, major employers, highway access, and strong infrastructure. Cities like Bellevue and Redmond make sense for this kind of growth. But Sammamish is not built for it. We don't have direct access to light rail or major transit centers. Our roadways, like 228th and Inglewood Hill, are already strained. We don't have a dense commercial core or large employers here. And we lack the walkable services that are critical to supporting a high-density population. Our city was designed as a low-density, residential community surrounded by natural beauty. That's part of what draws people here and what makes this place unique. Adding dense housing without the urban infrastructure to support it would only increase traffic, reduce safety, and put more stress on roads, utilities, and schools. I'm not against growth — but it needs to be thoughtful and aligned with Sammamish's identity. Let's focus on moderate, context-sensitive development. Let's preserve the character of our city while working with regional partners on infrastructure and transit solutions before we consider density that doesn't fit. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • School Capacity.

As the Program Director at The Garage, a Teen Cafe that serves youth in Issaquah and Sammamish, I want to express my support for studying more density so we can have more housing choices—because I believe that if we want to keep Sammamish a strong, welcoming community, we need to make room for people at all stages of life. Creating more housing options like apartments, townhomes, and small homes don't detract from the Sammamish Community, it benefits it. Most people can't afford to buy a home in Sammamish and if they rent in Sammamish, when it comes time to settle down and buy a home, they have to leave their community and look elsewhere. Affordable housing options help families stay together across generations. They allow teachers and first responders to live where they work. They support local businesses and help reduce traffic by putting services closer to where people live. Working with teens in the Eastside area, housing is one of the most significant struggles that I see people face, whether that's losing housing, being priced-out of their housing, families being overcrowded due to lack of space, or something else. Housing is a priority we need to be investing in to see any progress made. That is one major reason why I'm hopeful and excited about the plans for the Town Center. It's not just about growth—it's about creating walkable neighborhoods, gathering spaces, and a stronger local economy. This is our chance to build a future that reflects how people live today. Let's plan with purpose, and make Sammamish a place where everyone has the chance to belong. Thank you.	Thank you for your comment; it has been noted for the record.

I prefer the No Action Alternative for these reasons: The No Action Alternative is what we have agreed upon and planned for: As of 2020, we residents understood that our Town Center would have 2,000 housing units. We reached this decision after years of debate which settled on 2,000 housing units in 2007-2008. When the plan was amended in 2020, the 2,000 units remained. We did not elect City Council members to change that plan by doubling the number of housing units. We elected them to execute the approved plan. The general reason given in the draft SEIS for the change to this plan is that "Sammamish has evolved considerably." Sammamish is always evolving, but that does not mean that we open up a plan we agreed to as late as 2020. Sammamish should not be a Regional Growth Center Samammish has always been a bedroom community. We have not voted for the City Council to change the character of the city from a bedroom community to a Regional Growth Center. The Comprehensive Plan adopted by the City Council and this draft SEIS states that the City Council is pursuing the Regional Growth Center designation for Sammamish. That, along with form-based code changes, will permit much greater density than just 4,000 housing units in the TC. Qualifications for RGCs include dense existing jobs and housing, high-quality transit service and plans for significant growth. Please confirm that each of these points is correct: Sound Transit won't come to Sammamish till 2040, if it comes at all. If it comes, the buses won't go up the hill to the TC due to the geography. The added frequency of the 269 bus route is not "high-quality transit service." Residents are likely to continue to drive to work and school. Why doesn't the draft SEIS clarify that we don't have dense existing jobs and are not likely to have them, unless we attract a major employer? The 700 plus additional jobs required by the GMA do not equate to dense employment. SEPA Compliance problem with the Regional Growth Center designation Since neither the draft SEIS nor the new TC plan gives a population number that will satisfy the RGC "growth" category, what is that number? If more than 4,000 housing units are required, the City needs a new EIS that will determine what development will be needed to qualify for RGC funding. Can you please explain why the City Council is trying to get to the RGC designation through small, incremental steps rather than openly studying it as a whole? By setting the stage with small steps, many environmental	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS. • Transit Needs. • Traffic and Roads. • Sustainability. References to the Town Center's possibility of designation as a PSRC Regional Growth Center are aspirational, and are not determining factors for development feasibility. The City still aims to provide additional transit service and other amenities as the Town Center continues to densify over the coming decades. For information about ARCH and eligibility for affordable housing, please visit ARCH's website: https://www.archhousing.org/ For information on how much the City contributes to ARCH and why, please see the City's budget and the October 15, 2024 City Council Meeting Agenda Packet.

impacts will not be recognized or mitigated. Transit mitigation for the Action Alternative Strategies to mitigate traffic include improvements, reducing vehicle demands and expanding network systems, but these have not been evaluated in detail. Please provide those details. Please disclose what models have been used and will be used in traffic studies. What discount is included in that model for transit usage? How was that discount determined–how many transit trips were included in that discount? Does the model include a discount for biking or walking? If so, what is it? What mitigation is proposed for the projected housing developments in Marymoor that will create even more gridlock for Sammamish residents going to and from the city? Transit costs for the Action Alternative Why has our City spent hundreds of millions of dollars on road improvements and we still have gridlock? Doubling the density will only worsen our traffic problems and require more road work. The draft SEIS suggests that the City will receive funds for road work if we qualify as a Regional Growth Center. That is a big "if.". Besides, this puts growth before the required road infrastructure. Shouldn't we see the opposite order–infrastructure before growth? Also, the new Town Center plan states that the 2025-2030 Transportation Improvement Program will cost $42 million in City investment, with less than $1 million currently funded. Since the City now faces a budget deficit, please explain how we will pay for that. Additional infrastructure problems with the Action Alternative When we debated the previously approved Town Center plan, we thought we would have stormwater ponds in the Town Center. Instead we have a vast stormwater vault that the city will pay to maintain. Please explain why the city made that change. Please tell residents what they will pay for sewer and water for the Action Alternative. Already, the Plateau Water District customers are paying higher rates. Action Plan does not limit development in other parts of Sammamish A few months ago, the City published a memo arguing that increasing TC growth would curb the development in other parts of the city, i.e. the TC would take all the growth in the city. The City then revised that memo without that argument. We all see the development throughout our city. It will continue. Environmental problems with the Action Alternative Doubling the density creates more environmental risk in the TC, since the TC holds the headwater for streams feeding Lake Sammamish. It wasn't the City that saved the kokanee salmon. Now the City proposes increased	

development putting water quality and marine habitat at risk. The increased density will create much greater impermeable surface areas. How will that impact stormwater runoff? I did not see a discussion about tree retention standards in the draft SEIS. How will the increased density affect tree retention? Growth Management Act problems with the Action Alternative The draft SEIS seems inconsistent with the GMA because: Water quality and salmon streams are likely to be harmed. The environmental analysis seems to be based on 2007 data. Is it? The increased density does nothing to reduce urban sprawl since development will continue throughout other parts of the City. It will, however, create urban congestion. Sammamish does not have the employment and transit to support the doubling of housing units. Housing problems with the Action Alternative No one disagrees with the need for housing. The questions are how much to grow and where, and how that growth will affect the character of the City. The draft SEIS, the Comprehensive Plan, and the new TC plan all discuss the City Council's commitment to affordable housing. Since one stated goal of doubling the housing units is to accommodate affordable housing, we residents need to know the following about the costs and processes for this subsidized housing: What the subsidized affordable housing will cost taxpayers. We residents should always be kept informed about costs. How much we contribute to ARCH and why Illustrate with numbers how renters will qualify for an affordable housing unit Illustrate with numbers how our firefighters, police and teachers will qualify to buy an affordable housing unit Illustrate with numbers how a senior citizen selling his/her house will qualify to buy an affordable housing unit The draft SEIS states that the GMA requires 2,100 affordable housing units. Please confirm if this is correct. The GMA requires 2,100 housing units by 2050. I don't believe the GMA specifies whether these are "affordable housing" or "market rate housing." The backstory is that the number was originally around 700. Please explain why that number was changed and who changed it. This change was probably made around the same time the Census indicated Sammamish had lost population. If so, why did Sammamish ask for more units? The state legislation as interpreted by King County asks	

for 2,100 affordable units by 2044. Is the draft SEIS correct in saying that the GMA requires 2,100 affordable units? Fiscal concerns with the Action Alternative I understand why the draft SEIS does not have a fiscal note. But I don't see a fiscal note with numbers in the draft TC plan either. What I see is only one cost broken out–the Transportation Improvement Program (2025-2030) will cost $42 million in City investment, with less than $1 million funded. The Comprehensive Plan, as far as I can see, does not discuss costs/revenues from the TC. Why? The 2008 Town Center plan as amended in 2020 does include numbers.How can the City adopt a different plan without telling its residents what the costs/revenues will be? The City Council has made clear that the City will be sharing infrastructure costs with the developers. The City Council recently agreed to pay millions for sharing costs with the developer for 6th St. The Action Alternative will require even more infrastructure. What share of costs for that increased infrastructure will the City Council agree to pay? Conclusion Since the City Council wishes to overturn the previously approved Town Center plan and adopt form-based code which is likely to provide the opportunity for even increased density in the Town Center, please explain if there are any guarantees that 4,000 is the maximum. Let's just stick with the No Action plan for now and see how adding 2,000 units works for our city with regard to traffic, schools, employment, and the environment. Thank you.	
The roads are not equipped to handle so many more cars. We have 3 ways off of her plateau and all of them get backed up during commute and school times. And when one of them is closed it is a nightmare to try to get anywhere. Where will all of these new cars go? Especially if there is some sort of emergency. And what schools will the children attend? Our schools are overcrowded already. Please take more time to figure out what will happen and who will pay for new roads, new schools, etc	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
I support the no-action plan	Thank you for your comment; it has been noted for the record.

As a 25-year Sammamish resident, I strongly oppose the Town Center Plan. I strongly oppose the traffic gridlock, loss of wildlife habitat and tree canopy, increased taxes and over-utilization of resources it will bring. As a small business owner I've also spoken to many, many people about the plan and I meet very few who support it. It's time to listen to Sammamish residents and stop trying to force this project down our collective throats.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
Our key roads including 228th and all the way to E. Lake Sammamish Parkway and down to Front Street are blocked many hours AM and PM. We should not build or think of provisioning infrastructure first. During covid ton of construction went in as people were not commuting. Let's pause. Keep some open areas or build parks instead.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Ecology & Wildlife.
Somwtimes I wonder if the council actually pays attention. 228th, although the largest pass thru road, simmply cannot house EVERYTHING the City wants to build! You MISSED the sweet spot timing for the Town Center, and now, with no less than 2 high schools (3rd under construction) 2 Middle Schools, and Challenger Elem plus a couple of private schools - all between NE 8th St and E. Lk Sam Pkwy - NOW you want to build the Town Center and ADD housing to it? Are you suffering from Clogged Road Derangement Syndrome? You are simply going to have to spread out where the City core is going to be. NO CHOICE but to do it. And you WILL get citizen blow back but that's the price of business these days, so grow a pair and get to it. Residents here have a RIGHT to expect that we can count on first responders getting to us, that we can reasonably exit the City during a crisis. Wheit is all said and done, WE pay for the services. Developers contribute, but they LEAVE and WE are the foundation of City income.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
It is ridiculously obvious that this new building plan has no foresight. If the only reason is density or capital, that will soon lose out to the loss of balance and the problems it will create. The project needs to have community input and agreement…and certainly more foresight.	Thank you for your comment; it has been noted for the record.
I am in favor of the action alternative.	Thank you for your comment; it has been noted for the record.

The plan for the Town Center is an example of greed for construction companies building these monstrosities, greed for the City Council collecting fees on these building permits, and ignorance to think to building high-rise rentals in a town full of single unit dwellings is wanted. There is no reason a sleepy suburb needs an urban setting. We are currently 10 minutes from any freeway access and this will only get worse, schools are overcrowded and this will only get worse, and I have yet to speak to any other resident who thinks this is a good idea. Find the proof that this is wanted and show us the people screaming from their rooftops that they want to live in multi-dwelling units in Sammamish. Bring the evidence. Be honest.	Thank you for your comment; it has been noted for the record.
To: City Council Subject: Opposition to Proposed Development of Additional Housing Units Dear Members of the City Council, I am writing as a concerned resident of Sammamish to express my strong opposition to the proposed development of additional housing units in our area. While I understand the growing demand for housing and the city's efforts to accommodate population growth, I believe this additional 2,000 units (approx. 4,000 total units) development would have significant negative impacts on our community. These include: Strain on Infrastructure: Our current roads, schools, and public services are already operating near capacity. Adding more housing units will place additional pressure on these systems, potentially leading to decreased quality of services for existing residents. Traffic and Safety Issues: Increased population density inevitably brings more vehicles, contributing to traffic congestion, pollution, and potentially higher risks in case of evacuations. Environmental Concerns: The proposed site may disrupt local green spaces, wildlife habitats, and natural drainage systems. Urban expansion should not come at the cost of our natural environment and long-term sustainability. Loss of Community Character: Sammamish has a unique character and sense of community that could be eroded by high-density developments. It is important to preserve the cultural and architectural identity of our area. Many of us moved to Sammamish, because it is different from the other suburbs of the eastside. It is green, beautiful and has easy access to lakes. I respectfully urge the council to reconsider this project and to seek alternative solutions that balance growth with preservation. More inclusive community consultation and long-term planning are essential to ensure development meets the needs of both current and future residents—without compromising the integrity of our neighborhoods. Thank you for your time and attention to this important matter. I hope you will take the concerns of your	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Traffic and Roads. • Density. • Sustainability.

constituents seriously and act in the best interest of our community. Sincerely,	
I have been a resident of Sammamish (previously Unincorporated King County) since 1986 and at my current address since 2002. I have been negatively impacted by the traffic within the city, and especially on 228th and it is only getting worse. There is no way to expand the infrastructure and adding an additional 2,000 units will degrade it even more. From what I have read about this "expansion" proposal only confirms my concerns about the it. Vote no to this expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support the no-action plan. We CANNOT expand without infrastructure and transportation expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs.
Reduce the planning of additional housing density beyond what is required. Many of our roads are already at a gridlock or near gridlock at certain times of the day. This is a safety hazard. Not to mention we do not have the funds to remedy this issue. Also keeping in mind some of Sammamish access roads are owned by the county and they do not have funds allocated for these road improvements-and Sammamish should not pay for them.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
I am truly concerned about the future construction of various high density homes. I don't disapprove of them but we purchased out house here in Sammamish because we did not want to live in a condo, townhome, or such. We could have chosen those options but being in a more nature friendly environment for our family was more important to us. The idea that some council members have voiced distain for those who have objected to the new plans totally revolts me. Why did they move here? If they wanted high density housing why didn't they move there instead? Please respect the wishes of the people who moved here wanting some peace and quiet away from the rest of the craziness. Final reflection-I dont see Medina or other similar super affluent neighborhoods making plans for similar projects. Thank you	Thank you for your comment; it has been noted for the record.
The proposed increase in residential units within the Town Center will significantly worsen traffic conditions. The last traffic analysis, conducted in 2007, found "no significant impacts," but nearly two decades of rapid regional growth and development have drastically altered traffic patterns. Increasing the housing capacity from 2,000 to 4,000 units could potentially double traffic volume, further straining already congested	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

corridors such as SE 4th Street and East Lake Sammamish Parkway—especially during peak hours..	
I've been a homeowner and resident in Sammamish since 1992. I currently have a home on Beaver Lake since 2010. I do not support increasing the number of residential units in Sammamish Town Center to 4,000. This would cause a large increase in traffic without a plan to increase the roads sufficiently to handle this. It would increase the need for fire, police, sewer and water services again without adequate plans to support this. I strongly encourage this proposal be rejected. thanks	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.
I have been a resident of Sammamish for 22 years. I object to increasing the number of residential units in the Town Center to 4,000 for the following reasons: • a significant increase in traffic, especially during peak commute hours • inadequate plan for improving roads to handle traffic increases • environmental degradation • inadequate plan for expanding water and sewer systems • no plan to handle additional k – 12 students when Sammamish schools already have the largest class sizes in both districts.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I strongly support increasing new housing in Sammamish. There is a significant shortage of housing in our region and creating a new town center is long overdue for Sammamish.	Thank you for your comment; it has been noted for the record.
I support the No Action Plan. Do not increase the residential units or height of buildings. Sammamish does not have the infrastructure to support this growth. I'm a teacher. I see how the schools are impacted-zero support for additional students.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Noise. • School Capacity.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation No significant plan for accommodating additional residents in our school district Safety concerns from these vertical buildings	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I cannot believe the city council - who just implemented a 6% utility tax, and is trying to claim that roads in the Inglewood Hill area are private, not public - is seriously considering upsizing the town center project by 2000	Thank you for your comment; it has been noted for the record.

homes. That is beyond irresponsible, and I am firmly against it.	
I oppose the 4000 unit plan, bringing in mass transit and destroying the beautiful environment we have in Sammamish. don't try to turn Sammamish into Redmond or a little Seattle	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.
Why or why did we ask to increase our housing units from 2,000 to 4,000? Any council member that asked for that will not get my vote next election. Please scale the development back to the required 2,000 units. Sammamish is not prepared with schools, roads, or emergency services for this large of a development or size of development. The hopes of filling the retail space are idealistic at best. We have barely had all of the current retail space leased, why do the council members believe that more retail space will fill up? The poor decision making by this current council and their attitude that residents that live here and don't like their decisions should "just move" are disgusting to me. They should move to a more high density area if they are trying to destroy Sammamish. Sammamish residents are involved because we care about our community more than the current elected officials. Step aside for others that can dutifully care for our community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation. • School Capacity.
As a resident of Sammamish, I fully support the development of a thriving Town Center with a wide array of diverse and affordable housing options and shops for all in our community. I encourage the City and Council to maximize the capacity and localize the density in Town Center. Please consider upping the capacity to 4000 or more units in Town Center. Having had a daughter who graduated from a Sammamish high school and who has since moved away, it's a shame that there wasn't more available to her when it came to housing availability and more options for establishments to hang out, socialize, and enjoy our local community. We need more affordable living for young folks entering the workforce with lesser paying but vital jobs. We also need more affordable living for older folks who want to downsize but remain in Sammamish. We need to increase our business tax base and become less reliant on property taxes only. I appreciate the direction of the current council and with the difficult but positive steps being taken to move Sammamish forward as a thriving and welcoming city. You are representing your community well!	Thank you for your comment; it has been noted for the record.

I was speaking with my neighbor and I believe wholeheartedly what he told me. We need more affordable living for young folks entering the workforce with lesser paying but vital jobs. We also need more affordable living for older folks who want to downsize but remain in Sammamish. We need to increase our business tax base by and become less reliant on property taxes only. I appreciate the direction of the current council and with the difficult but positive steps being taken to move Sammamish forward as a thriving and welcoming city. You are representing your community well. Thanks,	Thank you for your comment; it has been noted for the record.
When done thoughtfully, density is one of the best tools we have for building a healthy, inclusive, and vibrant community. We know this because we have built in town centers across the Puget Sound. The question before you is whether to take no action or to study additional density in the Town Center. The answer is clear to us: with housing demand so high and supply so low, studying as much density as you can is the right and efficient solution. Density promotes healthy public spaces and services, raises the probability of a successful Town Center, and looks at future needs so that the community is prepared for growth. Pillar Properties is an apartment owner, builder, and operator, speaking in support of thoughtfully planned housing density and mixed-use development here in Sammamish. In Sammamish, the demand for housing far outpaces the supply. When that happens, prices rise, people get priced out, and Sammamish loses the diversity and vitality that make it strong, and city budgets can be upended. Apartments provide much-needed alternatives to single-family homes, and in the Sammamish Town Center, we're not just creating homes, we're supporting walkability, local businesses, and a more connected daily life. Density does not mean careless development – it helps preserve open space, reduce car dependence, and lower infrastructure costs over time. We build with care, with respect for environmental standards, and with an eye toward long-term livability. We want to see Sammamish grow in a way that thoughtfully honors what people love about it, while making room for others to share in that future.	Thank you for your comment; it has been noted for the record.

No action on town center. Please respect the citizens who are only willing to accept the originally approved 2000 units and not anything more. Thank you.	Thank you for your comment; it has been noted for the record.
Please keep things as is - I know people want a project to work on but let's do a different one	Thank you for your comment; it has been noted for the record.
Please reconsider your proposal to add an additional 2,000 housing units to the Sammamish Town Center. I have lived in Sammamish the past 15 years and during that time I have witnessed increased traffic flow. The people voted for 2,000 units but the council insists on disregarding and disrespecting the people. With no plans for increased bus service, no plans to widen roads to accommodate increased traffic, no plans to alleviate overcrowding at the schools, Sammamish will be the worse place to live. My plan is to vote against re-electing these council members who are not properly representing the people.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • School Capacity.
This is going to increase the already bad traffic and school situation. The development should not be at the cost of safety and inconvenience. Increased traffic times are going to make Sammamish less desirable place for many. There should be voting on this issue in my opinion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
What the hell is going on with all of the building, tree cutting, when we can't even cut trees on our own property, that we feel are need to be cut? Stop the insanity that is going around OUR city.We don't have the roads to handle more traffic!! Leave our city the great town that it is.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
I respectfully ask the Sammamish council to stick with the current base plan and not increase the size of the town center to 4000 units. This growth is not sustainable. The infrastructure has not scaled to meet this demand in my opinion. The traffic flows are unacceptable already today and increasing the demand is not realistic. I add my name to a long list of concerned citizens. Please vote to stick with the plan.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

This is to express my opposition to the proposed expansion of the Town Center by 2000 family units. I have looked at the draft Environment Impact Statement, which seems to be highly slanted toward approval of the zoning change and expansion. I could wade through all the numbers and figures with a point-by-point rebuttal of much of the data that I believe is too assumptive, prejudicial and simply inaccurate. From a commonsense point of view, we simply cannot absorb any more housing units near the Town Center without a commensurate improvement in roadway development. All one needs to do is look at the traffic along 228th in the morning or evening or along the Lake road to realize we shouldn't add any more development at this point. Promised infrastructure to support approved development makes no sense. The infrastructure needs to be in place before any further development is approved. I've had 35 years' experience dealing with public processes and could spend a lot of time analyzing this, but I simply don't have the patience to do so. Perhaps that's because our city government, Council and staff have paid little attention to what the citizens have had to say about proposed plans and budgets in the past; they hear but they don't listen. There is an uprising going on among the citizens and I'm not sure the Council appreciates how serious it is. You have and will hear from many of the citizens but there are many people who have not and will not speak up now because they feel it's futile; The Council will do what it wants to do regardless of the citizens wishes. Certainly, we live in a City and a country that is built upon the will of the majority, and you must represent that. If online comments are even a close indication of what the majority thinks, there is strong opposition to further development at this time. I think you will see a strong reaction to this proposal if approved. Don't be afraid of the developers. With the strong will of the citizenry behind you, you can deal with whatever they have to throw at us. In the meantime, do the right thing.	Thank you for your comment; it has been noted for the record.
Is there any resident in Sammamish who supports the increased density and further urbanization of our town? After living here for 15 years, the scale of clear-cutting and new construction since the building moratorium was lifted has been astounding. This is not the town I moved to. I urge our representatives to prioritize the community over developers and to find ways to protect what makes Sammamish unique. While I am aware of the Growth Management Act (GMA), proceeding with this plan overlooks several critical issues. In my professional experience at Microsoft, advancing an irreversible plan (such as building new homes) without considering all implications and lacking a fallback option would be grounds for termination. First, the most pressing concern is the strain on infrastructure. Unlike Redmond, which has a light rail	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

station, every new Sammamish resident will rely on driving for most activities and commuting to work. While buses exist, they would remain stuck in the same congestion. Sammamish will not offer the same diversity of shopping, dining, and entertainment venues as Redmond Town Center or Woodinville Town Center; people will still need to drive. The capacity of 228 is insufficient for increased traffic, and without significant expansion in road capacity and parking, the influx of vehicles cannot be accommodated. In your studies I question the LOS benchmarks. Furthermore, since most families moving in will need to commute for work, it is likely that a large percentage will own more than one car. Build the infrastructure BEFORE people start moving in. Take a lesson from Microsoft purchasing data compute capacity AHEAD of AI growth. Otherwise, after people move in, what will happen? Second, the new development will attract families, not young singles or couples as in Seattle. People are drawn to Sammamish for the schools. However, the current school system is already using portables and experiencing overcrowding, with recent bond measures being rejected. There is a critical question: where will the children from these new families attend school? Third, the argument that high-density construction in the Town Center will deter independent developers from buying and building on other lots is flawed. Private companies, such as Buchan or Toll, will continue to purchase land from private owners if it is profitable, and owners will sell when the price is right. Unless zoning is strictly controlled, this pattern will persist. Finally, not putting such a major and irreversible decision to a public vote is unfair. The dramatic impact this will have on Sammamish deserves broader input. The reluctance to hold a vote suggests the Council may fear the results. In short, the plan for increased urbanization raises significant concerns regarding infrastructure, schools, market logic, and democratic process. Again, I end with where I started…is there anyone in Sammamish who truly supports this plan? Let's have an open debate and vote.	
Stick with the original plan that was voted on, 2000 units max. Plan for growth that includes infrastructure, education access, emergency services. The state GMA doesnt force the city to just pile on unit upon unit with overcrowded schools, overtaxed roads, and slow emergency response. Use some common sense.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation. • School Capacity.
I am opposed to the increase in hosting units. The roads and city infrastructure can barely support the population we have now. The environmental impact has not been clarified. Our public schools, especially our high schools, are struggling for space and already have	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the below sections in the General Comment Themes & Responses section of the FSEIS. • Sustainability.

been for years. Sammamish does not need additional housing units above and beyond the original plan.	• School Capacity.
You don't have the infrastructure for 2000 more units much less 4000. If you want to move this forward you have to put the infrastructure in place first, and you don't have the $ to do so. Stop!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
We live just past Sammamish off 202. The increase in traffic has been astonishing. We now have to consider when and if we come to the plateau to shop and dine, even though it's the closest service for us. We are definitely opposed to seeing even more building in this area that is already flooded with people.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
It is unfortunate that as a citizen in Sammamish, I need respond to such a ludicrous idea on how the city of Sammamish wants increase the housing units. Common sense dictates that this is a horrible idea. The infrastructure of Sammamish can't handle the amount of people who would reside in these units.	Thank you for your comment; it has been noted for the record.
The City of Sammamish cannot pursue RGC status for the Town Center (or any other area) at the moment due to availability for infrastructure and infrastructure expansion. This plan cannot be adopted in the nearest time due to budget, public safety hazards it introduces. This option should be reviewed periodically by The City of Sammamish and analysis outcome should include reasonable evidence of infrastructure preparedness and estimated cost for infrastructure catch up. The City of Sammamish should not adopt plans and programs that simply endanger public safety, skipping the regional emergency preparedness reviews, and overburden residents with significant tax growth. People of Sammamish should have right to veto the plans based on criteria above.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
Page 20, Table 1. Alternative Summary Table: -Explain why Public Parks sees a 4-acre reduction between the NAA (36 acres) versus AA (32 acres), thereby LESS public park space for the AA plan, whereas PRIVATE open space increases by the same 4-acre amount for the AA plan (NAA: 55 acres versus AA: 59 acres). Public open space acreage should NOT be allowed to DECREASE.	Thank you for your comment; it has been noted for the record.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: 1, Sammamish is far away from main freeways, traffic can be a significant concern during emergency evacuations. 2, Public schools, especially high schools are already crowded.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • School Capacity.
I am generally in favor of the proposed changes.	Thank you for your comment; it has been noted for the record.

On page 6 of 86 of the TC Plan and Code Amendment Draft SEIS it states “The No Action Alternative represents the baseline policies, plans, and regulations in effect when the SEIS process began, and is built directly upon the Preferred Alternative identified in the Final EIS published in 2007. The Action Alternative is derived from Alternative 1 of the 2007 Draft EIS, the “commercial focus” alternative that studied up to 4,000 new housing units, a robust commercial core, and a mix of high- and mid-rise buildings.” But the No Action Alternative does not represent the Final Adopted Town Center Plan adopted June 3, 2008, which differed from the EIS Preferred Alternative. Table 1 on page 20 of 86 shows the land use breakdown which has maximum commercial (retail + office) of 410,000 sf plus 175,000 civic/institutional whereas the 2008 adopted Town Center Plan modified the EIS preferred alternative to provide 600,000 sf of commercial alone.	Thank you for your comment; it has been noted for the record.
The June 6, 2025 Transportation Future Condition Memo from DKS Associates (see appendix to the SEIS) states on page 1 of 31 “The 2008 Sammamish Town Center Plan assumed 2,000 dwelling units, 69,000sf of retail space and 181,000sf of office space.” That is a total of 250,000 sf commercial whereas the adopted 2008 TC Plan had 600,000sf of commercial. If these lower numbers were used in the LOS calculations, then the results are incorrect.	Thank you for your comment; it has been noted for the record. The commercial square footage values match the numbers used in the Comprehensive Plan modeling, and were kept consistent across both the No Action and Action scenarios. The planned Infill Exemption places more strict limits on commercial space, so substantially-sized projects of that nature will still need to go through project-level SEPA analysis.
As a resident of Sammamish, I strongly object expansion of Town center with additional 2k homes. My primary concern, echoing the sentiments of many in our community, is the creation of dense pockets of development within the Town Center. While I understand the need for thoughtful growth, the current proposal appears to disregard the existing infrastructure and the unique character of Sammamish. Sammamish Town Center is uniquely situated equidistant from two major highways, SR-202 and I-90. This geographical reality means that any significant increase in residential density will inevitably funnel a substantial volume of additional traffic throughout Sammamish in both directions, exacerbating already challenging congestion. Our current road network is simply not equipped to handle such an influx, and there is virtually no provision for widening these roads to accommodate increased capacity. Sammamish has always been a haven for nature lovers, offering a distinctive charm with its open spaces, natural beauty, and a community-focused atmosphere. The proposed expansion, with its emphasis on high-density housing and taller buildings, risks converting our beloved city into yet another	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.

concrete jungle, eroding the very qualities that draw people to live here.	
I support the No Action plan.	Thank you for your comment; it has been noted for the record.
In addition to the obvious environmental concerns, I would like to add my concern about school capacity. Most of my neighbors think they are sending their children to "Sammamish Schools" but they are actually sending their children to Lake Washington District schools. There have been other instances of this District bussing students long distances to balance classroom supply and demand. This practice would be extremely disruptive to childhood education if the buses had to leave the Plateau. I am a grandfather so my children will not be affected but I have always been concerned about childhood education in our country. I had an opinion published in the New York Times where I objected to the elementary school shutdowns during Covid. My letter received many hostile replies which stated the kids would "catch up". That certainly has not happened. Also, the initial Town Center plan contained the promise of additional retail space which would provide an environmental benefit by reducing traffic to off-plateau retail centers. Since the initial plan, retail has been completely transformed by on-line shopping. A quick circuit of the local retail strips will confirm that. I used to make frequent trips to Ace Hardware for parts and advice but that need has been replaced by Amazon and YouTube.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I am against expanding the town center to 4000 units. Our roads, drainage system and schools can not handle that type of growth. We are only required to build approximately 2000 units by 2044, I don't understand why there is this big push to add double that, over a decade before that date. We need to fix our infrastructure before adding thousands of more residents to the heart of Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability. • School Capacity.

Our city does not have the infrastructure and resources to support a massive increase in population density and growth in the area. Our schools are overcrowded and understaffed and teachers are having a hard time keeping up with the demand and growth here. Roads are congested and traffic is alarming, with main arterial roads only being two lanes and no scope for expansion. Housing also brings in challenges with need for better access to shopping and other services, which we currently rely on either Issaquah or Redmond. Warehouses like Costco or Walmart or Target, hospitals with ER and access to public transport like the light rail is not available in sammamish. We absolutely cannot take on more housing and this will not only make our home values lower, it will significantly diminish the quality of life for our current residents. I do not support this policy. Sincere Sammamish Resident and Home owner	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • School Capacity.
Hi As a concerned community member, I strongly oppose the proposal to add 2,000 new homes in the Sammamish area. This scale of development is unsustainable given our current infrastructure limitations. Our roads are already congested, schools are over-enrolled, and emergency services are stretched thin. Adding thousands more residents without a comprehensive plan for traffic, environmental impact, and public services will significantly degrade the quality of life for current and future residents. Moreover, Sammamish was built with a balance of nature and neighborhoods. Such large-scale development threatens green spaces, local ecosystems, and the city's long-standing character as a peaceful, semi-rural community. I urge city planners and elected officials to prioritize thoughtful, measured growth that aligns with infrastructure capacity and environmental stewardship—not unchecked expansion.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

Sammamish's schools, roads, and stores are already operating at capacity, and the city cannot support the addition of 2,000 more homes. Please do not approve the Town Center project for further residential development.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
There is no city infrastructure like road or school to support this expansion	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I'm not sure 228th Avenue and the streets feeding into it can handle much more traffic. Evacuation is the event of fire should be a major consideration.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters, inadequate plan for improving roads and other infrastructure to support the additional homes will cause more harm including less road safety, degradation in quality of live to sammamish city and its residents. environmental degradation Sammamish already expanded in last few years which is testing the limits of infrastructure. The roards are already congested. Especially Enoching the city's greenery and woodlands for additional expansion is detrimental city's living conditions and lose its charm as a desirable place to live. Is 4000 a cap or an opening to further expansion?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
I am against this new construction proliferation plan for Sammamish as it will destroy all that the town stands for and why we love it and stay here - safety, quietness, community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Noise. • Emergency Services and Evacuation.
Sammamish has been a unique city in east Seattle with lush greenery and great living experience. It has been voted one of best cities to live in the US. Let us preserve this status for the benefit of the people and the city without overcrowding.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.

I don't think it's a wise decision to increase the housing to 4000 units. 2000 is already way too many. The developer is taking advantage of the citizens of Sammamish for their own profit. The infrastructure is not in place for this number of units. Traffic will increase, schools are already crowded, it's currently hard to get Dr appointments. There are only a few roads in and out of the area. Any natural disaster like a fire will gridlock the area and we will have casualties!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • School Capacity.
I do not support approval of Draft SEIS for the Town Center. The City of Sammamish is not prepared, nor does it have the proper infrastructure in place to support this explosive growth in housing units. This will create a significant negative impact on traffic congestion across the city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I am in favor of the action alternative.	Thank you for your comment; it has been noted for the record.
Please stop this madness. I simply don't understand how we are planning for more traffic and crowding the already crowded schools! Our city must work for the residents, not the builders.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
Statement to the City of Sammamish: Choose the No Action option. I write to strongly oppose the proposed 4000-unit development option, which was previously considered and set aside for a reason—it did not align with Sammamish's desires at the time, and it still does not. The city is now attempting to push through significant code changes to make the 4000-unit plan feasible, raising concerns about whether these changes are being prioritized over more sustainable, community-driven solutions. The draft SEIS acknowledges that the Action Alternative (4000 units) aims to increase housing affordability and diversity while aligning with the Growth Management Act (GMA) and VISION 2050. However, Sammamish has already met its GMA housing targets with the 2000-unit plan, which was designed to balance growth with environmental protection, affordability, and community values. Adding more units risks overbuilding in an area that already faces existing transportation and infrastructure limitations, such as unsafe pedestrian environments, fragmented trails, and limited parking capacity. These challenges were not adequately addressed in the original EIS and remain unmet in the draft SEIS, which appears to understate the risks of unmanaged growth. Furthermore, the assumptions in the draft SEIS seem outdated and in need of revalidation, particularly given the significant changes in climate goals, transportation trends, and community expectations since 2008. For example, the 2023 Climate Action Plan explicitly	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Parking. • Sustainability.

prioritizes reducing vehicle miles traveled (VMT) and increasing multimodal connectivity, yet the 4000-unit plan does not fully reconcile these goals with its proposed development. The Action Plan does not limit development in other parts of Sammamish. Revising the building code in the Town Center is going to slowly expand to the other parts of Sammamish and enable sprawl. The very measures we're taking to try to limit sprawl will only encourage it in the future. The Town Center won't be taking all the growth for the city, it will still continue all over. The draft SEIS highlights that the City of Sammamish is considering pursuing Regional Growth Center (RGC) status for the Town Center, which would grant it priority access to funding for transit improvements, multimodal infrastructure, and housing/job growth initiatives. However, the document does not provide a clear explanation of what RGC status entails, the specific criteria for achieving it, nor how it would directly address the current challenges facing the Town Center—such as inadequate traffic management, insufficient parking capacity, and environmental concerns. This lack of transparency raises concerns that the proposal is being presented as a "lure" without fully explaining the implications or trade-offs for the community. The draft SEIS appears to downplay the risks of loosely managed growth. The City must provide a more detailed and honest analysis of what RGC status would mean for Sammamish's residents, infrastructure, and environment before proceeding. Community members have been highlighting the risks of this approach, and their concerns align with the broader community's need for a plan that prioritizes sustainability, affordability, and quality of life over unchecked density. I urge the City to revisit the assumptions behind the 4000-unit option, engage stakeholders in revalidating traffic and parking projections, and ensure that the final plan reflects Sammamish's values and long-term vision. Choose the No Action option.	

As a Sammamish resident, I am deeply concerned that the core values that drew families like mine to this city—strong schools, protected greenbelts, quiet neighborhoods, and a high quality of life—are at serious risk under the proposed expansion of 4,000 additional housing units. Our schools are already overcrowded, yet the Draft SEIS does not analyze how they will handle the surge in student population. Without a concrete plan, this growth threatens to compromise the educational experience of current and future students. The promise to preserve green space is appreciated, but increased traffic and road development around the Town Center could still erode the natural beauty and quiet character of our community. Additionally, my home borders the Urban Mixed zone, and the proposed increase in building height and density in that area raises major concerns about privacy, noise, and long-term impacts on property values. Without detailed plans for mitigating these effects—on schools, infrastructure, and neighborhood livability—I do not believe this growth aligns with the vision or values that have defined Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability. • School Capacity.
No more building until you figure out the road and school infrastructure problems. Adding roundabouts at every intersection is not a solution.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.
TLDR: It makes sense for growth to happen in a centralized location, I support density, yet I am 100% against the proposed revision to the Town Center Plan. In April 2025, the Puget Sound Regional Council Plan Review & Certification Recommendation found the City of Sammamish comprehensive plan (growth targets of 2,100 housing units) is substantially consistent with the transportation-related provisions of the Growth Management Act, VISION 2050 and the Regional Transportation Plan. Return on investment ("financial viability") appears to be the sole driver for the proposed increase from 2,100 to 4,000 housing units. The City of Sammamish has an obligation to meet growth targets, not to build housing that stresses healthcare, education and transportation infrastructure at the expense of everyone who does and will live here as our community grows. In April 2025, the Puget Sound Regional Council found the City of Sammamish comprehensive plan is substantially consistent with the transportation-related provisions of the Growth Management Act, VISION 2050 and the Regional Transportation Plan. (link: https://www.psrc.org/media/9567)	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Affordable Housing. Below are key factors in growth planning for Sammamish: Land Capacity, Growth Targets, Housing Allocation, and Implementation: Growth planning in Sammamish - and across Washington State, the Puget Sound region, and King County - is driven by a framework of state laws and regional policies. While complex, understanding four key, interrelated but distinct factors can provide clarity. These factors are all directly related but also independent and with different purpose. These factors come from the State, Region, and County through laws

In the regional growth strategy section, the scope of review states that VISION 2050 calls for local comprehensive plans to: • Incorporate housing and employment targets. • Use land use assumptions substantially consistent with countywide growth targets. • Demonstrate sufficient zoned development capacity to accommodate targets. • Use consistent land use assumptions throughout plan. • Maintain a stable urban growth area with densities that support the Regional Growth Strategy. • Support growth in designated centers and high-capacity transit station areas. • Manage and reduce rural growth and protect natural resource lands. The certification findings state: "The Sammamish comprehensive plan effectively addresses the Regional Growth Strategy policies in VISION 2050. The plan demonstrates that the city has sufficient capacity to accommodate its adopted growth targets of 728 jobs and 2,100 housing units through 2044. The city identified zoning capacity in this update to accommodate housing and job targets." False: All 2,100 housing units must be affordable. "Five years after adopting the Comprehensive Plan Update, Sammamish must demonstrate progress on meeting its assigned housing allocation of 2,100 units, all of which must be affordable to households earning at or below 80% of the area median income (AMI)." Page 6, Town Center Plan & Code Amendment Draft SEIS, June 2025 • This statement is categorically false as not every single new unit in King County is required to be affordable. What governing body has dictated that all growth must be affordable? Did Sammamish sign up to build 2,100 affordable units and just realized that no developer with any business sense would build only affordable units? • The argument that the number of units must be doubled so that 2,100 affordable units can be provided is fundamentally flawed. I appreciate that Sammamish wants to foster socioeconomic diversity, but the real driver appears to be on Page 18 of the Draft SEIS: "Residential projects are subject to limitations on both density and overall unit capacity, and rely on a complex system of incentives to reach financial viability. However, with these incentive programs either running their course or being exhausted already, few projects are able to reach financial feasibility." • There is no penalty for missing growth targets! So why is financial viability even a concern? • Stick with the plan to build the approved 2,100 units and let the property owner(s) get market rates for them. Types of and Demand for Housing Units We need to look in the mirror and accept who moves to	and policies that form directives on how cities plan for growth. While the topic of growth planning is complex and at times dense and impermeable, focusing on these three factors can help bring awareness to the topic. 1. Land Capacity - Land capacity is a measure of how much future growth the City can accommodate under current zoning, adjusted with a market factor. This involves a detailed analysis guided by Washington State, the Puget Sound Regional Council (PSRC), and King County. Sammamish's most recent study was included in the 2021 King County Urban Growth Capacity Study, amended in 2023. Land capacity can, and does, change. To better accommodate and incentivize different forms of development capacity needs to be considered and in some cased increased to serve as an incentive. *Key Point: Capacity tells us how much we can grow, not how much we should, and can be used as a tool to promote different forms of desired development.* About Land Capacity: This is the growth that can be accommodated based on the zoning of the land and adjusted to reflect a market factor. For Sammamish, this is calculated based on a formula and process set by Washington State, Puget Sound Regional Council, and King County. This is a very cumbersome process and was last completed in 2021 leading up to the publication of the 2021 King County Urban Growth Capacity Study, amended in 2023. Amendments to the Town Center Plan are focused on increasing capacity in the Town Center to better attract and deliver desired housing types where these types are currently allowed, yet infeasible to market builders. 2. Growth Targets - Set through regional negotiation and embedded in the King County Countywide Planning Policies, Sammamish's growth target for the 2024–2044 period is 2,100 housing units. This target is not a cap or a mandate - it's a planning benchmark used to anticipate needs for infrastructure and services. Growth can vary above or below this number without violating policy. Amendments to the Town Center Plan to increase capacity does not change the City's Growth Target. *Key Point: It's a planning estimate, not a construction quota.*

Sammamish. Families move here. Recent U.S. census data supports this as "persons per household, 2019-2023," is three (3) in Sammamish. To accommodate the needs of households, are these units all going to be two-bedroom or larger? My family moved here from Seattle for a different way of life. You couldn't have provided us free housing to entice us here before our kids started walking and we outgrew our downtown condo. I searched Sky Apartments and SAMM Apartments this morning, and they both have availability to move in next week. Is there data to support that 4,000+ people want to live in Sammamish once these units are available? I'd be interested in reading that study. Alternatives to Town Center What other alternatives to growth in Sammamish have been explored? How will the city accommodate the middle housing rules that were recently introduced? Other Concerns I have tried to provide a well-researched and productive comment vs. NIMBY whining, yet I would be remiss if I didn't mention my concerns about transportation and traffic. Have you ridden a bike around Sammamish? I have. I bike commuted and walked when I lived in Seattle, even with a kid in tow. That stopped when we moved here. While I believe Town Center life could be walkable, a car will be necessary to commute to work, get children to daycare, take a pet to the veterinarian, or get themselves to any other business/service that is not provided on-site. Our topography limits our ability to be a truly walkable or bikeable city, and twice-an-hour bus service along one arterial means we will all continue to be car-dependent and traffic will be miserable. I see there are plans to build more roads within the town center, but I don't see anything that addresses improvements/widenings of existing arterials. Closing I welcome the opportunity to participate in focus group conversations.	About Growth Targets: Negotiated through a regional process and established within King County Countywide Planning Policies, Sammamish was assigned a 2,100 unit growth target for the planning timeframe of 2024 through 2044 (20 years). This number is a benchmark to be used to plan for the delivery of infrastructure and services during this planning timeframe. This is not a ceiling, and it is not a floor and it is not a requirement to build 2,100 units. It is simply an estimate of anticipated growth during a specified timeframe to be used to design services and infrastructure. If growth happens more slowly, or if growth happens faster than anticipated, there are mechanisms to address that, and it is not uncommon. To be sure, this does not mean development is halted when we reach 2,100 units. Changes to capacity in the Town Center does not result in change to the City's Growth Target. Rather, it is about making land economics make sense in a way that supports the diverse and affordable housing types envisioned in the City's adopted Community Vision and 2024 Comprehensive Plan. 3. Housing Allocation - Under State Law, Sammamish has also been assigned a housing allocation of 2,100 affordable units, with an emphasis on deeper affordability. Because the city primarily consists of large single-family homes serving high-income households, the goal is to expand housing diversity - primarily via mixed-use, mid-rise, and low-rise development in designated subareas. Increasing capacity in the Town Center does not change the City's Housing Allocation, however it does increase the likelihood that we will see meaningful delivery of diverse and affordable housing types. *Key Point: While the City itself does not have to build all the affordable housing, we do have to make room for it through zoning, incentives, and other tools. One way to incentivize it is to increase capacity for the building types that are proven to deliver it.* About Housing Allocation: Required by State Law, calculated by King County, and established within King County Countywide Planning Policies, Sammamish was assigned a housing allocation of 2,100 units of affordable housing with a larger share of that allocation in deeper levels of affordability. The City's housing allocation is based on the current composition and makeup of housing available in the City. As the City is primarily comprised of large single family homes that fit in the highest income brackets, the City is tasked with finding ways of accommodating and planning for

	deeper levels of affordability. This is primarily accomplished with allowances for mixed-use and mid-rise construction (generally known as a five-over-one building) and low-rise construction types (generally known as walk-up-apartments) within appropriately planned and zoned areas in the City (planned subareas). It is important to note that this number is different than the growth target. While the City is not required to build the housing units/types listed in the housing allocation, we are required to accommodate these housing types by removing barriers and providing incentives and other measures to promote their construction. This is addressed through our 2024 Comprehensive Plan and the associated implementing development regulations and is further refined through implementation with subarea planning. 4. Implementation - This is where policy meets reality. While Sammamish's 2024 Comprehensive Plan and updated zoning laws provide enough capacity showing policy compliance on paper, actual construction of affordable and diverse housing types depends on collaboration with developers. Subarea planning - focused planning for specific parts of the city - is essential to turn policy into on-the-ground results. Without it, goals outlined in the Vision Statement and Comprehensive Plan will remain theoretical. *Key Point: The City's planning is compliant - but implementation is needed to deliver real, equitable growth.* About Implementation: Likely the most complex of the four factors, implementation is achieved through geographically specific subarea planning. While the City may have demonstrated adequate capacity for mixed-use, mid-rise, and low-rise construction types and with our 2024 Comprehensive Plan and associated amended development regulations applied to a majority of the City, we have addressed the core requirements of our housing allocation, and the City is technically compliant from a planning perspective. However, if the City is to achieve the goals stated in the adopted vision statement and certified award winning 2024 Comprehensive Plan, then further change is needed to actualize stated objectives. As it stands, although we have capacity to accommodate our housing allocation, it will not be accomplished without partnership with the building industry. To achieve our housing goals and to earnestly work towards fulfilling our housing allocation means making projects that deliver different forms of housing possible for market

	builders. In this sense, although not technically required under State, Regional, and County laws, policies, and directives, to actually make a difference and address our housing imbalance requires implementation through practical measures such as subarea planning. It requires densities adequate to make development happen with the construction types proven to deliver different housing options and levels of affordability. Sammamish is navigating growth in alignment with broader state, regional, and county mandates. Meeting our targets in a meaningful way, however, will require not just compliance but intentional, proactive implementation that enables real housing diversity and affordability to take shape in our community.
Please keep the new housing to the 2000 limit. I travel SE 4th street multiple times a day to get into town. The traffic situation will be unbearable on 228th and 212th also.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
We in The Crest already can't make a left turn out of our neighborhood during am OR pm rush hours. You can't widen Sahalee and if you could, it would still bottle neck at the King County line. I know a round-about is planned, but do you think so much additional traffic will allow a break long enough for us to turn left? I doubt it. We have been on the TIP since 2000 to have a light. Ok, a round-about is the decision but now 4000-8000 more cars? Absurd.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I feel this is totally irresponsible for evacuation routes, further gridlock on 228th, increased density in the schools, possibly bussing children to other schools that have a right to go to school in their neighborhood, overcrowding in general. I understand these plans were approved years ago, but more and more development has happened since and right now, we suffer from too much traffic at peak hours on 228th.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.

Thank you for the opportunity to review and comment on the Town Center Plan and proposed code amendments. I appreciate the work and vision that has gone into this project. However, I would like to respectfully raise several concerns and request further consideration on a few key issues: 1. Parking Space Availability While I understand the rationale behind reducing minimum parking requirements, I am concerned about the practical impacts on residents and the broader community: • Visitor and Service Parking: With fewer required spaces, where will visitors, guests, and service personnel (such as maintenance workers, caregivers, or cleaners) park? In other communities with similar policies, such as Issaquah Highlands, insufficient parking has led to congestion and frustration. • Delivery Vehicles: Companies like FedEx, Amazon, and other delivery services often have no choice but to double-park when curb space is unavailable, which can block traffic and create safety hazards. • On-Street Congestion: Reduced parking minimums may push more vehicles onto already crowded streets, especially if residents use garages for storage instead of parking. I urge the Council to consider strategies to address these issues, such as designated guest parking, shared parking agreements, or proactive on-street parking management. 2. Street Shade and Tree Selection A vibrant, walkable Town Center depends on comfortable pedestrian environments. I noticed the plan does not specify the types of street trees to be planted: • Shade Provision: Will the selected trees provide ample shade for sidewalks, as seen in neighborhoods like Snoqualmie Ridge? There, mature trees line the streets and offer significant relief from the sun, encouraging walking and outdoor activity. • Tree Species and Canopy: Please consider specifying tree species with proven shade performance and resilience, ensuring that new plantings will mature into a continuous, effective canopy. Clear requirements for shade trees will greatly enhance the comfort and appeal of public spaces. 3. Street Design and Safety Observing residential areas in Issaquah Highlands, I have seen the challenges that arise with narrow, two-lane, bi-directional streets and parking permitted on only one side: • Congestion and Safety: Streets packed with parked cars can become difficult to navigate, especially for larger vehicles or emergency responders. The risk of accidents increases when drivers must maneuver around open car doors or double-parked vehicles. • Pedestrian Experience: Narrow, crowded streets can	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Parking. • Sustainability.

detract from the sense of safety and walkability that the Town Center aims to foster. I encourage the Council to review street width standards, parking layouts, and traffic calming measures to ensure streets remain safe, accessible, and inviting for all users. 4. Traffic and Transportation Planning Given that most residents in our area rely on personal vehicles due to limited public transit options, I am concerned about the capacity of local roads to handle increased demand: • Traffic Impact: How will the existing road network accommodate the projected increase in traffic, especially if the number of residential units is set to double from 2,000 to 4,000? • Transit Limitations: Without significant improvements to public transportation, it is likely that car usage will remain high. • Traffic Studies: Has a recent and comprehensive traffic study been conducted to assess these impacts? If so, I would appreciate seeing the findings and understanding how they inform the plan. Proactive traffic and transportation planning will be essential to avoid congestion and maintain quality of life as the community grows. I recognize that this project has been under discussion for many years and appreciate the vision for a thriving, lively district. However, careful attention to the practical details of parking, street design, shade, and traffic management will be crucial to realizing the plan's goals and avoiding unintended negative consequences. Thank you for considering these comments. I look forward to continued engagement as the Town Center Plan moves forward. Sincerely,	
This will increase the traffic on already congested roads, the city needs to address the traffic problem before increasing the load on the roads. The city also needs to ensure the greenery is preserved The city also needs to ensure the schools have sufficient capacity and funding	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I hope the city will adopt the DSEIS plan going forward. Sammamish is going to grow. I hope they will choose how the city grows using this updated plan.	Thank you for your comment; it has been noted for the record.
As a long time resident and home owner in Sammamish I believe that we need to limit the number of new houses being built as our infrastructure including roads and schools is already taxed. Traffic has gotten worse and worse progressively each year and this plan will only add to the strain on our roads as well as school capacity.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

I'm against 4000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
We do not have the roads for all the proposed new housing.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I am opposed to the new proposal for Town Center development and take issue with the prior proposal as well. A building moratorium needs to be in effect until necessary transportation infrastructure (meet concurrency honestly), safety infrastructure (fire, medical, evacuation), sufficient educational facilities (actual buildings that can absorb additional capacity), sewage treatment and established water resources and environmental safeguards EXIST to provide for the new, concentrated development that has been proposed. - ROADS ARE ALREADY OVERCROWDED! Driving is often gridlocked on the Plateau before and after-school hours. ELSP is already congested during commute times. Due to land topography, Lake Sammamish and limited road options, ingress and egress to/from Sammamish is a challenge BEFORE adding new dense housing. EXPAND ROADS FIRST BEFORE ADDING NEW, HIGH-DENSITY HOUSING. Concurrency Standards need to be honestly met BEFORE adding more development. - Because of difficult ingress and egress and already congested roads, there are EXISTING safety issues in the event of a natural disaster or emergency. The safety of citizens for emergency medical, fire and evacuation is a FUNDAMENTAL responsibility of City planning and management. -Necessary Sewage treatment capacity and drinking water infrastructure need to be in place BEFORE building high-density housing. It is my understanding it will be years before expanded sewage treatment capacity will be available for Sammamish to link with. Our wells are facing an increasing level of contamination from PFAS migration. It is irresponsible to add thousands of people to an already compromised system that is not static and has not been remediated. - Schools are ALREADY OVER CAPACITY! Where are future schools going to be built? At what cost? How are a large number of new students going to be accommodated? For those families that want to send their children off the Plateau for school, the lack of road capacity and congestion are, again, a problem. - It is unrealistic to think future residents at the Town Center are going to have the majority of their needs met by facilities within the Town Center development area. They, too, will need to commute, travel to school, recreate outside the area etc. Relying on walking trails and bike paths will NOT meet the need. These added residents	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

will further burden a transportation infrastructure that is insufficient and doesn't meet concurrency and capacity standards. - what about current residents who moved to Sammamish because it was NOT "Urban" in character and density? Sammamish has already grown dramatically since incorporation and we are pushing the limits, or are over the limits, of being able to provide basic services and infrastructure. We have reached the point where the basic character of the community changes fundamentally and is permanently altered by overdevelopment. 6-8 story buildings are NOT in keeping with the Sammamish community that we moved to many years ago. There is nothing wrong with wanting to retain the charm, beauty and space that caused us to move here in the first place. - Loss of natural habitat in the Town Center area and the ripple effect that leads to more road construction, more school construction, more cars and buses, more noise, loss of permeable surfaces, greater waste management demand etc. is an overall loss for our community. - The financial impact of adding all of the previously mentioned infrastructure and services will put a massive burden on the citizens of Sammamish on top of the very high burden we already bear. The City of Sammamish needs to focus on PUTTING ITS OWN FISCAL HOUSE IN ORDER (have a balanced budget and, ideally, a surplus) before obligating current residents to a significant expansion of buildings and residents that CANNOT be supported with current facilities. Again, that seems highly irresponsible. We are not Redmond or Issaquah or Bellevue that has a significant number of taxable business entities to spread the tax burden.	

Dear Mayor, Councilmembers, and City Staff, I am writing to express my deep concerns regarding the continued development of the Sammamish Town Center. While thoughtful growth can bring positive change, the current trajectory raises serious issues that I believe must be addressed before any further expansion proceeds. First and foremost, our city's infrastructure is not equipped to support the increased population that would result from additional high-density development. Traffic congestion has already worsened significantly, particularly during school hours and peak commute times. The recent closure of 228th further demonstrated the fragility of our transportation network. Adding more residents without first investing in transportation improvements will only compound these challenges. Moreover, our schools are already at or above capacity. New development will inevitably bring more families, which will place additional strain on an already overstretched education system. This is not a sustainable approach to community planning. Additionally, I would like to raise the concern about the permanently closed gate in Timberline. The decision to restrict access through this neighborhood—on terrain that is no steeper than other hills in Sammamish—raises questions about fairness and emergency preparedness. In the event of a natural disaster, such as an earthquake or severe weather event like those seen recently in Texas, limiting exit and entry points could have serious safety consequences, especially if the area becomes more densely populated. Growth must be responsible, balanced, and infrastructure-led. I urge the Council to pause further Town Center development until meaningful investments are made in roads, schools, emergency access, and utility infrastructure. Residents deserve a city that plans for resilience, safety, and long-term livability—not just short-term growth.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
The alternative approach looks reasonable, and offers some real benefits, but the 4,000 unit number is really scary. The plan treats the development as an island. I can't support that kind of density without seeing a plan for how we get people on and off the island. Where will these people be working? How will they be commuting? Transit from central Sammamish sucks. How will that be improved?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Transit Needs.
Sammamish's Draft SEIS Is Incomplete, Inadequate, and Irresponsible By _____ As a resident of Sammamish—and someone who cares deeply about this city's ecological integrity, public safety, and long-term resilience—I am compelled to raise urgent, evidence-backed concerns with the Draft	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.

Supplemental Environmental Impact Statement (DSEIS) for the Town Center (TC) plan. While the City's initiative to evaluate environmental impacts is commendable, this DSEIS does not provide an adequate or reliable foundation to justify doubling TC housing units from 2,000 to 4,000. It is incomplete, outdated, and fails to meet the standards of transparency, risk analysis, and accountability that such a consequential decision demands. Lake Sammamish: A Fragile Ecosystem in Jeopardy Lake Sammamish is home to the rare, genetically distinct kokanee salmon, a cultural keystone species for the Snoqualmie Indian Tribe, and a survivor of millennia of ecological evolution. Today, this ecosystem is again under threat—this time, from urban runoff, impervious surfaces, and unmitigated development pressure. Urbanization near the lake, particularly at elevated points like the Town Center, sends stormwater runoff laden with heavy metals, toxins, and hydrocarbons into tributaries like Ebright and George Davis Creeks—critical kokanee spawning habitats. Wally Pereyra, PhD in Fisheries and long-time resident, has called TC's location "the wrong place" for dense development. His voice echoes a dire warning: development-induced runoff has already devastated wetland ecosystems—and this plan doubles down on that threat. 1. Has the City updated its stormwater modeling for kokanee tributaries post-doubling density? 2. Where is the cumulative ecological impact analysis? Public Safety & Emergency Evacuation Risks: Ignored Evacuation Risk Higher Than Paradise, CA The 2019 Hazard Mitigation Plan, authored by former Emergency Director Andrew Stevens (federal emergency planning expert), revealed that Sammamish has an egress ratio of 3,165 households per evacuation route—1.7x worse than Paradise, where 85 people died in a wildfire. 1. What is the city's current evacuation capacity (vehicles/hour per route)? 2. Has the city modeled evacuation times against FEMA's 2-hour evacuation standard with the projected population growth? 3. What are the possibilities of liability to the city for lives lost in case of natural disaster? 4. Is there an evacuation plan for all the schools on 228th in case of wildfire? No Updated Wildfire Risk Assessment 1.Has a Wildland-Urban Interface (WUI) risk assessment been completed in light of population expansion and tree canopy loss? 2. Why has the Emergency Planning Director role not been filled since Stevens' departure? 3. If we are at increased risk from drought, vegetation stress, and climate-induced wildfire, why hasn't this	• Sustainability. • School Capacity.

been updated in the DSEIS? 4. The current SEIS does not contain sufficient analysis of wildfire risk or emergency evacuation logistics under the proposed density. This is a grave oversight. 5. When is the last time we had an Emergency Planning Director? 6. Who is our so called Emergency Planning coordinator that city Communication Manager Miller mentioned on social media? 7. What are their qualifications, expertise, training, degrees, and certifications/credentials? Density Without Boundaries: Form-Based Code Risks By transitioning to a form-based code, the new TC Plan effectively removes unit caps and hands the developer broad flexibility to increase density beyond 4,000 units. This silent deregulation will: -Remove predictable growth constraints. -Limit resident oversight. -Empower developers to escalate project scale based on profit margins, not infrastructure capacity. 1. What is the projected upper bound of units under form-based code—and what legal mechanisms exist to stop further upzoning? Infrastructure Strain: Unmodeled, Unfunded, Unfair The DSEIS and Town Center plan do not fully address cumulative infrastructure impacts, including: -School capacity overload -Road and signal capacity shortfalls -Sewer and water availability -Emergency service response capacity -Urban heat islands and air quality degradatio 1. Where is the cumulative infrastructure strain analysis? 2. Has the city modeled greenhouse gas emissions and heat islands from increased density? The TIP outlines $42 million in transportation upgrades—but less than $1 million is funded. 1. How does the City plan to finance the remaining $41+ million? 2. What portion will fall to residents through levies or higher taxes? Regulatory Compliance and Legal Integrity The City risks serious legal and procedural violations by proceeding with such a major zoning change without a new or fully updated EIS. 1.What are the legal or regulatory implications of relying on 2007-era EIS documentation in 2025? 2. Is the SEIS compliant with SEPA (State Environmental Policy Act) standards for major land use changes? 3.What legal consequences may arise under the GMA if the City proceeds without a comprehensive EIS update? Cultural and Tribal Involvement: Have We Listened? The Snoqualmie Indian Tribe has long been a steward of Lake Sammamish and its kokanee salmon. They were instrumental in stream incubator restoration	

efforts and habitat protection. 1. Has the City appropriately consulted and involved tribal governments during this revised environmental review? 2. What was the tribal governments' responses? Failure to include tribal input in such a significant environmental decision may violate ethical, legal, and intergovernmental protocols. Transparency and Public Engagement: Still Lacking The public has not been provided: -A clear SEIS completion timeline -A roadmap for future comment opportunities after SEIS finalization -Public disclosures of financial modeling, revenue impacts, or cost-sharing with developers 1.What mechanisms are in place to ensure ongoing, meaningful public input after the SEIS comment period ends? 2.Will there be additional hearings or drafts before adoption? 3.What is the exact process, dates and timeline for adopting the SEIS and adding 4000 units to town center? Is there any appeal process? 4. Can citizens gather signatures to compel a vote of the entire city? Affordable Housing: Clarify the True Costs While we all want inclusive housing for seniors, teachers, and public servants, the DSEIS: -Does not explain how affordable housing eligibility will be administered not does it acknowledge that the regressive taxes needed to subsidize and build Town Center will push out fixed-income elderly seniors and struggling low income renting families that is purports to help. -Fails to disclose costs to taxpayers for subsidies. -Offers no timeline or enforceable obligations for affordable unit delivery. 1.Will these inclusive units be ACTUALLY built, or merely “planned” for? 2.What guarantees exist? 3.And what happens if developers prioritize market-rate units? 4.Give us numbers: How many Under 30% AMI, under 50% AMI and under 80% AMI will be guaranteed to be built? 5.Will the developer be allowed to pay fees-in-lieu and build market-rate units instead or will he be contractually obligated if 4000 housing units is chosen? Conclusion: The SEIS Fails to Protect Our City and Our People This SEIS omits essential emergency planning, misrepresents mandates, fails to provide fiscal transparency, and underestimates ecological risk. It leans heavily on assumptions, vague feasibility claims, and outdated documentation.	

It does not provide a legitimate or defensible basis to: -Double housing density -Degrade emergency egress -Jeopardize Lake Sammamish -Risk resident safety The No Action Alternative remains the only responsible path forward at this time. Let's maintain the 2,000-unit cap and 75 foot height (which Pyle said could be done to satisfy requirement in your April 1st city council meeting), improve our stormwater infrastructure, preserve our tree canopy, and update our emergency plans before considering any expansion. More Questions 1.What are the legal implications of using outdated or partial EIS documents for rezoning? 2.Has a WUI risk assessment been completed post-2019, considering doubled density? 3. What is our current evacuation throughput (vehicles/hour)? 4.Can our road system support full evacuation of an expanded population in under 2 hours? 5.What cumulative impact analysis has been done on schools, traffic, sewer, and water? 6. How will greenhouse gas emissions and heat islands be mitigated? 7. Is the SEIS compliant with SEPA for major land-use changes? 8. What are the legal consequences under GMA if we proceed without a new EIS? 9. Has tribal consultation occurred as required by state policy? 10. Why hasn't a new Emergency Planning Director been hired? 11. What financial burden will fall on taxpayers vs. developers? 12. How much affordable housing will actually be built, and when? 13. Will there be a second comment period after final SEIS release? 14. Curtain city council members claim high density in town center prevents sprawl? If we build high density in the town center? What will prevent homes from being build outside the town center? Don't private property owners have the right to develop their own land? Let's not make irreversible decisions based on incomplete data. Let's lead with clarity, not confusion—and protect what makes Sammamish truly special. In the end, this should go to a referendum and the vote of the residents of Sammamish as we did with the YMCA. Until then, please choose "NO ACTION." Thank you.	

My vote is against adding 2000 to already approved 2000. We do not have infrastructure that can serve it. Per law, the infrastructure must be improved before city expansion. We do not have improved infrastructure to even serve 2000, to say nothing about 4000. We don't have better roads, we do not have even an Sound Transit's committed plan to improve public transportation. Sound Transit repeatedly told that they do not have any plan to expand bus network in Sammamish. We do not have enough fire protection and police coverage for extra units. We do not have schools for additional 4000 units. We won't have work in city for those 4000 people. They will commute. There is no any plan for house "affordability", beyond words. Market price would be overly expensive for the target "affordable" population, and there are no concrete plans for subsidies. I.e. they will all be market expensive appartments. I would ask city council that they must serve their current constituents, not future and potential ones. And act in the interests of people who live in Sammamish today	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Transit Needs. • Emergency Services and Evacuation. • School Capacity.
As a 22 year resident of Sammamish, I care very deeply about the safety ramifications and environmental impact that adding 4000 housing units with 85 foot tall buildings and the toll that will take on our community. There do not seem to be any concrete plans that address the extra traffic and lack of existing infrastructure to support this plan. How will the roads support this traffic? What would happen in the case of an emergency like a wildfire (it is already bad enough trying to get on and off the plateau during/after a wind storm or snow)? How will the schools support all of the extra students that 4000 residential units will bring? People move here for the schools, not to be bussed off the plateau to another school. We voted for a town center years ago but this was not the plan that we voted for!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
City is not giving clear answers about - 1. How the congestion on 228 will he handled? 2. School situation 3. What additional revenue is expected for the city? 4. How can we call million $ housing as affordable?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • School Capacity.

I have several concerns regarding building more residential units in Sammamish. 1. Our main thoroughfares are already congested. 2. Our schools are bursting at the seams. 3. People move to Sammamish because it is quite, has a lot of green space, and has a small-town feel. For these reasons, I believe building the minimum required housing units would be the best option for Sammamish. Sincerely,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
I don't want any the additional 2000 housing units in Sammamish for the following reasons: *taxes will increase *roads are already becoming more and more congested *the City is already in the hole financially. No need to increase the deficit	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads sections in the General Comment Themes & Responses section of the FSEIS.
As a resident of Sammamish, I oppose increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: 1. Increasing the number of residential units in the STC will significantly increase traffic, especially during peak-hour commutes. 2. Sammamish is geographically constrained, making road construction difficult and financially unfeasible. 3. The current infrastructure in Sammamish is completely inadequate to handle the existing traffic flow and emergency evacuations. To date, there has been no realistic plan (or funding) for improving roads and facilitating emergency evacuations. 4. City Council members have publicly opposed school construction levies. We cannot build additional housing units when the two public high schools in Sammamish are already over capacity. There should be no increase in the number of residential units for Sammamish Town Center from the original plan. The City of Sammamish lacks both the funds and infrastructure to support the additional units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
What you are planning here will destroy the city of Sammamish as we know it today, as one of the best small towns in the country. These changes will cause irreversible damage to nature, wildlife and the general liveability of the city. This is your one chance to reconsider what you're doing and save Sammamish!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.

We all are well aware of the problems associated with the city's growing development: • Lack of necessary and well-planned infrastructure • Traffic congestion • Overcrowded schools • Overfilled parks • Dangerous limitations on evacuation routes in case of natural disasters • And, very important for us too(!), the loss of the city's character and charm, for which we as a family moved here over twenty years ago. One Wednesday in June, I joined a group of Sammamish activists near city hall to express our disagreement with the city leadership's relentless desire to build 7-8 store skyscrapers in the downtown area, adding another 2,000 units. The Farmer's Market was filled with visitors of all ages. My friend and I, both have lived in Sammamish for over two decades, stood with posters "NOT DOUBLE to 4000 units" along the entrance, trying to draw attention to this issue. It was hard for anyone entering the market to miss us. Despite the small size of our activist group, many people waved from passing cars in support, and others approached us, expressing their concerns about the potential increase in future development. There were truly a lot of them! Only one person, driving by, showed disagreement with our position. A council member, upon seeing my friend's poster NOT DOUBLE to 4000 units in a Town Center, told her to move out to a rural area if she disagrees with a new plan. - Disagrees with how developers, the county, and this very council are planning our city's future (?!!!) - Leaving aside the fact that such remarks are utterly unacceptable from an elected official, I'd like to remind the council members that it is their responsibility to listen to, engage with, and represent all members of the community. City council needs to honor these opinions, or… we need a new city council. From my observations, the plan to build 4,000 units lacks public support. I would love a ballot measure! And I vote NO now – No to 4000 units and NO to 7-8 store buildings in our town center! Sammamish Needs Smart Growth, Not Forced Urbanization	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Emergency Services and Evacuation. • School Capacity.
From my understanding, a Comprehensive Housing Needs Analysis is decades overdue for the City of Sammamish. I find it a bit embarrassing that our community does not even have the basic data necessary to inform policy, yet here we are discussing long-term future plans. I believe we need an accurate assessment, especially relative to our neighboring cities, in order to properly determine our housing needs (market rate vs affordable) and evaluate our possible (likely) housing shortage. The results of the needs analysis should then be reflected in the Comprehensive	Thank you for your comment; it has been noted for the record.

and Town Center Plans as well as all future plans. From what I have seen, the 'Action Alternative' is the most fair & accurate path forward. Thank you for your time!	
We should not be increasing any housing until we have dealt with the infrastructure issues of 228th. If there was an emergency situation we would all be trapped without a way of getting off the plateau. This area was not meant for a huge city center, this is not Bellevue or Redmond. Money should be spent on the needs of the current community rather than on bringing more population and traffic and trying to do damage control later.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.
I am against adding 4,000 more houses and high rise buildings. Our traffic and environment will suffer along with ruining the feel of our town. I have lived here 21 years and we are at capacity now	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Sustainability.
Once again, it has taken me nearly an hour to get home from work. I get through Fremont and UW within 15 mins, then sit at 520 and 202 for over 30 mins. How is this related? If I can't get home to my house in Sammmish now, how am I supposed to get home with an additional 2000 people on the road? There are serious safety concerns with getting our current population on and off the plateau. How are 2000 more people going to help? I haven't seen or ears our council working with either Issaquah or Redmond to help with light management. Until current citizens needs are addressed, we should not be allowing high density housing. I like the idea of high density, but it makes no sense and isn't realistic the additional residents will live and work in the downtown Sammamish area. Until the infrastructure is improved for existing residents, it is irresponsible to add 1000's more. This is a safety issue	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation.

This plan will increase traffic on and off the plateau without adding any capacity. The argument that this will provide low cost housing for plateau workers is a fallacy. What it will do is provide bedroom-community housing for non-Sammamish employers. Even the "affordable" housing will be less affordable because the off-street parking requirement does not require a space for each bedroom. Thus a family or housing with roommates needing two cars (a virtual necessity at its location with steep terrain and little public transit) will allow the landlord to charge for a second parking space. This added rental cost might add $600 per month to the "affordable" rent. Checkout the packed overnight street parking surrounding the buildings in downtown Redmond to see the results of this "force people out of their cars" parking policy. This is pablum for developers. We will all subsidize this pipe-dream plan through added commute times, fees for additional services (fire, sewer, water), and additional school taxes. This drastic change SHOULD BE APPROVED OR DISAPPROVED BY SAMMAMISH VOTERS. Most voters have received no notice or information on this change. Most are totally unaware of this plan change that will negatively impact their quality of life and finances for years to come.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Transit Needs. • Parking.
Early in the document (page 10), it mentions that specific environmental impacts and mitigation measures of development will be identified. But on page 13, only the broad categories of land use and transportation are identified as potential significant adverse areas. There is no mention of specific impacts. Further, despite providing no supporting evidence, the conclusion for both categories is that “no significant unavoidable adverse impacts are expected under the Action Alternative.” The mitigation measures mentioned for these unavoidable adverse impacts are vague and mostly absent as they apply to important environmental concerns—wetlands, streams, wildlife, trees, and biodiversity in general—that will be more greatly affected with the action alternative (AA) plan. I expected a more open discussion of the real dangers and impacts to the environment that the TC, especially the AA option, will incur. Instead, the general impression conveyed is that the unavoidable adverse impacts are of no consequence/concern because the form-based code and mitigation will handle them. Any additional impacts of the AA option compared to the nonaction alternative (NAA) seem to be downplayed and glossed over.	Thank you for your comment; it has been noted for the record. The Draft SEIS evaluates environmental impacts in the Transportation and Land Use realms, based on the scope selected during the formal SEPA scoping process that occurred previously. Topics such as wetlands, streams, wildlife, trees, and biodiversity are important dimensions to consider to be certain. The 2007 Draft EIS studied the impact of increased development in these areas, and the SEIS, as a supplementary document, only addresses the elements that have seen significant change since that time. The Draft EIS's findings remain valid today. Appendix 5 and multiple references throughout the DSEIS (and accompanying plan) reaffirm that some environmental impacts will undoubtedly occur, even under the No Action Alternative. The conclusion that "no significant unavoidable adverse impacts" are anticipated under the Action Alternative is based on the application of proposed mitigation strategies, updates to development regulations, and other such mitigation efforts. To the commenter's

The goal should always be first to AVOID an impact. I did not read anything about avoiding any impacts or whether they could be avoided; the only plan is to mitigate them. Why can't they be avoided? Will there be any attempt to AVOID these impacts instead of going straight to mitigation? Mitigation after the fact is not the same as avoiding a significant adverse impact in the first place. Damage to the environment is still going to happen. If mitigation is the best one can achieve, perhaps there is something wrong with the overall plan. This is important information to convey to readers. As it is presently written, I cannot support the AA. Reading on, Appendix 5 - SEPA & Scoping Background DOES provide some detail of the potential risks associated with the significant unavoidable adverse impacts. For example: "Streams, Fish, Wetlands, and Wildlife. By distributing the commercial nodes across the four quadrants of Town Center, Alternative 1 [the 4,000-unit scenario] increases the risk of habitat fragmentation and runoff-related stress on local streams and wetlands. The proposed commercial nodes could lie near critical areas, requiring a greater quantity of robust buffers and protective measures to avoid direct encroachment or pollutant discharge. Potential losses of vegetated corridors may limit wildlife movement without the careful planning of green space or integrated corridors." And "The 2007 Draft EIS found that significant unavoidable adverse impacts were common to all of the land use alternatives. These impacts include stream channel sedimentation and erosion, degradation of surface water quality, and degradation of ground water quality." Given these important specifics, again, how do these significant unavoidable adverse impacts become insignificant? By mitigation alone? Is this enough to avoid irreparable damage to salmon-bearing streams? Also, should the best available science or other important regulations change during the construction of the TC, which will be over many years (unlike a subdivision timeline), will permitting be grandfathered in so that the new science—perhaps an improved stormwater process, discovery of an endangered species, or any new regulation—cannot be applied? Given the complex nature of this project and the long-term effects it will have on the land, one would hate to think that once permitted everything is written in stone, should some unknown negative discovery arise.	distinction between avoidance and mitigation, avoidance (to the extent that it is feasible) is built into the City's landscaping standards and Critical Areas Ordinance, restrictions on development in buffer areas, and simply into the development of Town Center itself, rather than development of additional detached single-family homes or neighborhoods extending further into the Wildland Urban Interface. Mitigation does not mean "After the fact," but refers to any measures taken that lessen the impact of development, and such measures are often implemented prior to or during the construction phase itself, and not after. Simply put, the existence of a compact, walkable center is one of the best avoidance and mitigation measures available to the City and community.
Dear Sammamish City Council, I have been a resident of Sammamish for 15 years. For	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to

ten of those years I have been a property owner and property tax payer. I am writing to express my strongest opposition to the proposed amendment increasing the number of residential units in the Town Center from 2,000 to 4,000. While I understand the need for thoughtful growth, doubling the allowed units would place an unsustainable burden on our community's already strained infrastructure and natural environment. Infrastructure & Traffic Concerns: Sammamish's existing roadways and public infrastructure were not designed to handle the traffic volumes associated with such high-density development. We already experience congestion on 228th Ave and Issaquah-Pine Lake Road during peak hours. Adding thousands more residents without a robust transit plan or road expansion will worsen gridlock, increase commute times, and create serious safety risks for drivers, cyclists, and pedestrians alike. Importantly, with three high schools along 228th within 1/2 mil of the proposed town center, traffic during peak hours will be a nightmare. Not to mention the safety concerns of young, teenage drivers trying to negotiate the gridlock. Environmental Impact: The Town Center sits near critical watersheds and sensitive natural areas. Increasing development density threatens our local streams, wetlands, and wildlife habitat through runoff, pollution, and loss of green space. Sammamish has long prided itself on being a steward of the environment. This amendment directly contradicts those values. Public Safety & Services: Doubling the population in the Town Center will significantly impact emergency services, schools, and public utilities. Fire, police, and medical response times are already stretched thin. Our schools are near or over capacity, and increased population would strain resources further unless there is a concrete and fully funded infrastructure plan to expand these essential services. In conclusion, the proposed increase to 4,000 units represents a level of growth that Sammamish is not currently equipped to support. I urge the Council to reject this amendment and instead prioritize sustainable development that respects the character of our community and the limits of our infrastructure and environment. Thank you for your attention and commitment to responsible city planning.	review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

Sincerely, Sammamish Resident since 2010	
The town centre will destroy our parks, create trafffic gridlocks, and disturb the peaceful ecosystem of the area. We do not want this ginantic corporate greed coming into Sammamish. We do not want this construction project.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
I am writing in firm opposition to the Action Alternative proposed in the Draft Environmental Impact Statement. The Draft SEIS did nothing to quantify or address any environmental impacts that would occur if 2,000 units were to be built at the Town Center, much less if the number of units are doubled to 4,000 under the Action Alternative plan. Despite calling the document an Environmental Impact Statement, it instead focuses almost exclusively on transportation and land use, which are only two factors in the constellation of negative impacts of the proposed Town Center plan. Questions that were not adequately addressed by the draft SEIS: 1. Why were key environmental elements like stormwater management, critical area preservation, increase in impermeable surface, tree retention, and greenhouse gas emissions excluded from the SEIS scope, despite being raised during public scoping and required under SEPA for a comprehensive review? 2. How will the city plan for emergency evacuation of such a highly concentrated area of residents, which is already restricted by challenging elevation and incredibly limited evacuation routes? 3. What work is being done to ensure that public facilities and services such as transportation networks, police, fire, and medical facilities are adequate at the time the development is available for occupancy, as required by the Growth Management Act, besides simply hoping they will be in place? 4. What evidence is there to support the assumption that increasing zoning capacity will result in affordable housing production, especially given the current market's preference for high-end housing and the rising cost of development labor and materials? The draft SEIS is riddled with aspirational assumptions but does not provide sufficient evidence to back up the claims. At minimum, a full SEPA assessment must be completed to quantify the difference in environmental impact between the two proposals, to document how adverse impacts will be avoided and finally to plan	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing. • Emergency Services and Evacuation. • Sustainability.

mitigation of any remaining impacts. More is not always better.	
Will make the neighborhood too crowded	Thank you for your comment; it has been noted for the record.
I hope the city understands the liability they are creating given all of the warnings, guidance, and concern of the population. There is a clear awareness that in an emergency situation like a fire, flood, earthquake, evacuation will be impossible with the additional housing without investment in preparing evacuation routes. The city council members, by deliberately going against the citizens they represent, should be held personally liable for any deaths, injuries or other harm caused by their decisions. Expansion of the housing even to the prior level of 2000 is irresponsible and needs to be stopped. Going beyond that level is simply greed and negligence.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation.
The name of the area in question should not be Sammamish Town Center but BUILDER's Town Center. Please put our community, not the builders, FIRST! Do you even hear us? Your constituents DO NOT WANT this for their community. If not to serve us, why did you run for office???	Thank you for your comment; it has been noted for the record.
Sammamish is not infrastructure ready for adding huge volumes of homes. Be it roads, schools, shopping centers, kids activities. I strongly oppose this proposal.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.
I oppose the development of even the initially planned 2,000 units in the Sammamish Town Center. Our existing infrastructure cannot support this level of growth. Schools are already overcrowded, with portable classrooms becoming the norm and student-to-teacher ratios rising. Adding thousands more residents would only increase the burden on a system already stretched thin. Sammamish already experiences heavy congestion with no direct highway access. More housing with only worsen the bottlenecks. Sammamish is not ready for this especially without significant investment in police, fire services and transportation.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.

Traffic and taxes are bad enough as it is. I don't drive up 228th in high traffic times and I will stop driving up 228th altogether if you add that many more residents. I've lived here for 25 years. I've volunteered thousands of hours in this town. We are not equipped to handle this many more people and the units aren't even affordable. We are in a market bubble and young people can't afford to live here in $800,000 units, neither can your average lower middle class employee, and families don't want to live in condos. There is no affordable space for quirky or unique small businesses, only cookie cutter mind numbing franchises and the modern design has no character. You are making the wealth gap worse. People will have to move from their hometown. We want wild spaces and trees. Or quaint, interesting dining areas. We have enough sameness, we need something different. You haven't finished sewer lines to current long time residents still on septic. There aren't enough roads or evacuation routes. It's not like 4000 additional housing units is going to be a huge windfall for the city that would allow tax cuts and money to improve infrastructure. We'll still have to find that money someplace. Rent is too high for any locals to run viable small businesses in these Sammanish business complexes. Business owners have a dream, try renting and running a business, then go out of business and shut down. There is no art community or free space. No chance of it either, as it's all about big bucks in this area. No charm, no soul allowed. No to 4,000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Sustainability.
Dear City Council and Planning Commission, I am writing to express my concerns about the proposed Town Center Plan. While I understand the need for development, I believe that the current plan may be too extensive for Sammamish and could negatively impact our community's long-term sustainability. Overdevelopment: The scale of the proposed development seems excessive for our town. This could lead to increased traffic congestion, strain on local infrastructure, and a loss of the small-town charm that makes Sammamish unique. Community Well-being: Rapid development can disrupt the social fabric of our community. It's important to ensure that any growth aligns with the needs and values of current residents.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section below in the General Comment Themes & Responses section of the FSEIS.

After reviewing the planned Town Center plan proposal for 4,000 housing units, I am decidedly against the expanded increase to 4,000 units. I believe the consequences on the park, municipal amenities and traffic congestion are unacceptable. The consequences will be the degradation of the park and the Town Center spaces. It is bad now, and making it worse for a fistful of property tax dollars is the worst decision imaginable. I have lived in Sammamish since 1986 and seen the place get trashed with development. Enough already.!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I support the no action plan	Thank you for your comment; it has been noted for the record.
Adding 2000 units will negatively affect the quality of life for the entire Sammamish community and strain existing resources. Such a decision should not be taken without the vote of the community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I oppose the Sammamish council plan to build additional housing units to accommodate 2000-4000 more residents. Our 3 children attend Inglewood Middle School, the most populated Middle School in the entire State of Washington. We moved here in 2011 to raise our family because this city is currently family friendly and there is a good mix of natural areas with residential areas. Our children were at Sammamish Children's School when the charming open field next door was razed for the construction of additional shopping (unnecessary) and apartments. That was enough. I don't recall affirmatively voting for the addition of even more shops and housing units. We will make ourselves heard if the project goes forward and relocate elsewhere. The plateau is already too crowded. We know from experience that builders take their profits and do not contribute proportionately to schools or city infrastructure. If anyone on this council has seriously contemplated the future of Sammamish, you surely will anticipate that the strong tax payer base will leave and relocate elsewhere. Sammamish will no longer be Sammamish if this project moves forward. Your legacy will be the destruction of a healthy, safe community. This is terrible leadership and mismanagement. Please reconsider.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.

I am adamantly against raising the unit count in the Town Center from 2000 to 4000. No change should occur from what the original city council approved. Why does this city council think they are smarter than all the local groups that got together to come up with the original 2000 plan? Congestion is and will only get worse when another 2000-3000 cars start hitting our roads. We do not have the infrastructure to support beyond the 2000 in my opinion. I know the developers will do their magic and try to show no impact or little impact, but they have financial reasons to state this. The schools are already busting at the seams and bussing kids off to other areas is not the answer. The answer is to moderate growth in my opinion. Besides what is being built in the town center I see growth going on all over the city. The environmental impact will come back to haunt us. The tree canopy has greatly diminished to my eye and I feel the city council does not want to do another study to confirm this until after they get their way with more development. I am not opposed to to the original p,an, but as stated I am adamantly opposed to any increase in units or building height. We are an island on a hill and it needs to be recognized as such. The citizens should be heard. I believe the response to the the changes will be overwhelmingly in favor of no change. The council should listen as we have an upcoming vote and this will be the biggest issue at election time. Guaranteed. Thank you	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Sustainability. • School Capacity.
Please hear the residents of Sammamish! We do not want 4,000 more apartment, high rise units in this city. Please remember that you are to work and hear the desires of the people of this city. So please vote against such insane growth here. We already have a traffic problem and we don't need more. Please find something else to do with your time. Thank you for listening.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density.
It's too much traffic, and overloaded schools. Pls focus on teen center, expansión of roads, sidewalks, senior citizens center, more bus routes/public transport, one STEM choice school, street lights and crosswalks with flashing lights. We oppose more houses in the vicinity. Without any of these facilites, having more homes makes no sense. Sammamish is high tax paying city. First develop the city with these facilites, then expansión for more homes can be considered.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • School Capacity.

I have lived at my home and farm on Ebright Creek since 1973. I am a certified Fishery Biologist with a PhD from the University of Washington. Over the years I have witnessed the negative impacts from increased runoff into Ebright Creek from urbanization of the Ebright Creek watershed. These impacts have occurred despite assurances from King County and more recently the City of Sammamish that restrictions imposed on development from application of KC and Sammamish storm water regulations would protect Ebright Creek and its Kokanee salmon. The increasing storm water runoff and associated impacts to wetlands and Ebright Creek that I have witnessed demonstrate that these regulations have NOT controlled runoff to predevelopment conditions. The clearest example of development impacts to the Ebright Creek watershed can be seen to the large wetland along 212th Ave SE. Over the years increasing runoff from developmentimpact has negatively changed the functioning of that wetland. This large and important wetland would flood during the winter and become dry during the summer. As a result all the trees have died. During winter storm events water levels have risen such that King County had to raise the roadway. Over the years I have witnessed these same stormwater runoff impacts to Ebright Creek and my property during winter storm events. These runoff impacts from development occurred despite assurances from the City that development regulations would prevent such impacts. The proposed Town Center is a major development in the Ebright Creek watershed. It is being developed to the same rules and regulations which failed in the past. As such, I fully expect that we will witness unacceptable and unmitigated impacts to Ebright Creek, our endangered kokanee salmon and my property. For that above reason I strongly recommend that the City Council reject the proposed expansion of Town Center to 4000 units and require the City to initiate a full EIS of the Town Center project, especially the unmitigated stormwater impacts to Ebright Creek, its watershed and our kokanee salmon. Thank you for consideration of my concerns.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
Building more units doesn't benefit the vast majority of Sammamish residents. It will make the traffic situation worse and schools overcrowded. Based on experience of other King County towns, none of those new units will be actually affordable by social groups in the conversation. If the council votes to extend the number of units, each council member who voted in favor will be personally accountable and independently investigated for	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • School Capacity.

personal connections and direct or indirect financial interest in making the project happen.	
Please include these signatures from a petition for the "No change" option- not to approve the 2000 additional housing units or code amendment changes. Thank you. Name City State Postal Code Country Signed On Jennifer Kim United States 2025-03-20 Heather Murphy-Raines Sammamish WA 98075 United States 2025-03-20 Bogdan Raines SAMMAMISH WA 98075 United States 2025-03-20 Melanie Ball Sammamish WA 98075 United States 2025-03-20 Stacey Vandell Sammamish WA 98074-6936 United States 2025-03-20 Anna Yorba Seattle WA 98198 United States 2025-03-20 Jim Goulding Sammamish WA 98075 United States 2025-03-20 Debbie Treen Sammamish WA 98075 United States 2025-03-20 Caroline Goulding Sammamish WA 98075 United States 2025-03-20 Hillary Parker Sammamish WA 98074 United States 2025-03-20 Jackson Vandell Seattle WA 98198 United States 2025-03-20 Karen McKorkle Sammamish WA 98074 United States 2025-03-20 Ryan Vandell Sammamish WA 98075 United States 2025-03-20 Phoebe Patney Sammamish WA 98074 United States 2025-03-20 Julie Turner Sammamish WA 98074 United States 2025-03-20 Mollishree Sawhney Sammamish WA 98074 United States 2025-03-20 Eric Kang Sammamish WA 98075 United States 2025-03-20 Noah Kang Sammamish WA 98075 United States 2025-03-20 Mary Hyatt Doerrer Sammamish WA 98075 United States 2025-03-20 John Roper Redmond WA 98052 United States 2025-03-20 Lori McIntosh Redmond WA 98052 United States 2025-03-20 Dana Crossgrove Sammamish WA 98075 United States 2025-03-20 Denise Steele Darnell Redmond WA 98052 United States 2025-03-20 Trista Campbell Sammamish WA 98074 United States 2025-03-20 Jack Dennis United States 2025-03-20 Kaustubh Gawande Bellevue WA 98004 United States	Thank you for your comment; it has been noted for the record.

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Please include these comments from a petition Name City State Postal Code Country Commented Date Comment	Thank you for your comments; they have been noted for the record.

Heather Murphy-Raines Sammamish WA 98075 United States 2025-03-20 "We came here 25 years ago for the emerald forests, the good schools, the beauty, and the small-town feel. I attended one of those town center planning sessions because I thought, Hey, yeah, a movie theater, a post office, a hardware store, and definitely some restaurants other than pizza would be great. We definitely wanted an outdoor pool, a senior center, and a place to gather. There were lots of exciting ideas. Never once did we say we want thousands of units, crushing gridlocks, crowded schools, over capacity sewers, overcapacity water, environmental harm, clear cut forests and loss of tree canopy with heat islands. Do you know what wasn't written down on any of those brainstorming pads to be presented? Yeah. We never asked for massive 10-story housing complexes and 4,000 living units. In fact, even back then, we knew 228th was landlocked, limited by geography, and far from freeways. We knew we couldn't handle that level of growth, and we chose Sammamish because we loved its small-town community. Well, lesson learned. I didn't stay involved, and many of us didn't—and here we are today. However, I did read every one of those 200 responses and multiple other letters that poured into this council, begging them not to build such a monstrosity that still does not fit the character of our community. The community begged them to acknowledge the risk of our already overloaded, gridlocked roads when it comes to the very real dangers of wildfires and earthquakes. I've read the 2019 plan that the Sammamish city planner submitted to King County, which stated that even then, we had 1.7 times the wildfire risk of Paradise, California, where so many lives were lost due to fire. Bringing it back to today, I have read as residents angrily shared how their children in the Lake Washington School District already face one- to two-hour bus commutes. This plan completely disregards the quality of life for the people who currently live in Sammamish and sacrifices it for future residents. And worse, it seems there is a utility tax in play that will somehow subsidize part of the incentives to help this developer make a profit. So, I have to wonder: Are they even representing us, the citizens of Sammamish, or do they serve the developer? The city staff presenting certainly seemed to be on the developers' side. Have they forgotten what it means to be a public servant? They need to remember, there are families struggling to pay their property taxes, which were just increased last week. Yet now, they suggest a regressive utility tax out of one side of their mouths while continuously spending our taxpayer money to help the developer. And it doesn't stop there. They have another tax in the works for a parks district levy coming in 2028. Meanwhile, in this budget crisis where they are spending more than taking in so made cuts such as no holiday lights at town hall, they: 1.	

Excluded the developer from paying its share of the ultimate cost of 4th Street utilities. 2. Added 6th Street as a city project at approx $6 million to benefit a permit already approved without it. 3. Designating $5 million for unidentified land purchases within the Town Center. This project will financially benefit a very small number of people who may or may not even be city residents. Who Truly Profits from the Town Center Expansion? The developers. Who Pays the Price? The people of Sammamish" Jim Goulding Sammamish WA 98075 United States 2025-03-20 "We do not need to double the size of the Town Center. 4000 units is insane. Our roads will be clogged, schools will be over crowded. 15 story buildings are not in line with the character of Sammamish. They will dwarf the trees which is the character of Sammamish. We cannot let this happen." Hillary Parker Sammamish WA 98074 United States 2025-03-20 "No to town square development" Sushma Pakalapati Sammamish WA 98004 United States 2025-03-20 "Will the Council be able to expand 202, East Lake Sammamish Parkway Road. With no infrastructure development, additional 4000 units will cause a traffic nightmare." Rian Buckley Kirkland WA 98033 United States 2025-03-21 "This would change the character of Sammamish and prioritizes new residents over the will and needs of the current tax payers. Sammamish City Coundil continues to disappoint!" Melanie Barness Seattle WA 98115 United States 2025-03-21 "To Sammamish city council: you were elected in to represent your constituents, PLEASE represent what current tax payers and homeowners are asking you to. Stop the overdevelopment before it's too late!" Steve Darnell Sammamish WA 98075 United States 2025-03-21 "I moved to Sammamish over 20 years ago for the small town quality of life appeal. The proposed dense housing and subsequent population spike threaten that appeal. The resulting added traffic congestion because insufficient new arteries are absent from the plan will further negate that appeal. The proposed plan is not centered around smart-growth values that I treasure. Please do not build high rises and excessive housing in our town." Praveen M Bellevue WA 98007 United States 2025-03-21 "I strongly oppose the proposed plan to build 15+ story buildings and introduce an additional 2,000 households in our town center, as it will only compound the chronic issues of congestion, overcrowded schools, and stressed infrastructure that Sammamish already faces. The anticipated 40,000 additional daily car trips raise grave safety and emergency response concerns, while our already overtaxed stormwater and sewer systems, along with our cherished natural environment—including trees, lakes, and wildlife—stand	

to suffer irreparable damage. This high-density development threatens to alter the unique character of our town and could force our schools to redistrict or outsource education, undermining the quality of our community's lifestyle. I urge our city council to reject this proposal and prioritize improving existing infrastructure and services rather than burdening our community with unsustainable growth." Dan Leslie Sammamish WA 98074 United States 2025-03-21 "Roads in Sammamish do not support this development density." Ashlyn Roberts Sammamish WA 98074 United States 2025-03-22 "There is no capacity to house this many people! No schools, no restaurants, no enough road capacity! NOTHING!" stacey vandell Sammamish WA 98074 United States 2025-03-22 "I find it unacceptable that our city council is ignoring LWSD's overcrowding concerns and are not transparent with both existing and incoming families about LWSD alternate plans to bus kids off the plateau as far as Juanita to manage overcrowding. Council was provided a letter 3 years ago yet they continue to make decisions that benefit the developers. You can find the post with the letter from LWSD on Vote Sammamish FB page." Stephanie Waters Forest Hill MD 21050-3111 United States 2025-03-23 "Request that adequate roads be built before increasing density." Sabin Andrews Sammamish WA 98075 United States 2025-03-24 "Sawing off the branch we're sitting on - that's exactly what this large development proposal does to Sammamish. It opposes and destroys everything our community is known for: our treasured tree canopy, suburban tranquility, and environmental stewardship. Its no secret that our infrastructure simply cannot handle such density - from overwhelmed roads to strained schools and utilities. Most alarmingly, it threatens our environment and also creates dangerous evacuation scenarios on our limited access roads; we already witnessed in the recent bomb cyclone the stress on our civic capabilities. This isn't about opposing growth; it's about protecting what makes Sammamish special and ensuring growth aligns with our community's character and capabilities." Marishka Lanova Issaquah WA 98029 United States 2025-03-25 "I've lived here for nearly 25 years and have seen firsthand how our community struggles during emergencies and extreme weather. These natural events will happen again—it's simply part of living here—and we must be prepared. As the city plans to add thousands of new units and towering 15-story buildings without addressing infrastructure challenges, I can't help but worry about how it will impact our safety and quality of life." Raymond Macey Sammamish WA 98074 United States 2025-03-26 "I'll say it once again, the City Council is in	

over their collective heads when it comes to running this City, especially when they plan to saddle the City's taxpayers with a new 6% tax on all utilities which the City estimates will cost taxpayers $10-11 million dollars, then....wait for it.....they turn around and give your $11 million to developers of the Town Center in their latest debacle in giving the developers whatever they want!" Jennifer Quimbey Sammamish WA 98074 United States 2025-03-28 "Traffic and effect on school populations are two issues we can't ignore." Nancy Meyers Sammamish WA 98075 United States 2025-03-29 "Sammamish is being changed forever by allowing housing density without a plan for the infrastructure and schools to support it." Patrick Lee Sammamish WA 98029 United States 2025-03-31 "Why is there so much pressure to create dense housing? Who wants it? I certainly don't! It's not consistent with why people moved here in the first place. Let dense housing be built in Bellevue or Redmond where those cities have already been ruined. I moved to this area almost 30 years ago for its rural feel. I didn't want to live in Seattle or Bellevue, but that is where Sammamish is headed. I don't want dense housing and more people. I suspect I am in the vast majority." Teresa Duran SAMMAMISH WA 98075 United States 2025-04-07 "Enough is enough. You do not have the money to spend. Stop with the outrageous spending and support your city! No more growth." Kyle Callahan Sammamish 98074 United States 2025-04-08 "The City of Sammamish should carefully consider the impacts of planning urban growth in a suburban city. How many transit options are available to support the intended population growth while mitigating traffic congestion (already challenging at peak times). While I agree as a society we face a housing crisis due to population growth exceeding housing supplies, we need a mix of different housing types not just apartment towers." Leanne Nanakul United States 2025-04-10 "I still have young children who go to LWSD on the plateau. I want to have it stay that way (20 year resident)" Jessica Macintyre Sammamish 98075 United States 2025-04-11 "Our schools, roads and public services cannot support the density of this housing project! It will also have significant environmental impacts that we cannot condone. Please significantly reduce the height and amount of housing units!" sara reed Mercer Island WA 98040 United States 2025-04-11 "Sammamish is becoming unrecognizable. Let's preserve the little green spaces we have left." Chirag SHah Sammamish WA 98074 United States 2025-04-11 "Fix roadways to manage the increased traffic before adding more density to Sammamish." Tracy Boucher Sammamish WA 98074 United States	

2025-04-11 "As a teacher for 31 years in Lake Washington School District and living in Sammamish for 20 years, I can confidently say that overcrowding schools is one of the ways that education is impacted the most. I've had classes of up to 24 kindergarteners (many with special needs and non-English speakers). While ALL students benefit from smaller class sizes, our most vulnerable students suffer the most. Lake Washington School District is struggling to find enough Special Ed teachers and paraprofessionals to meet the demands of our community already. Adding more students will only negatively impact this situation. Sammamish has seen a lot of growth in the 20 years that I have been here. I know that growth is going to happen, but we must SLOW down, create better roads for getting around, and make sure that services like schools, emergency agencies, and health care can keep up! Right now, it can take months to get an appointment with a doctor or dentist due to the quickly growing population. I've also watched local outdoor areas become overcrowded like our local ski area and hiking trails. Please slow down the growth of our town, think of our current tax paying citizens and more importantly think about the future of our town!" kathy benson seattle WA 98075 United States 2025-04-11 "the city of Sammamish needs to do something about our roads before we allow this to happen. If there was an emergency now how would all of the prople that already live here get off of the Plateau? And they want to add that many more people, this is crazy." Hugh Foskett Seattle WA 98160 United States 2025-04-12 "Sammamish residents are not in favor of the town center. We do not want this!" Heather Newton Redmond WA 98052 United States 2025-04-13 "The last survey residents filled out, there was overwhelming support for parks and outdoor spaces. Sounds like millions got taken from that budget even though that's what we voted for. Town center will be horrible for us all. I like the businesses coming in but 4000 new units means at least 8000 cars on the road. High rise buildings ruin views, make everything crowded and dark like downtown Redmond. Please don't ruin this city. Next you'll be trying to put in a homeless shelter like everyone around us. Don't let Sammamish fall apart like our neighbors!" Chitralekha Pasupuleti Sammamish WA 98075 United States 2025-04-13 "These high rise buildings which are being build on a quite street are going to add significant burden in terms of traffic, increase school going kids and cram our schools and I don’t believe our city’s infrastructure is going to meet the demands on it." Josh chan Seattle WA 98124 United States 2025-04-18 "Definitely, the city is not ready for high-rise buildings. I'm concerned that the City of Sammamish would consider high-density residential areas without thorough planning and public engagement. It's puzzling,	

given that we lack essential amenities like a community center and recreation center. Instead, the city has outsourced these services to an NGO that charges high membership and course fees, while providing subpar customer service. We need to prioritize our community's basic needs before pursuing ambitious development projects" Aditya Dhar Issaquah WA 98029 United States 2025-04-20 "There is no possibility of updating the roads, utilities, or schools in this area to adequately and safely support a development of even a quarter of this planned town center. Without the accompanying infrastructure, this is bound to create major daily headaches and safety issues for residents. The city council needs to take a step back, actually listen to residents, and seriously reassess the current proposal." Charlie Goodrich Federal Way WA 98023 United States 2025-04-29 "The Town Center is the distant cousin that dropped in for a visit with visions of a grand future but is still sleeping on the couch and raiding the fridge every night 20 years later. It's time to move on." Diljit Sethi sammamish WA 98074 United States 2025-05-01 "It's hard to believe that the City of Sammamish council members would vote on measures without considering consequences thereof. Also spending resident tax dollars towards items that the developers should have spent! Makes me concerned if they know what they are doing or have done adequate due deliberations/ diligence" Srivathsan Jagadeesan Sammamish WA 98074 United States 2025-05-25 "Schools and roads are at max capacity now. Would rather see investment there than in adding more units." Denise Steele Darnell Issaquah WA 98075 United States 2025-06-08 "Our city is special. Why changed that? Let's go back go to the original plan of 750 housing units. We can't take in 4000 units in our Town Center. Most residents have no idea that this is happening. Care about keeping our city special" Pavel Golenkov Sammamish WA 98029 United States 2025-06-09 "I completely oppose the addition of 2,000 units. Go big or go home with enough housing for graduating seniors over the next 20 years, or approximately 15,000 housing units." Praveen M Bellevue WA 98007 United States 2025-06-12 "Growth is good! But should come with the appropriate infrastructure improvements. I oppose these new units until the respective infrastructure upgraded before these units are built. We cannot create a congestion problem and then scramble with band aid fixes. I request the council to reject this proposal." uma dev Sammamish WA 98074 United States 2025-06-15 "Please don't build 4000 units. We don't have the infrastructure or school capacity. Thank you" uma dev Sammamish WA 98074 United States 2025-	

06-15 "Please don't build 4000 units. We don't have the infrastructure or school facility to support. Thank you" Radha Addepalli United States 2025-06-15 "I am 100% against this project as it will takeaway the natural habitat in Sammamish. Think of traffic and pollution...so on." Jen Yu Sammamish WA 98075 United States 2025-06-20 "Dear Sammamish City Council, As a resident of Sammamish for over 20 years, I've watched our peaceful, natural surroundings steadily give way to rapid development. I'm deeply concerned by the DSEIS proposal to double the number of Town Center units. Traffic on 228th Avenue is already congested during rush hours, and our water and utility systems are under pressure. Expanding housing at this scale would only intensify these challenges. More importantly, we're seeing the toll on local wildlife — deer now wander through neighborhoods, displaced by disappearing habitat. Growth must be balanced with environmental responsibility. Please do not approve this proposal. Let's preserve the character and livability of Sammamish. Thank you, Jen Sammamish Resident" Traci Clark Sammamish WA 98075 United States 2025-06-21 "My family is from paradise, ca. I understand the true need to plan out these expansions of our cities and I'm not seeing that planning being done here. Please consider all the options and save our families from greed and keep them safe!" ANJAN CHAKRABORTY Chelsea ENG SW10 United Kingdom 2025-06-23 "Too much traffic, don't need any more tall buildings." Jill Corriveau Sammamish WA 98074 United States 2025-07-01 "I strongly oppose the addition of 4,000 residential units in the proposed Sammamish city center. Approving this plan would be a serious misjudgment by our City Council, leading to increased traffic gridlock, overcrowded schools, and the proliferation of high-rise, overpriced housing that does not align with the character of our community. Sammamish is a suburb—already built out—with no capacity to expand its main traffic arteries. Unlike Bellevue, which can support higher-density development due to its access to major highways like I-405 and SR-520, Sammamish lacks the infrastructure to handle such an influx. What makes our city special is its small-town feel and strong community character—traits that attracted many of us to move here in the first place. Has the City Council fully considered the consequences in the event of a natural disaster, when our plateau may lack sufficient resources or evacuation routes? What about the impact on students who may have to be bused to schools in other cities due to overcrowding? And let's be honest—what is the real purpose of building so many new units? Please don't try to frame this as a solution to the affordable housing	

crisis. These developments are rarely affordable to the average resident. The Sammamish City Council must prioritize the voices of its citizens over the interests of developers.n Developers do not care about the long-term wellbeing of our community. They are not accountable for increased traffic, strained public services, or 15-story high-rises that clash with our city's character. It is the Council's job to protect the integrity of Sammamish—not sell it off piece by piece." Kevin Wilson Sammamish WA 98075 United States 2025-07-03 "When were the Town Council members replaced by pro growth developers. We can only blame ourselves by not paying more attention to an attack by outside interests. We don't want to be another Redmond. I guess developers ran out of every foot they could build on and are now looking for new profits in our town. Traffics is already a major problem. No thank you. Stop the building in sammamish now!" Bob Post Bellflower CA 90706 United States 2025-07-03 "I have been a resident since 1989. I have seen way too much development in and around my neighborhood. Traffic congestion and tree canopy loss are the result. Please vote against any increase to the size of the Town Center project!" Janine Hill Anacortes WA 98221 United States 2025-07-04 "Check out how Anacortes has been ruined by greedy council just want property tax money. Don't let that happen to you." Dmitry Kholodkov Sammamish WA 98074 United States 2025-07-04 "City Councel need to review the history of Pruit Igoe before approving 4000 new homes. This story teaches that sometimes such ambitious projects may change over time. In some cases, the time may be shorter." Louisa Donohoe Sammamish WA 98074 United States 2025-07-04 "As a student in Sammamish (Eastlake High School), I am very concerned about even more people being in our schools. It's almost impossible as of now with how overcrowded my school is, I cannot imagine what we would even be able to begin to do if there are even more kids to be schooled here. Traffic is bad in itself, the city is not built for as many people as there already are." John Benkert Sammamish WA 98074 United States 2025-07-06 "Sustaining quality of life and managing growth takes strategic thought and resources when it comes to communities of any size. For the past several years we have heard and discussed issues such as stress on our existing sewer system, stress on our electrical grid, water shortages due to growth and climate change, traffic congestion, adequate response for emergency services and the annual increasing threat of wildfires. Doubling the scope of a previously approved housing plan without any reasonable thought of how to support it simply does not make sense." Seth Eliot Sammamish WA 98074 United States 2025-	

07-07 "Most of our current city council cares more about their own agenda, than about Sammamish residents." John Kikuchi Sammamish WA 98074 United States 2025-07-08 "Clearly the recent temporary closure of Sahalee Way demonstrates that Sammamish does not have the infrastructure to support this expansion."	
Such developments rarely prioritize the well-being or quality of life for existing residents, often pushing aside community concerns in favor of quick profits and unchecked expansion. There is NO positive reason, the addition will only increase current problems of road congestion and will only contiue to low the quality of life in Sammamish	Thank you for your comment; it has been noted for the record.
I oppose the addition of 2000 units to the Sammamish Town Center project.	Thank you for your comment; it has been noted for the record.
Our city is not equipped to handle another 4000 residents. It's beyond comprehension that our existing infrastructure is deemed suitable by the city council. Please do not allow our city to continue to be overrun and overwhelmed. The answer is not to tell residents to just move if they're not in favor of this plan. Also, we are a community of neighbors. There is no place for Air bnb's here and should be regulated against. My last question to city council on this shockingly received absolutely no response.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.
I've lived in Sammamish since the 1970s, and I truly love all the changes over the years. Change can be a good thing — it's brought us more services, better parks, and improved schools, just to name a few. That said, growth is inevitable, and the city must be careful in how it manages it. One of the most important issues is how difficult it has become to obtain permits. If we're not thoughtful, we risk making the same mistakes other cities have made — some of which led to bankruptcy. We must prioritize what's right for the entire community, not just what a few individuals want. There is also a real lack of affordable housing and necessary services in Sammamish. That needs to be addressed. As for infrastructure, I believe the sidewalks and bike lanes on 228th were poorly planned and should be redesigned. We also need to rethink how we move through the city. One idea would be to remove the decorative median on 228th and add another lane to help with traffic flow. I'd like to stay anonymous, but I hope my perspective is considered.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing.

Adding additional housing will add strain to our infrastructure and stress to our community. Lack of future transit planning, lack of parking spots, and not increasing lanes on existing roads will hurt our community. I don't see a plan to increase services and infrastructure to accommodate the additional housing. The thought that people in our city will want to walk or bicycle is ridiculous, with the hills and lack of sidewalks on many streets. We only have one bus - the 269 which isn't enough. Its scheduled once an hour. This is not enough and it's short sighted to assume more bus service will be provided when it's not in the plan now, nor is a Sammamish transit center in the plan. Or even a large enough parking lot for a park n ride. I'm guessing you want to add more apartments so that you'll get more revenue but this will actually cost our community in the long term. I was discussing with many community members and we all agreed, we don't know anyone who things increasing housing is a good idea with our roads. It's frustrating already without the added housing. Our schools are OVER Crowded. Try getting to Inglewood and Eastlake in the mornings on school days. Buses are often late due to traffic. Also you put the burden of water management on individual home owners while giving a pass to large developers. How is that responsible?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Parking. • School Capacity.
I am highly supportive of expanding the town center. As a current resident of the town center (at the Sammamish townhomes), I am very much in favor of others joining our community. I believe the fears about congestion are overblown and while the school capacity is an issue, I do believe that the city can work on that growth plan.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the School Capacity section in the General Comment Themes & Responses section of the FSEIS.

I DO NOT support the development of the Town Center. This plan contradicts the City of Sammamish sustainability goals. After reading the Draft SEIS and Draft Plan documents, I come to the conclusion that these documents are grossly biased toward justifying the development. These documents either downplay, or do not properly address all problems that will result from the increased population as a result of adding 2,000 or 4,000 new "affordable" units. The justification about minimal impact on increased traffic is lame at best and based on questionable traffic modeling. It also disregards impact on increased smog-creating pollution by gasoline/diesel powered transportation. I recently had my home alarm go off while I was out of town. It took more than 30 minutes for the police department to show up. I cannot imagine the impact having 2,000-4,000 new units will have on police response and crime prevention. Furthermore, without considerable increase and funding of the fire department, we would be risking a major disaster. This when the City is facing major budgeting and financial difficulties. Accommodating schooling for kids will be a problem or a huge tax burden. Traffic at schools during start and end of classes is already unacceptable. It would only get worse. The City has recently implemented a tax increase on utilities. This was done strictly as a revenue enhancing issue. What is not considered is that the increased population by the Town Center will put a strain on utilities, especially water and electricity, that would lead to potential supply interruptions or increases in utility fees. In addition, the location of the Town Center completely disregards accessibility for people with disabilities. Although a Town Center may bring benefits such as increased commerce and "affordable" housing (starting at $800,000), the problems brought about completely outweigh these benefits. I strongly urge City Council to reject its development.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Emergency Services and Evacuation. • Sustainability. • School Capacity. • Water & Sewer Services.

This is a bad idea. The biggest reason among many is the emergency services ability to do thier job. In a major fire or other emergency, adding 2000-4000 new residents in the center of town with only 2 ways out is disastrous. Sammamish wasn't designed to have high density like this. Affordable housing. The plan clearly says affordable housing will be difficult to accomplish. It also does not identify what that looks like in this project. How many units? How many bedrooms? Affordable for family? Single person? How would they qualify? We should find affordable housing options, but high density in our island of a town isn't the answer. Lastly. We're on an island. We were are rural by design. We have Redmond and Issaquah less than 10 minutes in either direction to provide services that we need while those cities do not come to sammamish for services. It's simple and straight forward.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing. • Emergency Services and Evacuation.
I am and have been a resident of Sammamish my whole life. I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: When there is ANY event along our SINGLE main road of 228th, we are ALL impacted. How dare you consider this town ready for an increase of this size. a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
I am not in favor of increasing Sammamish population density. I moved to Sammamish in 2001 specifically because it was a small town with plenty of green space and minimal traffic/congestion. Adding more urban areas and population density is not in the best interest of existing residents. I never understand the drive to go bigger and spend more $$$$. Leave the increased density and urban area growth to Redmond and Bellevue who have a better infrastructure to handle increasing population (e.g. light rail, 520/405, business tax base, etc.). Growing bigger and spending more $$$ is not progress it's burdening existing residents/tax payers. Additionally, spending $$$ on 228/Sahalee Way without increasing capacity or traffic flow rate is wasted	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.

money. Thank you for listening.	
No 4000 units instead of the planned 2000. No more traffic No overcrowding schools	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
I don't need 4000 houses in sammamish city as it is very small and plateu region. Cannot take anymore traffic and over crowded schools. I am not supporting this in anyway and any form. Please stop!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
The 2007 EIS included the peak hour trip rates for the various assumed categories of residential units, as well as the peak hour trip rates per 1,000 sq ft of retail and commercial. Does this SEIS give those numbers for the No-Action and Action alternatives and are they based on actual measured data? If not in the DEIS, please show us the supporting data used in the DEIS. How do the Action numbers compare to the numbers generated for Alternative 1 of the 2007 EIS?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
My wife and I have lived in Timberline since 1984. We love Sammamish and while supporting growth on the Plateau, we do NOT support the plan for adding an additional 4-8,000 housing units. The negative impact on moving on and off the Plateau will be extremely detrimental to safety and reduce the value of our homes by creating traffic that cannot be accommodated by the current or any proposed modifications. Stop this plan and focus on quality, not quantity. Preserve the beauty and value of our community by resisting growth that cannot be absorbed without such negative results.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.

Approving more development without first addressing traffic and school capacity is irresponsible. Infrastructure must come first. What is the city plan for earthquakes, wildfires, major storms like the bomb cyclone? We know that it took over two weeks to get any information from the city just this last winter when the bomb cyclone hit. Who is the emergency planning director for Sammamish? Do we have one? We have extremely limited exit and entrance points from the city. During a natural disaster these could easily be compromised. What systems are in place to notify residents. Traffic during commute time is already exceedingly difficult, adding more homes without addressing roads is not going to improve that. No response from the city for over two weeks about getting rid of all the debris from the storm and that was an anemic response. My husband and I have lived here for over 30 years. It was a wonderful place to raise our kids. Great schools, nice neighborhoods, could use some more sidewalks, better snow removal on the hills. We are not sure if we will stay much longer, frankly it is not very inviting for older active citizens, there are so few restaurants, no bakeries, no coffee houses, no evening entertainment. An extremely limited public transportation system. No plans for anything like that. The city clearly is not making it easy for businesses to want to be here in Sammamish. We want growth that helps the existing residence not more residence that have to leave the plateau for absolutely everything they need. Re- cap. Safety issues first, police, fire, natural disaster response, getting that information to the residence, schools - making sure we accommodate growth, including safe walking paths, public transportation, then how about things that make our daily life easier, hardware store, bakery, restaurants, evening entertainment. Then if you want to increase housing go right ahead but make sure the fire department can reach the type of housing you decide to put in. That makes logical sense.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation. • School Capacity.
Please stick to the original city center plans. This community isn't equipped to handle the kind of growth you are proposing. The citizens don't want it.	Thank you for your comment; it has been noted for the record.
Stick to the original plan. NO to 4000 units. No action. Build infrastructure first! Consider safety, traffic and overcrowding at schools. Listen to current (30+ years) residents, not if they build it, the roads and services will follow.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.

I support the Action alternative with consideration of going beyond the 4,000 units if deemed necessary to significantly improve the diversity of housing and provide a large portion of the affordable units needed in Sammamish. What is needed first is a needs analysis for the types of housing needed in Sammamish.	Thank you for your comment; it has been noted for the record.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
I am opposed to the city's projected town center, despite the states mandated growth plan. This plan is out of character to our community and I believe will be detrimental to our way of life. The already dense population negatively impacts our daily life through the decreasing of our wildlife population, the over crowding of our streets and an already stressed infrastructure and a city whose emergency management response to natural disasters is unrealistic. It's disheartening to think that the building will stop at this development. The increase in population will require additional local services that will require more retail, more medical and more sports fields. It will require more water and more lighting (night time lighting impacts wildlife - not just the desecration of land). We'll see more pollution, more graffiti and higher crime to an already understaffed police department. Building this city center in an already tight location is the equivalent of a placing skyscraper at the peak of Snoqualmie pass. At a minimum, it's ridiculously ugly, unnecessary and out of character. Given our community's outcry over this development, it would seem that our local government would defend our way of life and not push a plan our citizens don't want. Just because this plan sounded like a good idea decades ago doesn't make it a feasible plan given today's current standards. I have seen the development of Sammamish over the last 20 + years and what we have lost can during this time period can never be taken back. The land and our people can only bend so much until everything snaps. There is a reason why we were named one of the best places to live in 2018 and everyday that the development of this town center continues, there are many more reasons why our town does not remain on this list. PLEASE HEAR AND DEFEND our community's and represent our wishes. The city of Sammamish is not prepared and our community does not want this town center. Ironically, the city has had a decade to prepare for this development and hasn't done its due diligence	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Emergency Services and Evacuation. • Sustainability.

in infrastructure preparation of this development. This does not bow confidence amongst our citizens of the city. Sammamish actually do what needs to be done once this building takes place. While the state may have mandated what we must do to accommodate for growth, but our city needs to defend It's rights and our way of life and let the state know that this is not the right place to do it. Stand up! STAND UP AND PROTECT OUR ROADS, OUR WILDLIFE, OUR CHILDREN, OUR WATER, OUR TREES, AND EVERYTHING ELSE IN BETWEEN. We can never take back what has been done, but we can change our future for the better. Stop talking about protecting us in our wildlife and start the action of doing it. Tell the state we say no!	
Dear Councilmembers, I'd like to point out the essential connection between housing density and successful retail in our community. If we want our local businesses to thrive—if we want cafes, bookstores, boutique stores, and services that residents can walk to—then we must plan for the people who will use them. Retail needs a customer base. And in cities like ours, that base doesn't appear magically—it grows from well-planned, walkable, and livable density of the Town Center. Without enough nearby residents, local shops struggle. And the same people who worry about traffic end up driving farther just to meet their daily needs. Let's break this cycle. Density done right—near parks, and community hubs—creates a vibrant, self-sustaining ecosystem. It means more foot traffic for shops. More transit options. More jobs. More tax revenue for public services. And more housing options for the people who already work here but can't afford to live here. We talk a lot about supporting small business. But that support isn't just about ribbon-cuttings—it's about making sure there are enough people close by. Let's give our local economy the fuel it needs to succeed. Let's build smart, equitable density that helps everyone—residents, business owners, and future generations. Tonight's question is the amount of density that should be studied. Given the importance of density to the success of commercial endeavors, please study the highest amount available, 4000 units, so that the council, staff, and the public know of the connection between density and a thriving commercial community. Thank you. Rick Parks, TRF Pacific, LLC, Sammamish Village (Metropolitan Market property).	Thank you for your comment; it has been noted for the record.

The current version of the plan should not be approved. The plan provides a vision for what the Town Center will be but falls short on proving a business case - how the perceived benefits outweigh the costs and adverse impacts on the community, i.e. traffic, congestion, schools. The recent Inglewood Hill Road debacle also calls into question the quality of decision making from leadership on down at City Hall when it comes to representing the best interests of the community.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
2000 is too many, let alone 4000. Look back through history of Plateau even a 1975 report from king county proposed more roads to support growth. In 50 years the only new route down off the plateau was Sahale way. Responsible governance would dictate traffic mitigation well before new construction of mass residential units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
I am a resident of Sammamish. I oppose to the expansion of town center with additional homes due to Worse traffic during pick hours. I had to drop off my kid to high school and it took more than double the expected time. Not enough infrastructure or opportunity to build infrastructure. Potential negative impact on nature and wildlife	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: - a significant increase in traffic, especially peak hour commuters - inadequate plan for improving roads - environmental degradation - overcrowded schools	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability. • School Capacity.
I have been living in Sammamish for over twenty-five years. And in that time, the city of Sammamish has been developing new communities that are increasing the amount of cars on the road. The roads are not designed for the increase of cars this proposed housing will bring to our streets. Sammamish is a beautiful place to live. PLEASE DO NOT RUIN SAMMAMISH!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.

* Lack of Transparency Compared to the 2008 Plan The original 2008 Town Center Plan was the product of robust civic engagement—over 30 public meetings, surveys, open houses, and extensive environmental studies. In comparison, the 2025 update has had minimal community outreach, including just one poorly advertised Open House in February 2024. Given the proposed scale and deviation from the original plan, why hasn't this update been handled with the same level of transparency? This plan will deeply impact the long-term character and livability of our city. Why was it not placed on a public ballot to allow residents a direct voice? * Actions Taken Without Approval Physical changes—such as tree removal along SE 4th Street—have already occurred, despite the new plan not being finalized. If these actions are authorized under the 2008 plan, what safeguards exist to prevent premature implementation of unapproved elements? What oversight is currently in place? * Flawed Parking Logic The new plan eliminates minimum parking requirements for residential units, creating a situation where residents must either forego personal vehicles or compete for limited public parking. Structured parking for visitors isn't a sufficient solution. This direction appears to intentionally inconvenience residents to engineer behavioral changes—ignoring the reality that citizens are frustrated and disillusioned by this approach. I don't want a community packed with oversized parking garages. I want a town that's right-sized and livable—not overbuilt. * Weak Public Transit Provisions There is no concrete commitment to increasing public transportation capacity. Requiring developers to build bus shelters is not the same as expanding bus service. How will we accommodate thousands of new residents without improved transit infrastructure? * Traffic and Emergency Preparedness The plan addresses internal Town Center circulation but ignores city-wide impacts. Major arterials like 228th will face gridlock. Is congestion the new strategy? More troubling is the total lack of emergency evacuation planning. In the wake of tragedies like the 2023 Maui wildfires, this omission is unacceptable. Where is the plan to protect residents? Additionally, the proposed tall buildings exceed the	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Affordable Housing. • Transit Needs. • Parking. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

reach of current fire department equipment. Who will fund new fire engines capable of high-rise response? Will developers contribute? * Environmental Impact and Housing Density The original 2008 environmental studies did not consider scenarios involving a 100% increase in housing units. How can those studies still be considered valid? Were alternatives of this scale ever evaluated? No—and relying on outdated data is irresponsible. * Developer Control and Governance Failures The developer's land ownership seems to have given them outsized control over the project, limiting the city's ability to require specific buildings or infrastructure. How did this imbalance happen? Was it a strategic oversight or a product of poor governance? Can the city use eminent domain to reacquire control? Or introduce regulations that make the project financially untenable for the developer? Either would restore balance and accountability. Alternatively, the city could simply wait. Why incentivize development that residents don't support? The Council should represent the will of the people—not just facilitate growth. * School Planning and Capacity The plan identifies locations for potential schools but lacks any real commitment to building them. Without new school construction, we risk overwhelming current facilities. Where's the plan to avoid this? The argument that we must build before costs rise is flawed—prices always fluctuate. Good planning shouldn't be driven by fear of inflation. * Hollow Affordable Housing Provisions Requiring only 10% of units to meet the 80% AMI threshold does little to improve true affordability. Sammamish already serves this level. What's missing are options for residents with lower AMI, which this plan does not address. Calling this "affordable housing" is misleading.	

It think it is imperative to address the transportation and traffic congestion issues BEFORE agreeing to allow 4,000 additional homes to be built as part of the Town Center Development. And if it's true that the schools are already overcrowded, then certainly that issue needs to be addressed first also. We have lived in Sammamish for 41 years and obviously seen incredible growth. At some point, though, shouldn't we stop and think about the infrastructure, the environment and the quality of life before ruining it all with overgrowth and gridlock? I know this is a very divisive decision, but it must be better for all if we have thought it through BEFORE charging ahead.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Sustainability. • School Capacity.
Please no more expansion and town center. We like the small town vibe and the trees around. We bought property here due to its closeness to nature. Please stop cutting more trees and save wildlife	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
I support the plan. Looking forward to new shops and new neighbors.	Thank you for your comment; it has been noted for the record.
Council Members: Your constituents (Sammamish voters and citizens) do not stand behind the lack of transparency and planning you have strategized to adopt. Every point being made against the doubled growth is legitimate and you are bucking the will of the citizens. And communicating now about what you have planned just not make the plans right. At a minimum, put it on a BALLOT and let the citizens back in the process - and be willing to resize your development plans when the voters make their decision. Moving forward can wait until the voters are allowed involvement.	Thank you for your comment; it has been noted for the record.
Our family has lived in Sammamish for over 10 years and have watched our town become overcrowded without infrastructure and schools to support our children. We do not support 4,000 additional units. How would that benefit any of our current residents? How do you plan to add schools and teachers to accommodate these new residents? How do you plan to handle the additional traffic? How do plan to manage this level of growth without raising taxes of current residents. Please don't do this to our city!!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.

Thank you for providing a thorough analysis of land use and transporation impacts. Data gathered and analysis in the DSEIS demonstrate the following key points: 1) The no action alternative has been unsuccessful per following: 1.a) Figure 13 clearly shows that most housing production in Sammamish has been outside of TC (by 10X) when more should be in TC. 1.b) Dividing the urban core into 4 zones has provided only 1 commercial area; and separate core zones lack the critical mass / area to be successful. 1.c) Current low-to-moderate density development will likely continue (i.e., resulting in just another Sammamish neighborhood) per Table 2. 1.d) No action is not feasible due to changes in regulations / laws. The action alternative -- based on the analysis (not emotions) -- results in no significant unavoidable adverse impacts to land use or transportation at an additional 2000 units; and the potential to improve housing affordability -- a vital City need for the success of local businesses (that need workers and shoppers) and retention of the best teachers and public-safety personnel. The worst-case LOS delay is less than 9 seconds, so concerns about gridlock are not based on analysis by qualified traffic specialists (who have data on projections in number of expected trips, for example). Reviewing the DSEIS findings leads to the conclusion that the no action alternative must be rejected. Adding 1000 to 2000 units while adopting the form-based code will ensure Sammamish remain a vital and livable City (as described in the City's 2044 Vision) for years to come.	Thank you for your comment; it has been noted for the record.

Dear Councilmembers, As you know, cities on the eastside share several important regional, geographic, and planning relationships, especially when it comes to growth, transportation, and public services. Because of this, we would like to encourage the City of Sammamish to continue proactively studying housing growth and density—because cities that plan well position themselves for long-term success. Vote yes to studying 4,000 units in the Town Center. The City of Bellevue proactively looked at their needs for growth, and as a result, there are several lessons we learned and benefits that the city was able to capture for the public they serve. Bellevue's deliberate planning helped them build a thriving, diversified economy by allowing more housing and commercial spaces in walkable areas. This strengthened their tax base and helped fund public services while easing the burden on individual residents. They've also achieved efficient transportation planning by coordinating land use with investments in transit. As you know, density opens doors to new funding sources and transportation options. And perhaps most notably, Bellevue has created vibrant, livable urban centers—with walkable neighborhoods that include shops, parks, housing, and services. These compact communities make daily life more convenient, support local businesses, lower cost burdens to cities, and reduce environmental impact. You can apply these same lessons in Sammamish. By proactively studying density, and thoughtfully planning growth in partnership with community members, the City of Sammamish can ensure it grows in a way that balances fiscal responsibility with environmental sustainability. All while strengthening its own identity and livability on the eastside. Thank you for your time and commitment to Sammamish's future.	Thank you for your comment; it has been noted for the record.
Adding an additional 2k home units to the STC will have major consequences to current residents of Sammamish--some very serious. Overcrowded schools, traffic gridlock and most importantly the safety of our current residents. We need responsible development planning!!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.

Let deal with the roads that are already full before we add more people and stresses to our city	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
I'd like to share why I'm strongly opposed to the proposed expansion plans for the Town Center. Here's what concerns me: Doubling housing units from 2,000 to 4,000 = major increase in population density - This will dramatically change the community vibe and put pressure on local resources Traffic congestion will get worse - Roads are already crowded during peak hours - More cars, longer commutes, higher frustration Strain on emergency services and infrastructure - Police, fire, water, and sewer systems are stretched thin as it is - Growth this rapid could overwhelm city services Schools are severely overcrowded right now - Class sizes of 30+ students in many classrooms - Hundreds of kids learning in portable classrooms - Educational quality and safety could decline even further with added population - Eastlake High already needed an expansion just to accommodate current students - The Issaquah School District is 10–27% above capacity Environmental damage is a real threat - Wetlands, streams, and tree canopy near the Town Center are home to wildlife - Development puts these natural spaces at risk - We should be protecting these areas, not replacing them with more concrete Let's stick to the original 2008 Town Center Plan - It was built around measured, responsible growth - These new changes feel like an overstep that doesn't reflect the community's values Please reconsider these proposed changes—we need growth that protects what makes Sammamish so special.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
Can't afford to add 4,000 units for this project!	Thank you for your comment; it has been noted for the record.

I strongly support the No Action plan. Our roads are already overwhelmed with traffic, and the schools are operating beyond capacity. Adding more development without addressing these core issues will only make things worse. We paid a premium to live in Sammamish for its peaceful character and livability — not to become part of an overbuilt urban corridor. I'm deeply concerned that more growth will erode the very qualities that made this community special in the first place. Let's preserve what's left of the Sammamish we all moved here for. Please don't trade long-term quality of life for short-term development gains.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
please reconsider the proposed increase of 2000 housing units to this city. currently, the streets are at capacity during many hours of the day and early evenings. The infrastructure did not grow as more housing units were added to the city over the past 15 years; we are extremely over extended. Schools are also over populated as the past two years of proposed levies have indicated; and now 2000 more housing units are being proposed? this community can grow, but include the infrastructure at the same time; especially water restrictions during these warmer summer months.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

Dear Sammamish City Council Members, I am writing in response to the Draft Supplemental Environmental Impact Statement (SEIS) for the Town Center Plan & Code Amendment. While I understand and appreciate the goals of addressing regional housing mandates and improving affordability, I urge the Council to proceed with caution before approving the Action Alternative that would double residential capacity to 4,000 units. Our family has directly experienced the consequences of infrastructure failing to keep pace with growth. Due to overcrowding at Skyline High School, our daughter had to take a class in a hallway—an environment not conducive to learning. Eventually, she was forced to enroll in courses at Bellevue College to complete her education. This is unacceptable, and unfortunately, it's not an isolated case. According to your own scoping summary on page 11 of the SEIS, school capacity was cited as a concern by 39% of public comments. Yet, school infrastructure and capacity are not substantively addressed in the SEIS. While the transportation analysis is extensive, there's a conspicuous lack of analysis or planning regarding how the school system will support an influx of up to 2,000 additional households. Moreover, the proposed increase in density and form-based code changes will likely impact the character and environment of Sammamish—something current residents deeply value. The SEIS rightly notes that the Action Alternative would result in "intensification of development" (p. 14), but even with mitigation strategies, the impacts on public services—including schools—remain glaringly underexplored. As residents and voters, we are closely watching your decisions, particularly in this election year. We will support candidates who prioritize quality of life for current residents, not just future growth. Sammamish is a beautiful, peaceful community. Growth, if necessary, must be smart, incremental, and infrastructure-first. That includes ensuring our schools can serve the students who already live here—before we add thousands more. Please put infrastructure and education first. Reject or amend the Action Alternative until school district coordination, classroom capacity, and public service impact are adequately addressed. Sincerely,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability. • School Capacity.

I vote NO to 4000 homes to be built in Town Center. You haven't proven our city can handle even 2000, much less double the #. Traffic, transportation, school, infrastructure & environmental impacts ALL potentially negative! I'd ONLY support increased growth IF majority of units are TRULY affordable (I.e. Habitat for Humanity built, instead of a private developer). Bellevue, Redmond & Issaquah ALL have dense housing options still available; they are better located (close to highway, Metro, etc.). We want Sammamish to be DIFFERENT than those cities! Thx.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Transit Needs. • Sustainability. • School Capacity.
Subject: Strong Objection to Town Center Action Alternative – Preserve What Makes Sammamish Livable To: Avril Baty, Planning & Permit Center Manager City of Sammamish 801 228th Avenue Southeast Sammamish, WA 98075 Email: ABaty@sammamish.us Dear Ms. Baty, As a long-time Sammamish resident and deeply invested member of this community, I am writing to voice my strong opposition to the proposed Action Alternative outlined in the Draft SEIS for the Sammamish Town Center Plan & Code Amendment. This proposal to double residential units in the Town Center from 2,000 to 4,000 is deeply concerning for several urgent reasons: 1. Schools Are Already Over Capacity The Issaquah School District is already struggling with overcrowded classrooms to the detriment of student well-being and mental health. This proposal fails to ensure sufficient school capacity and will only intensify the burden on our already strained education system. No plan has been adequately detailed to show how schools will handle the influx of students from up to 2,000 new units, this is reckless and unacceptable. 2. Traffic Congestion Will Worsen Sammamish roads, especially 228th Avenue and SE 4th Street, are already overwhelmed during peak hours. Increasing density without first completing major traffic mitigation projects is putting the cart before the horse. The Action Alternative will exacerbate gridlock, increase commute times, and reduce quality of life for everyone who lives here. 3. Environmental Impact is Too Great This plan calls for much denser development in a sensitive and beautiful area. Sammamish's natural environment—its wetlands, forests, and green space—is a critical part of our identity. Packing more buildings into this area puts our ecosystems and storm water	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability. • School Capacity.

systems at risk. The SEIS even acknowledges wetland constraints and steep slopes that would make construction harmful and costly. 4. We're Losing What Makes Sammamish Special Sammamish is consistently rated one of the most livable cities in America. People move here for the peaceful, suburban charm, outstanding schools, and access to nature. By overdeveloping the Town Center, we risk turning it into a congested urban hub that completely contradicts the vision residents have long supported. This is not the right way to meet state housing targets—we need balance, not overload. Conclusion The No Action Alternative—while not perfect—respects the current infrastructure and community identity. Instead of adding 2,000 more units, we should focus on fixing the issues we already face: overcrowded schools, traffic bottlenecks, and slow infrastructure development. Growth should follow capacity, not ignore it. Please listen to your residents and do not adopt the Action Alternative as currently proposed. Sammamish deserves smart, sustainable growth that honors what we love about this community—not unchecked development that threatens to destroy it. Sincerely,	
Sammamish roads are not built to accommodate the traffic additional 2000 new homes would bring. In case of an emergency or evacuation getting out of Sammamish is going to become impossible. Daily commute during peak hours will be a nightmare.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.

Development will not blend with the existing environment and loss of open space: -Development often means the loss of green spaces, parks, and other areas that contribute to the neighborhood's character and quality of life. -New developments, particularly those with a high density, may attract a different type of resident, potentially altering the existing social dynamics and sense of community. -Increased traffic congestion: Strain on local services :Increased population can put pressure on local services like schools, hospitals, and public transportation, leading to overcrowding and longer wait times. -Parking congestion. -Impact on wildlife and habitats: Development can lead to the destruction of natural habitats, displacing wildlife and impacting the local ecosystem. -Increased pollution: Construction and increased vehicle traffic can contribute to air and noise pollution. Strain on water and utilities: New developments can increase the demand for water, electricity, and other utilities, potentially straining existing infrastructure. School overcrowding: If the development includes families with children, it could lead to overcrowded classrooms and strain on school resources, that are already at capacity.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Parking. • Sustainability. • School Capacity.
Seeing them cut down that tree in park yesterday near community gardens solidifies my opposition. Fix the problems with the 2000 unit plan. Be honest with the community about the true traffic impacts - all the way out to 520 and I90 and at peak commute times. Be honest about emergency evac plans. Be honest about likely outcomes vs wishful thinking. If you vote for 4000, I will not be voting for you -100% guaranteed.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability
NO, to additional 2000 residential units, YES, let's develop Sammamish the smart way, add/improve needed infrastructure, expand roadways to handle the additional traffic from adding 2000 units as prior planned, and with adding more retail opportunities in Sammamish rather than us Sammamish residents supporting Issaquah/Redmond businesses, let's keep business tax revenues in Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density.
The Action Alternative in the DSEIS and the associated update to the draft Town Center Plan ("Plan") are significant steps forward towards realizing the city's long-held vision for a vibrant, bustling city center. Increased residential density will enhance the viability of retail and services, support the expansion of transit frequency and routes, and will help in enabling the development of housing that is attainable and attractive to downsizing empty nesters, young adults, and Sammamish workers, including teachers,	Thank you for your comment; it has been noted for the record.

firefighters, police officers and others who are integral members of the Sammamish community. The investment of private development will also lead to improved local infrastructure, a substantially expanded road and trail network, and a multitude of other public benefits which current and future residents will enjoy. The city prudently acknowledges the many challenges facing development and seeks to adopt policies that are responsive to these constraints and that will lead to "an implementation strategy that provides a clear path to realizing the goals of the plan" (TLU-5.1). Careful calibration of the affordable housing policies will be critical to creating a regulatory environment that enables the realization of the vision of the Town Center. Market rate multifamily development is currently challenged due to macroeconomic conditions and state-level regulations. As noted in the Real Estate Market Summary (Appendix 4 of the DSEIS), "market rate multifamily is struggling with its general lack of feasibility given the large cost increases that have come from higher interest rates, higher cost of labor and materials, increase in excise tax, and soon to be added costs from the 2024 energy code update" (p. 4). Kidder Mathews further notes that "the apartment market in Sammamish is currently experiencing weakness with rental income levels not able to support higher project costs" (p. 1). These increased development costs and market conditions are a significant part of why Sammamish has not seen more multifamily development since the prior Town Center plan was adopted in 2008. Even with the positive policy changes included in the draft Plan and DSEIS, there is real risk that affordable housing requirements could impede financial viability of new developments if requirements and incentives are not carefully calibrated. This risk is particularly acute when project economics are already challenged. The development community looks forward to continuing to work closely with staff in the Community Development department to create affordable housing regulations that will lead to increased housing options for all Sammamish community members, including housing for Sammamish's workforce. Particular attention must be paid to Section 21.07.100 Affordable Housing in the draft code and to the future adoption of a Multifamily Tax Exemption (referenced in Table 1: Affordable Housing Requirements and Incentives) to ensure that the vibrant vision for the Town Center will be realized.	

The question of additional housing growth in Sammamish has been posed numerous times, and the citizens of Sammamish always seem to prefer addressing our inadequate infrastructure before adding load onto that infrastructure. Proceeding with your plans for the Town Center development will certainly weigh heavily on our roads, the city infrastructure, and on our environment. I oppose the plan to add the additional housing units in your plan for Town Center. My wife and I have lived at our same address since June 1984, when Sammamish was the name of a lake, not a city. We had no schools, no churches, no stoplights, no grocery stores, and no apartment buildings. However, forty years later, we have had exactly the same number of roads onto and off of the plateau that we had at that time. Traffic, once never discussed as an issue, has turned into routine gridlock, particularly along the stretch of 228th Ave NE near your proposed expansion. Imagine what the traffic will be like with an additional 2000 living units, where there will be approximately 1.8 cars/unit (https://www.consumershield.com/articles/average-cars-per-household) added to the already congested roads. If that sounds like a lot of extra traffic, what about adding the now-proposed 4000 units? What happens when we all have to evacuate the plateau because of some natural disaster, such as the increased danger of wildfires due to the increase in average daily temperature and dryer conditions that are caused by climate change? The answer is fairly simple: the residents of Sammamish will be stuck in gridlock on the few roads that exist for such an evacuation, and it is imaginable that many will perish in their vehicles as raging fires rapidly expand to and across our few roadways. Cities have the responsibility of safety of their residents. Public transportation is always suggested as a solution to traffic issues, but what public transportation do we have? We have a couple of bus routes that follow 228th across the plateau, but I would have to walk two miles to get to my closest bus stop. It is unreasonable to think that living in Sammamish without driving a car is a practical situation. Of equal concern are our water and sewage systems, now taxed well beyond their planned capacity. Basically, our water and sewage systems are the same as they were 40 years ago, other than tapping into added surface-water sources from other districts and connecting to the King County sewage system. Continued population growth will further tax the capacity of these systems beyond their ability to keep up with demand. Perhaps these systems can cope with	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • Water & Sewer Services.

the additional 2000 or 4000 housing units proposed in this plan, but there will be a point where they cannot support additional growth. What about our environment? Continued growth on the plateau already caused significant deforestation, and we notice it. In the past, it was highly unusual to see a bear, but in just the last couple of months, we witnessed two bears, one crossing Inglewood Hill Road and another one in a neighbor's yard. I am certain that these sightings are directly related to the rapid decrease in their habitat. Other animals that have been suffering habitat loss include birds of all types, deer, bobcats, and coyotes, all residents of our community who play an important role in our ecosystem. Continued development will cause further impact to these animals. How do you propose to pay for this new development? The City is already running a significant budget deficit, and this new development will likely add to the deficit of the City in development and operating expenses that have not been addressed by the City Council. Certainly, a realistic budget with identified revenue sources would be needed prior to starting work on such a substantial project as this growth plan. This proposed growth plan might seem good to some of the people of Sammamish, particularly those who profit by it. However, we need a more-balanced approach to growth than just the profit by a few developers. Please improve our infrastructure first, with a parallel plan for how much growth that these improvements can sustain. Do not start with added development, then address infrastructure afterwards, when funding will likely be depleted and additional budget unavailable. Fo now, I oppose your plan for adding the additional 4000 housing units to our city.	

To the City of Sammamish, The city council is elected by the people and is called to serve the best interests of their constituents. There is no data to support much of what the city is planning. One example: the Traffic Improvement Plan (2025-2030), of which only $1 million is currently funded. No business/organization considers adopting a plan like this without first understanding the costs/revenues and communicating those numbers to the residents. Many residents are aware the city is required to build 2000 units. Any increase above this is unwarranted and not feasible. The No Action Alternative must be approved as the following issues remain: Public Transit: Transit basically does not exist in Sammamish. Walking on the terrain to and from the core of the TC is not feasible and the result will be an increase of traffic and parking which yet remains to be understood. Retail: It has not been shown that more retail will make the current and future retail sustainable. Even consultants have said that shopping has changed since the pandemic and that retail businesses are no longer consistently viable. Traffic Congestion: The resulting gridlock that will occur because of the lack of sufficient roads and ways off the plateau in emergencies i.e., weather events such as an earthquake and/or the possibility of wildfire could result in a huge loss of life. The city and its elected officials will be held accountable if they choose to ignore these possible outcomes when they advocate for more housing. Affordable Housing Units: It has yet to be shown by the city how exactly this will work in Sammamish. Where is the data that shows how this is going to provide housing for lower income workers? It is misleading to say that teachers, firefighters and other median income workers will be able to live in Sammamish. Developer Incentives: It is wrong for the city to use taxpayer money to entice the developer of the TC with what they need to make more money. It is not the city's responsibility to increase a developer's financial goals or its return on investment. All of the above do not even address the inevitable destruction of the environment and why residents chose to live here. Nor has the issue of school over-crowding been thoroughly investigated. The weight of all of these many concerns must be understood before any change is made toward additional housing above the required 2000. Therefore, please do what is right and approve the No Action Alternative. Thank you,	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

In July 2024 King County published the Extreme Heat Mitigation Strategy (https://cdn.kingcounty.gov/-/media/king-county/depts/executive/climate-office/documents/241220_13570m_kc-extreme-heat-strategy_web.pdf?rev=cf72954b6e34421282f7ae583a39b09b&hash=3BA98B0465C570A096D75A04305F7F38), and Sammamish participated as a member of the Urban Forestry Workgroup. The city was interviewed along with other cities to learn "current priorities or plans for addressing heat and what would make a countywide heat mitigation strategy useful to their work" (page 42). According to the heat island map on page 7, Sammamish, already veers into the orange (a heat island), indicating areas with hotter surface temperatures relative to cooler areas shown on the map. Cutting down more trees, and building a higher concentration of roads, parking lots, and other hard surfaces in the TC will further contribute to the city's already existing heat island effect, which will be further amplified by adopting the Action Alternative (AA) plan with 4,000 units. Yet there has been no acknowledgement or discussion with the public of the AA's contribution to the heat island effects or of how the strategies outlined in the King County document will be applied to offset the detrimental and very real effects. Is this being studied and addressed relative to the AA, and actually the TC in general? I understand the strategy is a five-year plan (2024-2029), but because permitting for the TC and decisions about the AA plan are underway right now, the public needs to know the city is measuring the TC's contribution to the heat island effect, what the city's mitigation strategy is going to be, and what's at stake with adopting the AA plan as far as further detrimental effects. We can't wait until 2029 or for the city's Urban Forest Management Plan to eventually resurface. What existing green space and forest areas are we going to PRESERVE RIGHT NOW to reduce the formation of eventual new heat island effects the TC creates? This should be strategy #1, but apparently there is little money left to buy and preserve open space after spending 4.3M to purchase the land in the TC. Tree replanting in the TC after the fact will take years to make a measurable difference. And despite its name, the green spine concept seems to focus more on hardscape features and people-pleasing amenities instead of preserving or creating natural heat-mitigating features and therefore does not seem a viable strategy on its own.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability

I am opposed to any increases to caps on allowable dwellings, commercial square footage or building heights in Sammamish Town Center beyond those established in the existing Town Center plan. Like most people with complex lives and whose jobs are not to familiarize themselves with 150 pages of dense city planning analyses, I cannot comment point-by-point on either the draft SEIS or proposed TC amendment. What remarks I do have are provided below. General comments With limited ingress/egress options to the Sammamish plateau, constrained intracity arterials, a lack of proximity to major highways or future light rail hubs (unlike Redmond and Issaquah), geographical isolation from major regional employment centers, considerable traffic challenges, persistent school overcrowding issues, and significant wildfire risk (along with inadequate evacuation corridors), Sammamish is ill-suited to position itself as a home for future dense, urban and high-rise development. The Town Center comprises roughly 1/3 of a square mile at the city's core. In or adjacent to that footprint are three (and eventually four) major high schools, city hall, the YMCA, the CWU building, the library, several religious centers, and four shopping centers of varying size. Now add to this confined space more than 8000 future residents and 5000-6000 cars. Traffic through this area, particularly at bell time (morning and afternoon) and rush hour, is already a significant issue. The council imagines an alternate reality in which public transportation ameliorates these issues and future the ones that a high-density urban core will bring. Yet the scant existing transit service we have is poorly utilized and exacerbates rather than eases traffic flow. More buses will do the same. And light rail will never come to Sammamish. The TC area is also interwoven with (and proximate to) streams, pockets of wetland, and mature stands of towering native trees. The inevitable degradation that will come as a result of the council's envisioned doubling of development intensity inside the TC is unfortunate on its own. But those wetlands and streams inside the TC feed directly into critical habitat and spawning grounds for endangered Kokanee, a species already driven to near extinction once due to careless development. City council members often cite the importance of limiting sprawl elsewhere as a benefit of this effort to upsize the Town Center. But nothing in its "action	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Transit Needs. • Sustainability. • School Capacity.

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I am very opposed to the expansion of the town center plan from 2000 units to 4000 units. The 2000 unit plan was previously approved. Doubling the number of units without major changes in infrastructure/roads/transit would be a disaster for the current residents. Like many seniors, I am fearful of the tax implications on property owners who most likely have to pay for major changes required in the future to accommodate the increased number of car trips for the 2000 additional residents if the expansion were allowed. And what about the schools that would be needed for the 2,000-4,000 additional residents who are part of the expansion. That is likely to be 2000-3000 additional students who have not been planned for in Lake Washington and Issaquah schools. Who pays the taxes / levies there? The current citizens, not the developers. Although providing inexpensive housing sounds like a worthwhile goal, that housing should be located in a transportation-friendly environment: near lite-rail and transit centers--not the tree/park friendly environment we have in Sammamish. Also, only a small number of the proposed expansion units will be priced to be affordable. Most will be at market-rate. Why would the citizens of Sammamish want to subsidize this model where the developer is the major beneficiary? Please listen to the many citizens of Sammamish who oppose the expansion and request that the town center plan be kept at the 2,000 unit plan that was previously approved.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing. • Transit Needs. • Sustainability. • School Capacity.

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I am writing to express my support for the proposed Code Amendment to increase housing density and promote a more vibrant and diverse Town Center in Sammamish. Responsible growth is essential to meeting the needs of our community while maintaining the quality of life we all value. The "Action Choice" approach offers a balanced development strategy, combining Mixed-Use, Mid-Rise, and Middle Housing zones. This plan strengthens the local economy by expanding the tax base and creating a self-sustaining, integrated community with both residential and commercial spaces. It also creates opportunities for open space and better land use, benefiting all residents. By fostering more housing options, Sammamish will be better positioned to attract businesses, residents, and investment, driving economic growth and creating more opportunities for local jobs. Providing space for more commercial activity and diverse housing will help the city remain competitive and vibrant in the face of growth from neighboring areas. This amendment also provides affordable housing for local workers—teachers, firefighters, and service employees—enabling them to live closer to work, reducing commute times and strengthening our local economy. As for transportation, the city has carefully considered traffic concerns and will implement necessary infrastructure upgrades over time. The phased development approach ensures that transportation needs will be addressed thoughtfully, with improvements to roads, public transit, and other key services as growth occurs. Without this growth, Sammamish risks missing out on the economic opportunities that could benefit our community for years to come. This is an important step to ensure Sammamish remains a prosperous, sustainable, and attractive place to live, work, and invest in. I encourage the City Council to support the Action Choice and help guide our city toward a more vibrant future. Thank you for your consideration.	Thank you for your comment; it has been noted for the record.

I believe this will fundamentally alter the feel of our town in a negative way. Who wants this expansion other than those who profit from it? We do not have the infrastructure to support such a radical expansion, and even if such good be included, it would as I mentioned, change our town into a yet another cookie-cutter city of retail and condominium blocks with zero atmosphere. A place to exist and not to live.	Thank you for your comment; it has been noted for the record.
The council in my opinion should not increase the town center to 4K from the currently approved 2K. Council members are pointing to declining LWSD as a justification, but within sammamish our schools are a different story. I think the town center is already going to be bad for sammamish. And I think increasing it to 4K will be twice as bad in terms of traffic, school crowding, and potential impacts to house prices should the TC units get local LWSD priority in a competitive environment. Meaning, current residents who live further out and laid the LWSD local school premium on their home, they could get screwed bad. A CM is out saying that the council was directed to build 2100 affordable units, and I honestly think that is a lie. A lie in an attempt to shift and dodge blame that belongs right on the TC expansion and it's defending council members. We have seen CM's online fighting hard in defense of this increase, but they can't point to any data that explains how it's good for sammamish. Instead we are getting lectured about national political issues and being called "trumpian". Do not increase the town center. The GMA goal through 2040 will already be met with the town center being built at 2000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • School Capacity.
This letter expresses our firm opposition to the city's proposal to double the allowable density and building heights in the Town Center. We believe this significant increase would have detrimental and far-reaching consequences for our community. We have serious concerns regarding the potential impact on infrastructure, traffic congestion, environmental sustainability, and the overall character of the Town Center. A more comprehensive and nuanced approach to development is needed, one that considers the long-term well-being of our residents and the preservation of the Town Center's unique identity. We urge the city council to reconsider this proposal and engage in a thorough review process that incorporates input from all stakeholders. We would welcome the opportunity to discuss our concerns further and collaborate on a development plan that balances growth with responsible planning.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Sustainability.

Vote to Oppose 4,000 New Housing Units in Sammamish, WA As a concerned member of the Sammamish community, I urge city planners and elected officials to adopt the No Action alternative regarding the proposal to add 4,000 new housing units in our city. This proposal represents a dramatic increase in density that Sammamish is neither equipped nor obligated to accommodate at this scale. Our roads are already strained, our schools are at or over capacity, and our critical infrastructure—such as stormwater systems, emergency services, and public parks—is not built to absorb such a surge in population. Key Reasons to Support No Action: Traffic Congestion & Public Safety Adding thousands of new households will significantly increase vehicle traffic. Our already-congested roads will become gridlocked, impacting commute times, emergency response, and pedestrian safety—especially around schools. Overburdened Schools Sammamish's school districts are some of the best in the region, but they are already stretched thin. Additional students will strain classroom space, resources, and teacher-to-student ratios, undermining educational quality. For the last 7 years, I have had students enrolled at Skyline High School. During this time, I've observed firsthand the impact of shifting resources and staffing levels. It has become increasingly apparent that the student-to-teacher ratio has risen, and this change is affecting both the type and quality of instruction our children are receiving. As a parent, I'm concerned about how these changes affect not only academic outcomes but also student well-being and engagement. Adding additional students to the system is not something that should be encouraged. Environmental Degradation Sammamish is known for its natural beauty—wetlands, forests, and Lake Sammamish. Large-scale development threatens ecosystems, tree canopy, and water quality, particularly through increased runoff and impervious surfaces. Water Supply and Infrastructure Our water infrastructure is not designed to support thousands of new residents. This could lead to rationing, rate hikes, or service disruptions—all while we face growing environmental uncertainties. Loss of Community Character Sammamish has long been a quiet, residential community with a semi-rural feel. Rapid, high-density growth will irreversibly alter the character of our neighborhoods, creating sprawl, congestion, and reduced quality of life. We do not oppose responsible growth. But growth must be gradual, measured, and matched by proportional	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

investment in infrastructure and services. This proposal does not meet that standard. Until and unless a realistic, community-supported growth plan is in place, the only responsible choice is No Action. Sammamish Resident	
Please Oppose the 4,000 New Housing Units – Support the No Action Alternative I'm writing as a concerned resident of Sammamish to respectfully urge you to reject the proposal to add 4,000 new housing units and to instead support the No Action alternative. While I understand that growth is inevitable, this scale of development is not appropriate for our city at this time. Adding thousands of new units would place a significant burden on Sammamish's infrastructure, schools, and environment—none of which are currently equipped to handle such rapid expansion. Any growth to the area must be sustainable, and in alignment with the infrastructure and resources we actually have. This proposal does not meet those criteria. Please vote to oppose this measure. Thank you, Sammamish Resident for 37 years	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability. • School Capacity.
I support the No Action plan. Please answer the following questions: 1. How will our roads support the increased population/traffic? 2. What is your plan for ensuring large numbers of people can get off the plateau in the event of an emergency? 3. How will our schools support the increased enrollment? 4. What is your plan for infrastructure improvements including fire department and police department growth? 5. Why are park funds now being used to develop the town center? 6. How will you ensure the housing units stay "affordable"? 7. How will you attract and retain retail and restaurant tenants to the town center? 8. Why is the council seeking to add additional housing units to the current proposal?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Affordable Housing. • Emergency Services and Evacuation. • School Capacity.
No yo the expansión of the town center. The city does not have the infrastructure to support this expansion. Also do not benefit any citizens and will change the nice vibe of Sammamish	Thank you for your comment; it has been noted for the record.

Comments on Town Center amendment, not the draft SEIS Date: July 9, 2025 I will provide additional comments about the new Town Center plan in the months to come. Where are the fiscal notes? How can a City approve a plan that does not project costs and revenues? I see only two estimates: $31 million for water and sewer $42 million in City investment for the Transportation Improvement Plan (2025-2030), of which only $1 million is currently funded. The plan should have included at the very least: Projected property tax revenues, the sales tax revenues, and any one time payments from developers. Projected costs we will pay for the affordable housing should also be noted. Our share of the TC infrastructure, since the City is committed to sharing infrastructure costs, such as the millions for 6th Street and the maintenance of the stormwater vault/s. Costs for additional first responders and their equipment The plan relies on “Growth pays for itself” The plan relies on the “Growth pays for itself.” No one knows with certainty whether growth pays for itself–regardless of high impact fees. We residents with common sense only look at the millions (is it 200+ million) paid in road improvements as we sit in gridlock and conclude that growth does not pay for itself. That the plan relies on this phrase instead of offering a fiscal note is not prudent. Nor does it reflect the fiduciary duty owed to us residents. The vanishing Green Spine The early planning and visualization of the Green Spine relied on the developer providing a wide strip of land through the TC. Why did the City think the developer would actually follow through on this? The TC plan excuses the developer’s narrowing of this strip by referring to the high land values. Well, they were high 15 years ago too–relative to income and cost of living. Tree retention What are the “thoughtful tree retention standards”	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.

referred to on page 75? Town Square The new plan places a new Town Square on the notch property and possibly the property next to it that the City Council ostensibly is considering buying with the money it diverted from Parks. We already have a Town Square by our City Hall. Why do you think our City, which faces a budget deficit under this Council, should spend millions building out a new Town Square? Hope is not a plan City employees have told me over the years that the developer can do pretty much what he wishes as long as he follows the code.They have added that they are working in "partnership" with the developer in the hopes that the developer will give the City some of what it wants. Please clarify the terms of this "partnership." When the Samm apartment blocks were built, a City staffer told me that the City had no design requirements–even though the Town Center plan from 2008 as amended in 2020 discussed the northwestern style of any TC buildings. To many eyes, including mine, the Samm looks like undistinguished block buildings without any deference to distinguished Pacific Northwest architecture.How did the developer build these blocks when our TC plan asked for appropriate architecture? The Town Center plan seems to be based on hope, and hope is not a plan. Thank you,	

There are many reasons to have concern over the revised town center plan. Over the almost 30 years we have lived here the population has increased significantly while the infrastructure to support this growth has never been adequately addressed. Traffic in Sammamish is a major problem for residents. While I support a town center, I do not support increasing housing limits unless the additional traffic on 228th and other access roads within the city are first addressed. Just one example of the traffic issue is related to school congestion. Each year we print the various 228th school bell schedules to try to avoid those areas during those times. This isn't always possible since most of the city's resources (shopping, Y, library, etc.) are located on 228th. Adding 4000 additional households to the area will make this congestion much worse. We have unaddressed speeding issues in our neighborhoods and people cutting through neighborhoods to avoid the traffic congestion on the main arterials. What is going to happen in an emergency? How will the city evacuate? We have too few roads with too little capacity to get even the already existing citizens off the hill. Rather than adding more residents without the supporting infrastructure, what about focusing on adding additional resources for the existing residents: adequate roads, enough police to patrol our parks and roads, a pool and community center without requiring a Y membership, a senior center like both Issaquah and Redmond have, a reliable power grid so we don't lose power several times every year I do not support the revised town center plan adding additional capacity.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.

I love the idea of bringing more businesses in the form of restaurants and shops to Sammamish. I can also understand the desire for more housing but I have serious concerns about adding more housing units than what was originally approved. Additional units will create such a strain on our roads and schools which are already overflowing. Inglewood middle school Has over 1200 students, the carpool Drop off line is an absolute mess and is only going to get worse with more people Moving here. Traffic is already becoming a nightmare, and adding additional housing units is bound to make it much worse. Let's focus on more businesses and keep our residents here which keeps the money in Sammamish. As of now we often go to Redmond, Issaquah, or Bellevue for most things but would love to keep our money in the town of Sammamish.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.
The city needs to be balanced in its approach to growth and future revenue. It needs to consider rhe needs of current residents and the future needs of current residents. It must find a way to meet is legal obligations while maintaining high environmental standards. Building heights should definitely not be increased beyond 85 feet. Mixed and commercial use should be incorporated to diversify the tax base with affordable commercial/retail income leases as part of the process so that buildings don't sit empty. Tranist needs to be pursued more than acquiescence to Metro. More needs to be done with interlocals to improve traffic flow through the region.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Affordable Housing. • Transit Needs. • Sustainability.
Increasing traffic congestion Too much pressure on schools Too many destruction to environment , how many more trees to be cut?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.

Comments on the Proposed Changes to the Town Center Plan: City Traffic: No additional trunk road capacity will be provided within Sammamish in the foreseeable future. Daily trips for all vehicles will increase by 5,000 to 10,000. This additional traffic will concentrate mid-Sammamish on 228th, 212th, and SE 8th Streets and surrounding neighborhoods. Traffic flows throughout the city will be slower. Current congestion experienced on northern and southern city gateways will increase. 228th Ave SE – already very congested and the major conduit through the Town Center area – will be increasingly jammed. The additional 5 trips created by the proposed TC plan changes will significantly extend the congestion period. • Any expansion of 228th Avenue SE and other major city roads would be prohibitively expensive and severely strain city finances. Reconstruction would be awful for residents and businesses. • Improvements to other corridors have been on the city's Traffic Improvement Plan for years. All are very expensive and unlikely. Past roadway improvements have been over budget and a major drain on city reserves. • Transit is unlikely to be a significant factor in the future in reducing traffic in Sammamish. The new light rail still requires at least one – possibly more – connections vs. driving in a car. This is a huge disincentive. • King County Metro has historically been reluctant to add or significantly improve our bus service. The odds of this changing are not good. There is no realistic plan for a transit hub. • Improvements like shelters and protected crosswalks at stops are needed to make bus riding safe and more attractive. These will have a cost. Public Safety Considerations: Emergency response times will go up everywhere due to increased traffic congestion with full TC buildout. Different and more costly – police and fire fighting resources to handle new policing and fire-fighting challenges will be needed. Higher buildings have different firefighting issues. Additional training will be needed across EF&R. Crew sizes will increase. Additional ladder trucks that can reach the top of a 12-story building will have to be acquired. At least two (possibly more) such units will be needed, notwithstanding mutual aid agreements with other fire agencies. The cost of these trucks is several million each. They also require larger crews than our current fire trucks. In addition, an additional – or significantly enlarged – fire	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

station may be needed to house these larger trucks and staff, and to maintain current response times. Emergency Evacuations: In the event of earthquakes, severe storms, and wildfires any large-scale evacuation from the Plateau will be very difficult or impossible due to the limited number and relatively restricted capacities of the exit options. Earthquakes, wildland fire, and heavy winds can result in multiple road closures. Recent wildland fires elsewhere resulted in massive traffic jams. Our recent windstorms highlighted the need for well-designed community access routes with an ability to handle large surges in traffic volume. Adding several thousand more residents in the middle of Sammamish will likely add to an already totally chaotic mass evacuation. Emergency services will be difficult or impossible to deliver. The closure of Sahalee Way over the past July 4th holiday, combined with the reconstruction of Louis Thompson Road provided a view of the gridlock that might occur. Schools and Parks: A larger Town Center will also bring in many additional children – perhaps 500 – 1,000. Sammamish schools already have the largest class sizes in the Lake Washington School District. Additional facilities and resources to deal with this increase will be needed. The same is true for our city's parks. • A new school – and staff – comes with a cost that will largely be borne by current Sammamish residents and it will not be cheap. • New schools in the Town Center zone plus more school busses will further aggravate an already bad traffic problem. • City sports fields are already overscheduled and under pressure for access by the school districts and sports clubs. Many have already been converted to all-weather turf and that added capacity has been absorbed. Most sports facilities will continue to be under neighborhood pressure to restrict nighttime use. Water and Sewage: Potable water use will increase and add to demand and potential storage needs. Both water districts indicate there is currently sufficient supply. However, per district management, the population increases proposed for the Town Center will require water supply above that previously identified in utility district plans. The increase in sewage will further stress a system which has already needed to make local capacity improvements due to the regional system not providing adequate conveyance to treatment facilities. The	

planned diversion line to King County's Brightwater sewage treatment plant has been delayed until 2037 by King County. Sammamish's sewage capacity will need to be reevaluated based upon developer plans, and additional capacity may need to be added to accommodate the additional demands from the increase in Town Center units. This may result in another building moratorium. Adding sewage capacity is extremely costly. It may require digging up a good deal the East Lake Sammamish Parkway and/or the East Lake Sammamish Trail, further increasing total project cost. Is this affordable? Unlikely. Storm Water & Lake Sammamish Kokanee: Town Center is at the headwaters of both the Ebright and Zackuse Creeks, two of our best Kokanee Salmon spawning streams. These two streams also support a significant year-round resident trout population. This city has spent many hundreds of thousands of dollars to preserve the Kokanee. This 15+ year regional joint effort and investment is showing positive results and should not be endangered by increasing the development at the headwaters. Large variations in runoff are very harmful for salmon and trout, adding significantly to their survival challenges. Stream "flashiness" rises in direct proportion to the amount of runoff and frequency from hard surfaces in this area. Dry season normal stream flow rates may also decline, perhaps substantially, due to more limited ground water recharge. Paved surface area runoff is warmer than other runoff and increases stream temperatures – not good for salmon and trout. Adding concrete and asphalt in Town Center worsens this problem. More vehicle trips increase pollutants deposited onto city roads. Brake lining materials and 6PPDQ from tire dust are fatal to salmon and trout and a significant ecological issue. Future Growth: It has been suggested that increasing Town Center densities is a way the city can handle ALL of Sammamish's future growth requirements arising from King County growth objectives. This is false. Future Sammamish growth cannot legally be restricted to only the Town Center area. Many lots all over Sammamish already have higher density underlying zoning with lower as-built densities. These are candidates for future redevelopment by both current owners and developers who will seek to have their properties rezoned to allow higher densities for financial gain. Court decisions side with property owners in allowing infill development in contested situations. Increasing Town Center densities will not stop normally organic development and redevelopment elsewhere in the City of Sammamish. That theory is unrealistic.	

City Finances: Town Center is NOT the answer to the city's current financial challenges. The added infrastructure and service needs will increase future city costs more than the added tax revenue. THE TOWN CENTER PROJECT IS and WILL REMAIN FINANCIALLY NEGATIVE FOR SAMMAMISH! Concurrency – the standard for provision of services to the public by their government – does not apply just to traffic. It relates to the adequacy of all aspects of civic services and infrastructure. It is doubtful that Sammamish will meet those standards given the proposed Town Center changes. We need a much more inclusive and robust city-wide review and analysis plus discussion of these many significant issues. Remaining with the current plan limits and conditions is the best option. The proposed density increase will stress current city transportation, public safety, school, and water services. It will not limit future city growth elsewhere. It will add to future city financial deficits. It will result in a very different – and degraded – Sammamish from that currently enjoyed by our residents – and voters. Maintaining our quality of life is the real issue. THIS DECISION SHOULD BE MADE BY CURRENT SAMMAMISH RESIDENTS IN A PUBLIC VOTEIN THIS NOVEMBER'S GENERAL ELECTION.	
I have lived in Sammamish for 35 years so I've seen many changes. We moved here for the green space and appreciate the parks that have been built. I visit the S Commons frequently to run and also walk the dog so I drive and walk along 4th and 228th. I can tell you that the improvements along 4th in no way can accommodate the buildup of apartments underway currently and I cannot fathom how people who will reside in the 2,000 more units and the cars that will be added to our traffic will manage this growth. We don't have the infrastructure (even I, who knows little of urban planning can see this). And you wish to make it 4,000 more units? I realize we have an affordable housing crisis in king county. We can do a better job of planning, Sammamish! The kind of density you seek is more often found in city centers and to accomplish that we would need more infrastructure- roads, transit etc. I believe people move here for the tranquility and beautiful natural environment. If we eliminate those features. We kill what makes Sammamish special. The city says it aims for sustainability but I don't see that in its development. Also, with regard to growth and accommodating more people, what is the evacuation plan for when wildfires hit or an earthquake sets off landslides? These are not minor issues. I do not see anything in your development plans for this.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Affordable Housing. • Emergency Services and Evacuation. • Sustainability.

The increase in traffic on out main arterial will create a choke point on 228th and create overflow heavy traffic on surrounding area streets where there is no plan nor money for added capacity. We do not have adequate transit and Meto has made it clear that is not in our future. Emergency evacuation off the plateau is a looming disaster waiting to happen from additional traffic gridlock. Our present fire and EMT cannot handle the high building height proposed. We will need additional capital investment of monies that we do not have. Schools are already overcrowded. Large increase in population will force students to be bussed off the Plateau. Water and sewer infrastructure is adequate now, but will the projected increase in units require demands that will stress our current systems? The significant run-off of pollutants from the Town Center and additional traffic will threaten our already endangered Kokanee salmon. The headwaters of Ebright and Zakuse Creeks are right at the TC site! We have already reached out Growth Management Act target. The new, proposed zoning changes lay the groundwork for higher density building in other areas of the city. Possibly putting us into the "Regional Growth Center" category. Proposed parking at the TC looks to be woefully inadequate if there is any event at the so-called Town Square (development funded by our tax dollars). It looks as though the amenities of "walkabllity" and Town Square for "gatherings" will be available mostly to the people who live in the TC. The increase in traffic on out main arterial will create a choke point on 228th and create overflow heavy traffic on surrounding area streets where there is no plan nor money for added capacity. We do not have adequate transit and Meto has made it clear that is not in our future. Emergency evacuation off the plateau is a looming disaster waiting to happen from additional traffic gridlock. Our present fire and EMT cannot handle the high building height proposed. We will need additional capital investment of monies that we do not have. Schools are already overcrowded. Large increase in population will force students to be bussed off the Plateau. Water and sewer infrastructure is adequate now, but will the projected increase in units require demands	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Transit Needs. • Parking. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

that will stress our current systems? The significant run-off of pollutants from the Town Center and additional traffic will threaten our already endangered Kokanee salmon. The headwaters of Ebright and Zakuse Creeks are right at the TC site! We have already reached out Growth Management Act target. The new, proposed zoning changes lay the groundwork for higher density building in other areas of the city. Possibly putting us into the "Regional Growth Center" category. Proposed parking at the TC looks to be woefully inadequate if there is any event at the so-called Town Square (development funded by our tax dollars). It looks as though the amenities of "walkabllity" and Town Square for "gatherings" will be available mostly to the people who live in the TC. On an issue that is so important to our future, the City should adequately notify the residents and put it out for a city wide vote with a ballot.	
While plans for Town Center have shortcomings, the No Action Alternative leads to worse and worsening outcomes, as demonstrated now partly by current land-use development and traffic patterns. In addition the Draft Supplemental Environmental Impact Statement misses important traffic impact from emergent and future delivery. Whether we work from home or return to office, we already see added traffic from e-commerce delivery, and will soon add autonomous taxi and autonomous delivery. The Draft SEIS neglects emerging and surging growth, greater than and added to population-modeled growth. The World Economic Forum studied this issue and reports growing post-pandemic delivery demand by 2030 will add 60% to current traffic and emissions growth. Delivery and service traffic already comprise about a quarter of daily weekday traffic in my cul-de-sac. In five years sixty-percent more traffic added to school-bus delays, rush hours, and school pickup queues would push many more intersections here to level-of-service failure and help break concurrency. https://WEforum.org/stories/2024/10/sustainable-deliveries-cities-companies-logistics/ https://reports.WEforum.org/docs/WEF_Transforming_Urban_Logistics_2024.pdf Mathematicians describe the connectedness of networks using metrics counting the number of adjacent nodes connected to any given node. Rectangular grids thus have a connectedness	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Noise. • Sustainability. • School Capacity.

averaging 4. Suburban street networks, though, seldom connect in rectangular grids and have a much lower connectedness metric. We go east, spiral three turn rights to go left, then go north and wend our way out from culs-de-sac. A disproportionate surge of delivery traffic combined with poorly connected suburban street networks thickens excess unforeseen traffic, concomitant pollution, noise, problematic traffic safety, injury, and death, poorer quality of life—made worse all by laden and dead-heading, driven and autonomous, passenger and delivery vehicles. Emerging delivery traffic induced evenly across the whole city harms our suburban street network more than a highly-connected grid, and causes harms greater for the No Action Alternative than for a connected compact Town Center, which better suits delivery by carriers, bicycle, carts, and even walk-in pickup.	
I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation is 4000 a cap or an opening to further expansion?	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability.
Although there are changes to street intersections and other minor changes, there is no mansion of adding lanes to 228th. Traffic will really increase on 228 because the people coming into all of the additional housing will not be working in Town Center. Adding buses to the mix will still not alleviate all of the traffic problems. Adding height to the buildings to add 2,000 residence does not increase the availability for commercial restaurants, retail, etc. I don't see how you can add enough restaurants and retail shops to handle the city the size of $8,000 let alone the rest of Sammamish. There would be a lot of new residents with children which would require additional schools in the area. That would require additional property taxes to be able to pay for the schools that would have to be built to accommodate. Property taxes are already inordinately high. School buses added to the traffic mix on 228th to accommodate the children from the Town Center would also exacerbate the transportation issues. I vote to leave the town center at 2000 units. Issues brought up in the do-nothing scenario can be	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

addressed separately without having to add 2,000 more housing units.	
We cannot have this much growth of housing without redoing our infrastructures for road schools and emergency services.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Emergency Services and Evacuation. • School Capacity.
Comments on the Draft SEIS I don't think that the alternative plan for the higher residential use up to 4,000 identifies all of the impacts and potential need for additional non-motorized transportation projects. With the existing Metropolitan Market being located on the west side of 228th Ave NE, and a substantial amount of the housing increase in occurring on the east side of 228th, I think that pedestrian and bike safety improvements will be needed for the SE 4th Street and 228th Ave NE street intersection. With the development of a future mobility hub to the north along 228th Ave NE, additional pedestrian and bike traffic will be generated on the existing 12 foot wide walking and biking facility on the east side of 228th. This existing biking and pedestrian trail will need lighting and upgrades in signage and careful design treatment at the intersections. This set of signage and intersection design are not identified in the Draft SEIS. Considering that access to the Safeway shopping center to the north and safe access to the Metropolitan Market across 228th Ave NE to the west will occur in low light and adverse weather conditions. I don't see that the transportation analysis included a review of existing pedestrian/vehicle accidents at the SE 4th Street and 228th Ave NE. There is already considerable pedestrian crossings at this location during the lunch time. Permanent housing on the west side will increase pedestrian or bike access across 228th Ave NE during morning and evening high vehicular traffic hours as well. The SEIS does not identify any potential need for crossing/lighting improvements at this intersection or along the existing bicycle/pedestrian facility on the east side of 228th Ave NE. It is possible that transit improvements to 15 minute headways, which would dramatically improve transit access, may be delayed some number of years until closer to full buildout. In the years since I and the then City Council voted for a town center at this location, there has been no public announcement of a transit hub or specific dates identified for improved bus access. The SEIS should include a realistic schedule for transit improvements and identify the need for street intersection and bikeway/pedestrian improvements	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs.

early on in the development of the higher density Town Center. I don't see mention of recent discussion of a new park purchase and development on the west side of the Town Center. I would think that the topography of the Town Center would benefit from two smaller parks with one of them located on the east side of 228th Ave NE so as to provide much improved pedestrian access to park facilities. Particularly with the western portion of the Town Center being already being served by the existing Commons park.	
Comments on Town Center Plan & Code Amendment Draft SEIS: Summary: The overall document sets a tone of bias toward the Action Alternative since no attempt was made to update the No Action alternative to even comply with current law, or current conditions, much less create a viable alternative to the Action Alternative. In addition, the Determination of Significance states that there will be a significant impact on the environment, but then also states that conditions haven't changed significantly since the 2007 EIS originally prepared, allowing the limited SEIS process to suffice. Evaluating only transportation and housing, renders the document lacking in addressing other current conditions that have also changed significantly and will have major impacts from the proposed new plan. For example, current conditions need to acknowledge that Federal, State and King County Wildlife Interface Policies now require cities to address wildlife interfaces, even within the Urban Growth Boundary. Considering the near extinction of the Sammamish Kokanee salmon, and the investments made by many jurisdictions and individuals to save them, protecting the recovery of the Kokanee salmon and establishing relevant regulations as part of the Town Center Plan and code requirements need to be evaluated and included. In addition, Sammamish residents enjoy frequent interactions with deer, bobcats, bear, bald eagles and all native birds to Sammamish, creating the unique combination of suburban amenities and the natural environment. The EIS is inadequate in addressing the Town Center impact on streams, lakes, and biodiversity of both plants and animals. A full evaluation of all the environmental impacts should be completed and added to the SEIS. In addition, in 2007 the City had no Urban Forest Management Plan, and although one has been adopted, it has not been fully implemented. The impact of this plan and full implementation needs to be addressed and incorporated into the Town Center Plan as part of its environmental mitigation.	Thank you for your comment; it has been noted for the record. The SEIS compares the Action and No Action Alternatives based on current zoning and regulations - SEPA effectively requires these two to "bookend" the universe of possibilities available to the City, and that the City's Preferred Alternative exist somewhere within that spectrum. Overly flexible regulatory tools are certainly a difficult balance to strike, and the updates proposed aim to replace discretionary processes with clearer and more measurable form-based standards and elements such as the Eco-Factor. Incentives will also play an important role, but elements such as affordable housing are proposed as mandatory, not optional. References to the Town Center's possibility of designation as a PSRC Regional Growth Center are aspirational, and are not determining factors for development feasibility. The City still aims to provide additional transit service and other amenities as the Town Center continues to densify over the coming decades. Based on your comment, we also suggest you review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Aesthetics. • Density. • Transit Needs. • Parking. • Sustainability. • School Capacity.

In general, the use of incentives as a means to somehow achieve the City's goals related to the Town Center is ineffective. Incentives are what has created the complexity in the current regulations. Creating completely new requirements such as form-based code, modified transfer of development rights program, and Eco-Factor adjustments result in an unpredictable outcome that will surely not yield what is expected, just as the existing incentives are not yielding expected results. An evaluation of the potential failure of these highly flexible policies should also be included in the EIS, and steps identified to mitigate those impacts identified. This applies to the actual form of the buildings, the number of affordable units, the impact on sensitive areas and adjacent existing land use, vehicle traffic models, transit availability and the timing of expansion with relation to the timing of available infrastructure to support the project. Any new regulations need to be enforceable and predictable, not riddled with variable interpretations and subjective decisions. The EIS should include analysis of the worst case situation, not just the best case as is presented in this document. Then mitigation can be created that protects the City and its residents from misuse of the flexibility of the proposed new code. It is a common statement by City Councilmembers that multifamily development is more environmentally friendly than single family. This is only true when multifamily development follows appropriate environmental standards. In the Town Center case, projects consistently state that incorporating low impact development standards are not feasible and therefore are not enforced. Single family homes typically save more trees than multifamily buildings which usually clear all land from property line to property line in order to install stormwater vaults, underground parking, or the support structure to build multi-story buildings. While multifamily buildings house more people per acre, the acreage itself is covered with far more impervious surface than single family homes. The whole issue is debatable and should not be used as justification to promote taller buildings, unless they are built with high eco-standards for energy efficiency, building materials, wildlife preservation and site preparation. These need to be requirements, not bonus opportunities. Finally, the current Sammamish Comprehensive Plan adopted in December 2024 complies with the Growth Management Act as it stands, without modification to the existing Town Center Plan. While an update could be useful, especially as it relates to the issues mentioned above, there is no requirement that Sammamish add 2,000 more units to the existing plan.	

In summary, a third alternative, to evaluate 2,000 units with updates for conditions and laws inforce today needs to be developed, including a more complete analysis of the impacts and mitigation related to the issues above. Community Values: The Summary states that the new plan aligns with Sammamish's community values. This statement is simply not true, based on the overwhelming public response against expanding the number of units and changing the original proposed layout. Note that the original plan from 2007 also included promises of adding transit, being pedestrian and bicycle friendly, and adding civic and retail benefits to Sammamish. And above all, the City has permitted development that now prevents a transit center from being included in the best location (where the plan was not followed and Met Market was allowed to be built) and also allowed multifamily development that did not dedicate space for the planned road that would have provided additional access to the multiple schools fronting on 228th Street. What assurance does the community have that promises being made in this SEIS are actually deliverable? Permits, Licenses, and Approvals Likely Required for Proposal: If an additional alternative action is preferred, how is that option incorporated into the Final SEIS? Will there be another opportunity to comment on an additional option if one is added? What is the process for approving the Final SEIS, and how does that relate to the "decision-making on Plan amendments"? Aren't those two separate items? What is the impact of a Planned Action Ordinance? Does it only apply to the transportation and housing elements of an EIS, so if there are other environmental impacts of a proposal, an EIS or SEIS could be required to address items not addressed in the current document? 1.1 Introduction: How are Sammamish's scenic character and environmental assets protected when the SEIS only addresses transportation and housing? The updated plan needs to incorporate wildlife interfaces, Urban Forest Management Plan and critical areas beyond the Town Center boundary that are impacted by its development. None of these are addressed in the SEIS. And from the hundreds of responses to the proposed increase in units, it is clear that the Action Alternative does not align with community values. Affordability housing regulations should be referred to as "inclusionary", not "mandatory". They are policies	

that have a purpose, but to call them mandatory implies that communities have no choice in their implementation. Please identify specifically what additional "robust environmental protections" are being included. Are there any specific environmental protections that apply to the Town Center that don't apply to all the rest of Sammamish development? Unless there is something being added in this SEIS, that statement doesn't ring true. Please explain how the highly complex new code proposals streamline the permitting process, other than providing less oversight by the City? How does the form-based code protect adjacent uses from incompatibility? 1.2 Background: Regional Context Citing VISION 2050 as supporting "growth in centers near transit" is a stretch. Sammamish does not have existing transit to support a center anywhere. The Town Center is actually creating a center where no services exist, which is more inconsistent with VISION 2050 than consistent. That being said, the Town Center Plan already exists and is in progress. Expanding it would not be consistent with VISION 2050 without at least having Sammamish transit facilities included in the regional transit plans, which are none or limited to shelters or bike lanes. Low-impact development standards have not been implemented in the existing Town Center, and these are now being proposed as incentives for the updated plan. Given that the reasoning for not including them in the existing development is that they are not feasible. If they are truly not feasible, then using them as an incentive will surely fail. Low impact development standards should be part of the basic requirements, not an incentive. The document should clarify that Sammamish is part of the Cities and Towns region in the VISION 2050 document, and our growth targets are negotiated as part of the regional planning process. This document should not take the political opinion that we are forced to do anything. The regional process includes our participation, and the growth targets are approved by the City Council before being submitted for King County approval. And the 2024 Comprehensive Plan Update already meets the regional planning requirements without any expansion of the Town Center. 2024 Comprehensive Plan Update Using the language "creating the necessary framework for a safe, efficient, and eco-friendly transportation network" implies there is only one way. How about	

using inclusive language in the document and strike the word “necessary”. Also remove references to the “PSRC Regional Growth Center”. Sammamish does not meet the following requirements to be designated a Regional Growth Center: Existing Conditions: existing infrastructure and utilities can support additional growth in the center, includes a mix of both housing and employment, has bicycle and pedestrian infrastructures and a street pattern that supports walkability, existing density must be at least 18 activity units per acre, target density must be at least 45 activity units per acre (with sufficient zoned development capacity to allow development higher than the activity unit target), have existing or planned fixed route bus, regional bus, Bus Rapid Transit or other frequent and all-day bus service (frequent defined as at least 16 hours per weekday and 15 minute headways), evidence that the center will play a clear regional role by serving as an important destination for the county, and is planning to accommodate significant residential and employment growth. Sammamish is not able to demonstrate all these criteria and should not rely upon being approved as a PSRC Regional Growth Center. Draft Town Center Plan Update Regulatory Context The Transportation Master Plan was adopted in 2024 with the statement from the dais that it was incomplete and would need to be updated in 2025 before they would be complete. Hence this EIS is being based upon an incomplete TMP which doesn’t include timing or cost of most of the projects within the Town Center. In addition, as adopted, it lacks adequate analysis of roads outside the Town Center, since all the projects are being evaluated in the context of their impact on the Town Center. For example, East Lake Sammamish Parkway has no projects proposed between Louis Thompson Road and the northern boundary of the city, yet the traffic model for the Town Center directs traffic away from the Major Arterial, 228th Ave SE, and down to the Parkway. Because of the lack of concurrency standards for corridors, there will be no mitigation required for this obvious huge impact as a result of the Town Center traffic coming and going to the Redmond Link Rail #2. GMA The overriding purpose of the GMA is to encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. Town Center does not meet this requirement. The goal to reduce sprawl is met by confining urban	

development within the Urban Growth Boundary, not by building density everywhere inside the UGA. Sammamish's proposed expansion is not based on regional priorities, which are met based on the existing comprehensive plan with neighborhood centers and middle housing, and the Town Center maintained at 2000 units. Please confirm that there is no City obligation to create a profitable environment for any developer. Market conditions change, and having the City try to manage growth based on market conditions is futile. That is a developer's expertise. Citizen participation has been driven by local community groups in Sammamish. The actual process employed to develop the Town Center Code Amendments did not involve the public. The results were shared with the public once they had been developed. This is a common practice, but leaves interested members of the public out of the process until it is difficult to influence the results, and other stakeholders have already had their influence. For example, why are there not more comments on the SEIS from stakeholders? Because they have already had the opportunity to mold the proposals before they were released to the public. I hope that in future city processes, ordinary citizens have a role at the table up front. The environment will be damaged by the Town Center development unless Sammamish enforces stringent environmental standards. Evidence so far in the current projects is that little attention is paid to potential environmental damage (see the stormwater drainage design for Brownstones which directs stormwater through the Commons Park, existing wetlands and ultimately to Ebright Creek which is being restored for Kokanee spawning habitat). PSRC VISION 2050 and City of Sammamish Plans Note the requirements for EXISTING conditions identified above. Having a goal of becoming a Regional Growth Center in the Comprehensive Plan does not create qualifications. The goal in the Comprehensive Plan uses the working "pursue in the future". It has been six months since that was adopted, which doesn't really feel like the future. Referencing City of Sammamish Plans does not create qualification with existing conditions. Please address existing conditions for qualification. As mentioned above, the TMP was incomplete and not comprehensive, requiring update in 2025. Until this plan is updated, it's difficult to analyze actual transportation plans for Sammamish, especially for	

facilities outside the Town Center and the impact of the development on those facilities. Goals and plans do not equal action. 1.2 Outreach Information How many discrete individuals participated in the myriad of meetings cited as robust public participation? 1.4 SEPA Process and Public Comment Please explain the impact of the Planned Action Ordinance. It is not clear whether environmental impacts other than Housing or Transportation would be evaluated for individual project proposals. That seems like a HUGE lack of oversight. Supplemental EIS The Supplemental EIS is inadequate in that it only evaluates housing and transportation. With the Planned Action Ordinance proposal, it is critical that the Supplemental EIS also address impacts on tree canopy, wildlife interfaces, streams, lakes, etc. especially since there are so many critical areas within the boundary of the Town Center, and the mitigation of those is vague at best. Mitigation should be clearly identified using the Urban Forest Management Plan, Critical Areas Ordinance and other regulations that assure protection of the environment. Please specifically identify the “impacts identified as part o the 2007 EIS that have not changed”, so the determination that no additional study is needed can be addressed. Scoping Note that the responses to the Scoping document were overwhelmingly against studying more units. With the combination of other conversations outside of the SEIS, it is clear that there is an intent to actually increase beyond the 4000 proposed once the 4000 is approved. In addition, the elimination of the 150 ft height limit for the purpose of this document can be restored by the City. Other potential environmental impacts include: loss of Kokanee salmon recovery, loss of tree canopy, additional of middle housing and its impact vs Town Center, climate change impacts, delay in sewer connection to Brightwater causing multiple sewer improvements to maintain service, PFAS contamination in wells that is spreading, reduction in the oxygen layer in Lake Sammamish which impacts Kokanee salmon survival, loss of wildlife diversity, loss of native plant diversity, impact of tire residue on water quality (whether buses or cars), loss of wetland and riparian buffer health due to infill over the past 18 years, and	

emergency response and evacuation plans/times. These should be addressed along with proposed mitigation. Draft SEIS The constant touting of pedestrian and bicycle improvements has nothing to do with the Town Center. Road standards already require sidewalks and bike facilities, and an effort is underway to improve connectivity all over Sammamish. Those improvements are not dependent on the Town Center and would be required regardless of the number of units. Final SEIS Will changes to the Draft SEIS be incorporated? Or does the document remain the same with answers to comments the only update? 1.5 Impacts Land Use The comment that No Action would see low-to moderate density patterns without affordable housing doesn't make sense. Wouldn't the middle housing elements still take place everywhere? And there are multiple neighborhood centers being evaluated as well? Won't the impact of both increasing the Town Center AND Neighborhood Centers combined still achieve growth targets, and facilitate transit development across the Plateau, perhaps in an even better way? To state that there is only one option isn't an adequate response. And any incentives developed have to be carefully evaluated since they often don't work. For example, the affordable housing fee-in-lieu strategy is more likely to stifle ALL housing development, not generate more affordable housing. Why is there no acknowledgement of the potential impacts of the Action Alternative with mitigation? Transportation I don't understand the transportation results. Didn't the No Action alternative have all the same roads except the SE Connector? And didn't prior traffic studies show that there would be multiple intersections failing concurrency? What assumptions are being made to get to the conclusion that even adding 2000 more units doesn't impact the traffic significantly? That defies logic. Significant Unavoidable Adverse Impacts This Draft SEIS does not address any adverse impacts. All the negative impacts derive from the actual buildings, and since only land use and transportation are being evaluated there are no impacts. Buildings higher than 45 feet should require shadow studies.	

There could be negative impacts from these. All the other environmental impacts I've identified elsewhere in my response are also adverse impacts, that the community considers significant and adverse. They are only avoidable if regulations protect them. This is also the place to recognize the potential for tall building sprawl. It is obvious from the modified land use map that the west side of the existing Town Center is not being buffered to the adjacent existing single family homes, and there have already been attempts by developers to tie up adjacent properties for future Town Center expansion beyond the current boundaries. Sprawl doesn't only apply to single family. Sprawl can also be offices, retail, and multifamily, only when these sprawl it results in loss of most of the natural environment. An adverse impact of high density in Sammamish is taking density away from other communities who already have sufficient transit, employment, and commercial development to support additional housing. 2. Alternatives Overview More than one assumption scenario should be used to compare the two options, for example a low and high assumption for each? Why isn't the land use impact of changing from Civic/Commercial Building area analyzed. Just showing the square feet doesn't describe the actual impact. Why are the Public Parks 4 acres less in the Action Alternative? What assumptions are being included in the Streams, Wetlands & Buffers open space? Does this include all of the land identified in the maps as sensitive area? Given footnote 2, it appears that these sensitive areas may not all be preserved. No Action Alternative Land Use Isn't most of the reason the 2007 plan wasn't realized due to the length of time it took to accumulate enough property, two years of pandemic impact, intermittent moratoriums for either transportation or sewer, and fluctuation in markets? To blame all of the delay on zoning and regulations seems hyped up to promote the increase to 4000 units. And the pace of the 2007 plan doesn't have any impact on compliance with the GMA. The 2024 Comprehensive Plan was approved without change to the Town Center. There should be analysis of the impact of middle	

housing changes in the whole city before expanding the Town Center to 4000. We could easily end up with high density, limited to no transit, and many additional units spread all over the city. That scenario should be evaluated. Transportation The same road improvements are included in the TMP for either alternative, and new public works standards would be applied as well. Those would not be jeopardized unless the City chose to eliminate them.. As for projects whose current funding is jeopardized, the City should not be taking money for future potential changes that may never happen. Using that as a reason to support 4000 units instead of 2000 is not an adverse impact. It is an example of the City not being realistic in its plans. Action Alternative Highlights Simplifying the code is not a benefit of the Action Alternative. It is a requirement for ALL regulations. As mentioned previously, high density is not necessarily better for the environment. It depends on what is built, how it's built and whether low impact development standards are employed. Development in the Town Center has not used low impact development standards yet, nor employed solar power, live roofs, LEED building standard or preservation of natural areas. Benefits from combining more units are offset by other greater impacts from high density development. There's an opportunity to actually demonstrate truly environmentally responsible development, but our code does not require these. Incentives are not the best way to achieve these goals. They should be required. Explain and provide examples of building built in a "hybrid form-based code" vs today's unit-based code. How would these differ? The Action Alternative also contains convoluted bonus calculations, including eco-frame, determination of affordable unit requirements, etc. The eco-frame bonus items should be required in the code, not trade-offs for more density. Currrently the proposed zoning map shows Urban Mixed up to 50 feet along the western border which is presumably single family. Please clarify why the western boundary doesn't share the same wedding cake impact as the other boundaries? So is it the increase from 70 to 85 ft that allows the Urban Core to completely change the financial viability of the project, or is it the code changes? It seems like the code is a greater impact than height limits, but the	

analysis is not clear. Is the Notch property the only Civic area remaining, and if so does it include the acquisition of additional property as was budgeted from the Parks budget? Where is the structured parking planned? Wherever structured parking is built, there will be zero tree retention. Please clarify where this would be allowed? Does the new code provide better tree retention standards? What would make this project stand out would be the incorporation of buildings into the natural environment without destroying ever large tree. The benefits identify “consistent design standards”. What would these be? The City has historically told residents that it is difficult to enforce design standards, so what is being proposed that would actually impact the design. And how do you incorporate what has already been approved without consistent design standards? "Seeks to preserve and enhance" and "should enable additional design options" are not words that inspire preservation and conservation. What exactly will be the required preservation and conservation. Given that the prior applications in the Town Center have included reports from consultants stating that "low impact development features such as bioswales or vegetated buffers" were not "feasible", how do the new requirements actually deliver on vague statements like "seeks" and "should". And if the low impact development features are feasible in future Town Center development, why have they been deemed "not feasible" in applications received previously. Note that this is not supposed to be infeasible based on economics, but should be based on geology, soil conditions, etc. If these are feasible in the Action Alternative, what makes them not feasible in the No Action Alternative? Is financial feasibility part of requires SEPA analysis? If so, we need to evaluate ALL of the financial impact. Most of the language in the Action Alternative reads like a marketing brochure to attract developers. How will the City deliver on all these glowing statements when Town Center building up to now has included multiple variances and modifications to the original plans? The same Intersection Improvements and TDM standards should be incorporated into the No Action plan as well if they are actually beneficial and cost effective. Who will pay for these streets and amenities? Explain why the buildings under the No Change option prevent modification of street standards? The only	

reason interim standards are being used is that the City hasn't implemented new standards, not because the current zones prohibit any improvements in the street designs. The environmental impact of improving SE 4th/228th Ave SE intersection is huge. The existing roads already encroach on wetlands that are tributaries of George Davis Creek, which is a key Kokanee salmon spawning stream. Millions are being spent to restore that Kokanee run, and millions will be required to mitigate the impact of widening that intersection. The environmental impact statement should include addressing the establishment of a wildlife corridor at this location when the intersection is improved. Even with the expanded Town Center, Sammamish will rank lower than most other urban areas vying for expanded transit service. Current transit plans are stretched thin for funding. The city can pursue transit improvements but they will be competing with a myriad of other communities with higher needs. Summary Analysis of the Action Alternative Both alternatives would still have improved street networks and better multimodal connectivity. The blatant attempts in this document to illustrate that 4000 units actually has nearly zero impact on the community seems disingenuous. How is it possible that transportation will only have a very small impact adding 2000 units? Based on review of results in Redmond where Town Center-style development has been built along with updated highway ramps and light rail, Town Center developments create islands because of traffic congestion and parking challenges. Shoppers and diners from outside the area avoid those areas due to lack of parking and traffic congestion, even with good bus and rail service. Sammamish will not see that level of bus service for many years as they are not even part of the current transit plan, which is built around regional transit needs. The document seems to be written simply to provide economic viability for the developer, and gloss over the impact on Sammamish. The City has already allocated funds to build road for the Town Center, and 100's of millions of dollars will be needed to build all the roads identified in the plan. R The analysis of the form-based code and incentives are broad and general, do not provide detailed examples of how buildings would be impacted, and leave a lot of uncertainty. It certainly does not evaluate the potential adverse impacts and provides inadequate analysis.	

Aesthetics Given the statement that consistent design standards can be applied, why wouldn't the Town Center be able to maintain some of the natural environment characteristics instead of converting Sammamish to downtown Redmond-style "urban core with dense housing". Provide an example of what would be possible to retain the character of Sammamish in design? 3.3 Impacts Impacts of the No Action Alternative Comparing Sammamish growth to Seattle Metro growth is completely irrelevant. Sammamish had barely been formed as a city twenty years ago and is on the edge of the UGA without freeways and highways. Those same impacts affect the Action Alternative. Affordable housing goals are already achievable in the existing 2024 Comprehensive Plan. The implementation of fee-in-lieu for affordable housing has not been tested in regard to its effectiveness in either generating funding for affordable housing or incentivizing affordable housing development People living in the Town Center will still primarily travel outside the City for employment, just as residents do today. The idea that residents in the Town Center will want to live, work and play in the same neighborhood is questionable. Even with a robust Town Center, people will continue to be drawn to other areas. Why was Figure 14 included from 2012 when the Town Center developer only had accumulated the land to build much later. And the chart doesn't compare apples to apples. Either compare Sammamish home price to income, or the County home price to income. What is the significance of Figure 15 to housing in Town Center? Sammamish will always be more expensive due to the high percentage of view and lakeside property. The idea that every city should adjust their land use until they have the same statistics for income and housing cost is incomprehensible. Although the Kidder Matthews forecast indicates the current TC 5-1 are not financially feasible, that is based on current market conditions which include high interest rates and high inflation. The current information is a point in time and shouldn't be used to predict the future. Regardless, the affordable housing goals can be met outside the Town Center. Furthermore, it is not the City's responsibility to make sure a developer can make a profit high enough to build. Sammamish is currently spending millions of taxpayer dollars trying to get the Town Center to be	

feasible. These are resources the City does not have. Impact of Action Alternative Of course the actual development would be more feasible if the City contributes millions of dollars to promote the development and build infrastructure. So would the no action alternative, with City contributions. Where would the parks and plazas be located? How would the wetlands that serve George David Creek be preserved? The same dynamic neighborhood would be formed with 2000 units. What evidence is there that more density creates a more dynamic neighborhood? Downtown Redmond still has constant traffic jams because people still drive to other places for entertainment, jobs and shopping, The same would be true in Sammamish, only worse without adequate public transit, and traffic compressed into one small area. The revised zones automatically increase the size of the Town Center by moving areas that were originally designated for "overflow" for future expansion are now designated to be built. That alone provides more flexibility for the Town Center without adding units. Shadow studies in other cities start at 45 feet. Why is this proposed at 70 feet, and referred as "could" and not "would"? And while there is lots of language about design standards and use restrictions, the specifics are not identified or evaluated in the Draft SEIS. All of the so-called mitigation measures use the words "could", "should	
I strongly oppose increasing the number of units in the proposed development. First of all, my children attend LWSD, and the schools are already overcrowded as it is. Until a firm plan is in place with the school district on how to handle all these new families, I believe it would be detrimental to the education of all children. Additionally, I am unsure whether the current traffic studies are accurate. It can take about 45 minutes to get from Pine Lake to Inglewood Hill Road when all the schools on that road are starting or ending their day. Not sure how this was accounted for in the current traffic studies. Please proceed with caution before we destroy the city of Sammamish that has been great to me and my family.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • School Capacity.

I am writing in support of the "No Action" alternative. This option will already have serious implications on the City of Sammamish. It will increase traffic congestion; increase school capacity beyond what is available; and will increase environmental concerns and stormwater run off that ends up in Lake Sammamish. I reviewed the TC plan and the DSEIS. It seems the current City Council is addressing age old problems of affordable housing on the Plateau and has unrealistic goals of creating a walkable TC. Just take a look at Redmond who has built multiple high rises with the goal of a walkable community. It is now gridlock almost every hour of the day during the week and on weekends. In addition, let's be honest, it is downright ugly. What was once a beautiful suburban community, is now a concrete jungle. Sammamish is a suburban community. If people wanted to live in Seattle with high density housing, they would. We have chosen not to live in an urban core with dense housing. There seems to be much focus on what the impact will be on 228th. This will definitely cause issues on 228th, but the East Lake Sammamish community is once again forgotten. The East Lake Sammamish road is also a principal arterial. Our community area has often gotten the short end of the stick on every school boundary study, etc. I live on East Lake Sammamish Parkway. Currently, even without the planned growth, it is often next to impossible to even get on the road during peak traffic hours. What would happen if there was a fire or an emergency and people on the Plateau had to evacuate quickly? Even with the expansion of 2000 units, this will be a safety issue. Not to mention an additional 2000 units. The Action Alternative is truly an unbelievably poor option. Please start listening to the people of Sammamish and stop supporting your personal political agendas. Do the right thing.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.

As a taxpaying citizen of Sammamish for almost 11 years, I am strongly opposed to increasing the housing capacity for Town Center, under consideration as the Preferred Alternative. Current residents' wishes should be given priority over additional high density housing beyond what was originally approved. The City Council should represent the citizens and their top priorities should be maintaining the current quality of life in Sammamish. We do not have sufficient infrastructure to support increased housing capacity, whether in terms of roads around Town Center as well as ingress and egress to & from the plateau in event of emergency. Schools are near or at capacity, so increasing housing capacity will subsequently require construction of one or more additional school buildings to accommodate the demand, raising taxes on the current population dramatically. Many citizens are retirees and cannot afford higher real estate taxes and the associated bond & levies used to fund the schools that are used to circumvent limits on real estate tax rates and related taxes. Sammamish has been highly ranked in recent years for its quality of life. Approval of the increase in housing density will destroy what makes Sammamish a great place to live for the benefit of a few select people in the construction industry. I urge the City Council to vote against the recommended Preferred Alternative & vote FOR No Action Alternative: Retaining the status quo of up to 2,000 units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.

Revered Council members, This below comment was submitted on January 28th, 2025. To add to it: As residents with full-time jobs and very busy family lives, we would very much like to understand why the City goes through the exercise of soliciting comments every half a year without ever addressing or acting on a single point of these comments? Yes, even half a year later we still remain staunchly opposed to the unhindered, reckless and unnecessary increase in TC population. Sammamish is on track to hit our 2040 growth goal to hit 2100 already with the TC of 2000. Increasing to 4000 does not appease any sort of new requirements. Also, the construction situation has been worsening. Construction activities are now spilling over to the Sammamish Commons Park. Yesterday the builder cut several mature trees WITHIN THE PARK BOUNDARIES. Neither the builder, nor the City cared to inform neighbors or the wider community of why it was done. My request to the City on this remains unanswered. I assume, builders are now allowed to lay claim on our parks? Accidents at 228th and SE 4th continue. SE 4th St and 228th Ave will be the main entry/exit point for the Town Center. What is the expectation with the exponentially increased traffic? The City continues to drive only “positives” of the development and totally neglects to even remotely mention the environmental, infrastructural, and financial impacts TC will have on the broader community. Marketing at its best…Expecting families to carve out several hours from their busy schedules to go over 150-page documents or attend city meetings every other week is an unfair and cruel expectation. We do hope and ask the City to listen to our voices and finally act in the interest of the residents. ——————— We would like to strongly oppose the change in plans to allow for higher density in TC. We have been witnessing the effects of over-population in this area for a while now. Roads are busy. Getting kids to and from school and activities, is a challenge. Schools are bursting at seams. Developers get to use city’s outdated utility systems (water pipes, drainage), which can potentially lead to disasters. Preserving the character and ambiance of our beautiful city becomes secondary to the developers’ needs. Where developers come, trees and greenery go. Developments wrack havoc on the neighboring	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.

communities - deafening noise from 7am, houses vibrating from construction activities (potential structural damage), roads are destroyed, cars taking a hit from pot-holes and loose gravel. We, as residents, are reliant on the City to watch after our interests. Time and again we get confirmations that developers' interests take precedence over residents' interests. I'd like to conclude with a quote from "STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) Town Center Plan & Code Amendment Project" dated January 8th, 2024: "As currently designed, the Town Center Subarea Plan integrates compatible land uses together while minimizing impacts to established neighborhoods". We are residents of one of these established neighborhoods. And we are going to be and already ARE very heavily impacted by the TC development. We hope our voices are going to be heard.	
Not in favor of such tall buildings and increased units. This will further dilute the city's profile. We need to do what we can to restore/ retain Sammamish's signature green belt and nature abound characteristics. Please don't change the profile and make the city lose its charm. We need to preserve this for our next generation. Thanks!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Sustainability.
We do not have the infrastructure to support 4k units. Our exit strategy to leave Sammamish in the event of an emergency is meager, at best. Sahalee gridlock demonstrates this. Building height increases is not simething that matches the original intent of this town center. Affordable housing for 2k? This is an ill conceived project, and I feel has been driven by elected officials whose vision does not match the community who voted him/her to office.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Aesthetics. • Affordable Housing. • Emergency Services and Evacuation.
We moved here before the pandemic and chose this area for the quiet beautiful scenery. Since we have moved in it has been construction noise everywhere. I thought it was nice being close to the Y and the Library but I go to Issaquah as there was never any parking. Now you are adding thousands more homes and cars to the area? How can the Utilities and services Handle such an increase.? I am strongly against this for safety sake. This morning just a short lane closer on the parkway caused the current traffic to back up significantly. With Eastside Catholic, Eastlake, and Skyline all in the area traffic in the morning is Heavy. Has anyone tried to drive on 4th in the morning school	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Noise. • Parking. • Emergency Services and Evacuation.

rush with all the cars heading to Eastside? Plus the other 2 HS?	
Public Comment TDRs ~ Transfer of Development Rights in-City code exists and is already in the 2025 Work Plan (from a 2019 joint Docket.) Small changes to TDR code/process would reduce environmental impacts, plus leverage density per proper incentive(s) in Town Center. SMC regulations already contain in-City TDR code but some minor though key modifications are needed. Use of TDRs by developers can and will move building new homes from risky, constrained locations to areas most suitable for density. Use of TDRs process will preserve lands via conservation easement(s) instead of trying to develop land/Lots highly constrained/encumbered by one or more environmentally "sensitive" Critical Areas. TDRs can even include vacant, under-developed, or partially developed lands. EMERALD NECKLACE ~ successfully preserved lands just outside City borders King County Interlocal Agreement (ILA) outside of Sammamish borders offered 75 TDRs to be used in Town Center once 20 had been purchased and used. All 75 TDRs have been purchased, meaning this program worked! Also, note that all Affordable Housing Bonus Pool options have been bought up (1 affordable unit per 10 dwellings built). So, it appears a 1:10 ratio has been successful and attractive for developers--but these used up programs are no longer available to TC developers. MEDIAN-SIZED units [ECAs SMC 21.03.020 F. 2. c. Reasonable Use Exceptions (RUEs) AVOIDed as they are often too difficult and development attempts fail]Dev Regs Phase II code in the City of Sammamish finally added a limit to the SIZE of a Reasonable Use Exception for when an owner wants to develop a highly constrained and encumbered Lot with one or more Critical Areas. That code limit is 2,250 SF for gross square feet with maximum of 2500SF developable area. INCENTIVEs for TDRs to be attractive and used ("carrot" vs "stick" approach) Thus, what would incent owners to sell their development right(s) for land that should NOT be developed, plus interest developers to purchase that right for use in Town Center? Literally off the top of my head--here's a few ideas for incenting TDRs to work FOR us all in the City of Sammamish (versus against the land/environment):+ Get 1-4? median sized dwelling units allowance and/or extra units + Get 5-6? condos or apartment units that provide smaller diverse dwellings for a variety of folks NOT interested in large or even smaller single family homes.+ Get X-Y? Multi-family dwelling options to include in Missing Middle and or mid-rise buildings where density reduces utility costs, emissions, with less driving.= For any of these, any combo, or all of them...	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Sustainability.

perhaps DO NOT count TDR units towards the administrative maximum for Town Center (2000, or 4000 etc). If one Lot for a single house translates into multiple units and offers diversity of housing in places suited for density, it seems this would be attractive, incentivize, and protect Critical Areas and offer more affordable and diverse market rate housing, which is pretty desperately needed in Sammamish and for financial health.This helps the City, the owner, and the developer and would make Town Center better, too. + Smaller units tend to have about 1/4 impact on schools/traffic, etc. **Minor modifications to include Inglewood / Tamarack and other suitable areas for in-City Transfer of Development rights can aid Town Center planning and development through offering reasonable attractive incentive via small but key changes to existing in-City code [ref: SMC 21.06.070] **1889 Inglewood and 1984 Assessor's Plat of Tamarack lie just outside of the drainage subbasins for TDRs into Town Center. By 2013 the City of Sammamish had identified Inglewood and Tamarack locations as "historic plats < 1977" due to issues including landslides. These and maybe other areas should be TDR-able. Review sending sites criteria/eligibility. LAST Fact: the GMA process for a City's growth target the is to SUBTRACT the acres of land that have Critical Areas! Development is NOT slated to occur there.That means take out Critical Area lands from computations and allocations because they are to be identified, protected, and preserved, and best to AVOID development or even any attempts. Allowing development to occur in Critical Areas without alternative is harmful and is best AVOIDED versus minimized/mitigated. TDRs in-City made functional for constrained Lots This kind of "relief" valve is long overdue and will help the environment, Town Center, and the City of Sammamish. DSEIS: less environmental impacts when higher density clusters are aided by diverse housing and moved from environmentally constrained areas.	
Hello Sammamish, Pasted below is the email I am sending the City Town Center Amendment Team with my written comments on the SEIS and Draft Town Center Plan. Am sending this as a courtesy to be aware my :void(0);comments by email: STATE ENVIRONMENTAL POLICY ACT (SEPA) REQUEST FOR COMMENTS ON DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (DSEIS) AND DRAFT TOWN	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • Affordable Housing.

CENTER PLAN - Four Document Comments Attached from Paul Stickney 7.9.25 City of Sammamish Town Center Amendment Team, Attached are four pdf's they are: TWO on the Draft SEIS: • Oval Remarks on Draft SEIS as of 7.9.25 • Written Comments on Oval Remarks in Draft SEIS 7.9.25 TWO on the Draft Town Center Plan: • Oval Remarks on Draft Town Center Plan as of 7.9.25 • Written Comments on Oval Remarks in Draft Town Center Plan 7.9.25 For the most part, my comments correspond to the Oval remarks On my written comments. Occasionally there are two variations: - I make a written comment not corresponding to oval markups. - An oval markup does not have a corresponding written comment. These are straight forward and forthright, and in line with my land use initiative to add market rate B and C housing types to the Comprehensive Plan first. Then add Town Center Action Alternative(s) informed by the 2,100 unit Type A affordable housing growth target and the amount of B and C market rate internal CHI targets set (CHI = Citywide Housing Imbalances). Housing Types A, B, C and D within Sammamish: A = Affordable housing – 175K to 500K. B = Market rate housing – 500K to 1.4 Million. C = Condos/Townhomes 1.5 Million plus. D = Single-Family housing 1.5 Million plus. (Shortages of Housing Types A, B and C. Surpluses of Housing Type D. Comparing existing housing stock in Sammamish to local Economic, Demographic and Workforce (EDW) housing needs over cycle-of-life) Civic Mindedely, First and Foremost Sammamish	

This expansion to 4000 units is insane. It will have a lot of negative impact on the community and the environment, and completely change the character and identity of Sammamish. I am extremely concerned about our infrastructure, which is already strained. If we have an emergency and have to get off of the plateau, it will be a disaster and people will die and get hurt as a result, we don't want this tragedy. We are already overwhelmed with traffic, maintenance of the infrastructure, school capacity, emergency services, etc. Stop this madness, it's reckless and utterly irresponsible!	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability. • School Capacity.
I oppose the expansion of the Town Center plans. The original plans were already approved and this expansion seems like an exercise of greed. I haven't seen that the expansion proposal had an inclusion of plans on how the roads and issues of mobility through Sammamish were to be addressed. If there is no plan to make improvements our find solutions to the issues we face on our roads then it makes no sense to add so much more traffic to the area. I already experienced the issue of traffic when faced with an emergency (Bomb Cyclone); it took me one hour and 48 minutes from my home to Redmond, where I had to go to get my son's medication, since our pharmacies were closed because there was no power for days. Growth is great, but it needs to be sustainable growth that doesn't interfere with the safety of the community. The original plans were more than enough. Until there are plans to expand or improve our roads, there should be no plans to "improve" or expand the Town Center.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation.
City council, your mothers taught you better. Please do share why your ears are closed and you are actively choosing not to listen to the residents who voted for you. You should be ashamed of yourselves and your greed. You should be transparent. Otherwise it will just be unearthed by a reporter. Are you getting paid off? Is the outcome too lucrative for you? All of you must have a plan in the very near future to be moving off of the plateau. Ruin the area. Fill your pockets. And then move. Seems too coincidental that ISD was pushing really really hard to add a new high school paid for by the tax payers. And then right after the voters spoke and voted against the new school, interesting that this plan came forward for 2000-4000 units. Why would we have needed yet another high school unless there were several backdoor deals going on and plans being put in place.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Density. • School Capacity.

No mention of traffic impact, traffic is already bad. Sahalee Road to 202 should be widened down to grey barn/ 202 to increase flow off Sammamish plateau.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
Please, do not cut more trees. Sammamish does not need more housing, just make affordable what we already have. This city is like a Sanctuary and things can and will change if the project goes on.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Sustainability section in the General Comment Themes & Responses section of the FSEIS.
Comments related to the organization of the DSEIS (my previous comment focused on the findings): - 1.1 Introduction, paragraph 1 or new paragraph: consider including reference to the "2044 Vision Framework" and stating that a goal of the project is to ensure that TC contributes to Sammamish's Vision (not just the TC vision as stated in paragraph 1) - Consider adding an "Executive Summary of Findings" immediately after the Introduction. It should include brief description of the no action and action alternatives, the "no significant unavoidable impacts for land use or transporation" and perhans a few key findings such as traffic LOS; anticipated density for residential and commercial, protection of sensitive areas, and community space. - Figure 2 (pg 18) illustrates the 2008 anticipated land use pattern. Add a similar illustration for the action alternative.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Sustainability.
We should factor in the civic capacities when planning expansion. Sammamish residents have been perennially dealing with inadequate roads in and out of Sammamish. another point to note is the uniqueness of Sammamish compared to surrounding Eastside cities like Issaquah, Redmond , etc. Folks appreciate how Sammamish is different and want to enhance not diminish what makes it special.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Traffic and Roads section in the General Comment Themes & Responses section of the FSEIS.
The Draft Supplemental Environmental Impact Statement (SEIS) seems to be less focused on the environment and impacts of high-density development within the city, than it is a guide to proposed changes to existing development and building codes. As the city seeks to respond to increased housing demand across the region, reasonable measures should be taken to evolve in ways that best address future needs, however, this document does not appear to take into consideration important environmental review areas such as: stormwater, air quality, noise, greenhouse gas emissions, school capacity, and public services. The document also aims to simplify the code, but seems to make many assumptions about current and future development without providing relevant data or studies that led to these recommendations. Further work is needed to truly address environmental impacts of the two proposals and establish clear mitigation strategies. In the absence of additional data-based insights and	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Noise. • Sustainability. • School Capacity.

clarity of the vision, I would not recommend the Action Alternatives. The No Action seems to better suit meet the original plans for the Town Center while considering the numerous concerns of existing Sammamish residents.	
Stop. Please, just stop. I am AGAINST adding more units above the original Town Center proposal. This city was not design for that kind of density. It can't safely handle that kind of traffic, burden on the water supply and sewers, or on evacuation routes in case of emergency. Not to mention the continued removal of valuable trees and green space that made Sammamish the town we all love. Do you remember why you moved here? Was it for traffic and high density? No, because you would have moved to Bellevue if that was the case. As elected officials you have a duty to listen and represent your constituates. Represent me and don't add more to the Town Center. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Emergency Services and Evacuation. • Sustainability.

I respectfully encourage city leadership to reject the resolution for an alternative to the Town Center Plan. I believe this is the most sensible course of action for the city, as it preserves optionality for current and future residents. Rejecting this preferred alternative is not the same as "no action", as the council can and should still direct city staff to make necessary code adjustment to ensure the remaining acreage can be built at the appropriate density to meet the 2000 unit cap. The current proposal as slated for the July 15th council is confounding one problem (what can the city reasonably do to make it possible for developers to build more affordable housing units) with a different one (what density should the Town Center accommodate) At the current built acreage and units, Sammamish residents have not realized all the benefits in the Town Center vision. City staff is presenting a hypothesis that lower density is to blame, and it's asking the council to make a bet without much of a safety net. It seems to me after reading the Draft SEIS that solutions to problems such as traffic, transit, and schooling are not outcomes that the city's vision or needs can fully control. It seems to me that a more sensible course of action would be to ensure that, within the acreage to be built, the city does what it can realistically do to help developers build at the density necessary to meet the planned 2000 units. It seems to me that this can be done by focusing exclusively on middle housing for the remaining acreage, and I encourage the council to direct the staff to present code amendment and permit procedural proposals that can help meet the cap at a higher density than the currently built acreage. Rejecting the proposed alternative is not taking "no action". The fact that this topic is back on the table after all these years should be seen as evidence that the system is working as it should: we can reassess decisions and preserved optionality. It's taking a principled step towards ensuring the Town Center vision is realized while recognizing that the city can't guarantee that the impacts are mitigated - and it's a sensible step considering the hypothesis that more units and higher density will automatically beget the benefits in the Town Center vision hasn't been yet proven. Thank you for the opportunity to provide input on this important topic.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Density. • Transit Needs. • School Capacity.

I am a resident of Sammamish, I strenuously object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: * a significant increase in traffic, especially peak hour commuters * inadequate plan for improving roads * environmental degradation * further pressure on already overcrowded schools	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I am supporting the town center project because Sammamish needs more affordable housing for those who work here. Town center will create a walkable community, connecting the high schools with community services, like the library and YMCA, plus retail services. Affordable housing, walkability and community diversity are key points for a great city. Bonus for environmental sustainability by putting the density in town center and protecting the lands farther from the core. Thanks for your consideration.	Thank you for your comment; it has been noted for the record.
Good day Sammamish City council,I am a resident of Sammamish, I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: a significant increase in traffic, especially peak hour commuters inadequate plan for improving roads environmental degradation further pressure on already overcrowded schools, as a LWSD staff member I have personally experienced this pressure, to the point that I left my job I beg you to listen to the community concerns so we can all enjoy this wonderful city. Thank you.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.

The Sammamish Council MUST listen very closely NOW to its constituents before making a decision that will add a completely unsustainable number of housing units. Adding 2,000 let alone 4,000 units will only add to the creation of more transportation failures that continue to exist in Sammamish since before the City was incorporated in 1999. My husband and I moved to the Plateau in the fall of 1980 and have heard all the discussion about fixing transportation, improving public transit, etc., etc., over these 45 years, but nothing much has changed. Council members come and go and really don't have any viable solution. When will the Council start to listen and make sustainable plans for its constituents now? Please note that we are not a "mob" as former Councilmember Michele Petitti blurted out at a Council meeting around 20 years ago when the East Lake Sammamish Parkway expansion plans were being debated. So offensive and out of touch!! She rightly disappeared from the Council. Do the right thing and listen to what Sammamish citizens are saying. Do the right thing NOW and prioritize us--not developers--and make sure that you have the right plans in place, including emergency evacuation plans. You will find out at the ballot box whether representing us or developers is the right decision you can make.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs.
Thank you to the staff and community for input to the Draft Supplemental Environmental Impact Statement (Draft SEIS) and the Draft Town Center Plan. Because we live in such a beautiful environment and desirable location, emotions can run hot when facing change. We are growing; we cannot stop the growth, nor should we. Some folks have fought against the Town Center for so long that the 2008 vision has been clouded. The fight has cost Sammamish, depleted our emergency reserves. The city's revenue cannot keep up with its costs. Taxes and fees continue to rise. Those funds are insufficient to sustain operations in Sammamish. Residents spend their paychecks in surrounding cities, which are thriving, while this City struggles to cover its costs. We knew more than 15 years ago that Sammamish would need to diversify its revenue. Now it is time to complete what the City began: creating an economic center, and with that, new housing options will follow. Diverse housing options will serve seniors, the workforce, young families, and individuals who prefer a smaller home and yard. Again, we are growing; we cannot stop the growth. We must then manage the growth to include the folks who teach our children, fight our fires, respond first to emergencies, and stock our grocery shelves. The alternative of fighting and delaying will only put	Thank you for your comment; it has been noted for the record.

Sammamish in jeopardy of having to accept externally developed and enforced results.	
I am a lifetime resident of Sammamish. I have lived here since I was born 43 years ago. I have seen Sammamish grow and change over the years, sometimes for good, and also in negative ways. I object to increasing the number of residential units in Sammamish Town Center to 4,000 for the following reasons: As both a parent and former teacher in Sammamish, I am concerned about the impact on our schools, which are not large enough to handle the influx of students. I am concerned about traffic throughout the city. The roads in and out of Sammamish cannot handle the increase in cars. In the event of an emergency, evacuating the city could become impossible. I am concerned about the impact on wildlife and plant life within the city.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Sustainability. • School Capacity.
I oppose this expansion. We don't have the infrastructure for this, and it will not lead to a positive experience. Please do not pass.	Thank you for your comment; it has been noted for the record.
I'm a 30 plus year Sammamish resident living close to the Town Center area. I'm concerned that the current Draft Plan allows for too much development considering our current infrastructure and amenities. It's become much harder to park and drive near the local grocery stores such as Metropolitan market, Safeway, and QFC. Pine Lake park is next to impossible to park at on a good day, and the YMCA is at capacity, as examples. While I'm happy that we continually get to share this beautiful location with more people, it seems like it will be difficult to find space for additional infrastructure for this sort of increase, and regardless, any development would likely impact the local natural environment, one of the main attractions here. We've grown from around 35K to over 65K people since the year 2000, and I don't think we need to artificially help increase that amount. Most people I know who have left the area cite the addition of apartments, taking down of local forests, and added crowds as the sole reason for moving. In addition, I believe the attraction of this area has never been the shopping centers but rather as a safe and comfortable residential area, with great access to close by towns for when it's necessary to make purchases etc. Not every area needs to be a hub for shopping and events. I believe the current plan for	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Parking

development could easily be looked back at as a turning point, for when we lost sight of what has made this area great for so many years.	
There are many advantages to having a high density city core. People who work in Sammamish can afford to live in Sammamish. Better services for everyone, small businesses can survive leading to a better tax base, and so on. I am in favor of preserving open spaces combined with high density. The alternative is low density sprawl with no open public spaces. I'm also in favor of a walkable Sammamish, especially the city core. This brings me to the traffic issue. Sammamish is very much a car city. You need a car to get in and out and around in Sammamish. Trying to build a high density core with no parking seems like a big mistake. If you go to Bellevue there's plenty of parking for folks that want to visit Lincoln Center or Bell square. If you go down to the Highlands, there's plenty of parking for folks that want to park and walk. Since there is no useful public transportation on the plateau people from the edges of the city will have to drive to the city core. So adequate parking would encourage that. And that needs to be planned in.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS: • Traffic and Roads. • Transit Needs. • Parking.
I support updating the Town Center code, but limiting the development to 2,000 residential units.	Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the Density section in the General Comment Themes & Responses section of the FSEIS.

Are you kidding me?

After 18 years of meetings, comments, hearings, and votes, you let the Sta come up with a self- serving plan to add a 2000 unit high rise that guts years of citizen input and imposes a huge burden on residents:

- 2000 more units

- 5000+ more people

- 4500+ more cars and 9000+ more daily car trips

- 2000+ more students, stuck in portables

- higher taxes to pay for fire/rescue/police

- air pollution

- light pollution

- storm water runoff

- wildlife reduction

- drained wells

- traffic, traffic, traffic, traffic, traffic

- no mass transit

- no parking at existing retail centers

- dangerous SE 4th narrow curbcuts, hidden entrances, confusing roundabouts

- more redundant signage than Vegas

- developers who are allowed to take the money and run and avoid paying their fair share for the burdens they leave behind.

And the benefits to those of us who live here and have to live with the years of construction and decades of the above burdens? ..... **Zero**. Less than Zero.

Please - Do your job: reject this additional fiasco, coming hard on the heels of years of unmitigated fiascos.

The Environmental Impact? It's obviously significant and unnecessary. But it means years o employment or the Staff who are pushing this abomination, rushing the process, describing the amendment in unsupportable glowing language and handing out balloons at yet more "open houses", in hopes of hiding their conflict of interest.

If I sound frustrated, it's because I am: I'm sick and tired of 40 years of county and city officials ignoring the residents. I'm tired of coming to more meetings, writing more detailed and supported comments, of presenting more solid evidence and testimony against the constant destructive tide of rampant development. Only to be ignored. Read the blogs, the Nextdoor comments, the road signs, the news articles: **the majority do not want this additional development!**

We've already lost the pleasure of life in a nice small community. Don't completely kill it. Enough is enough.

41 year resident

Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS:

- Traffic and Roads.
- Affordable Housing.
- Emergency Services and Evacuation.
- Water & Sewer Services.

As a reminder, all members voting to approve this plan have been officially placed notice and are required to adhere to their fiduciary duty. Further, members violating this fiduciary duty will be held personally liable for any damages incurred but such actions.

Thank you for your comment; it has been noted for the record.

Lake Washington School District

Support Services Center
15212 NE 95TH Street • Redmond, WA 98052
Office: (425) 936-1100 •Fax: (425) 883-8387
www.lwsd.org

July 9, 2025

VIA Email: TCAmendment@sammamish.us

Re: City of Sammamish – Comments on the Draft Supplemental Impact Statement ("DSEIS") and Draft Updated Town Center Plan ("Draft Plan")

Thank you for the opportunity to provide comments regarding the above-referenced matter. The Lake Washington School District (the "District") submits the following comments.

The District appreciates its partnership with the City of Sammamish as we serve our shared community. The majority of the Sammamish Town Center ("STC") is located within the District's boundaries, including a 15.46 acre District-owned site planned for future school development (Parcel Nos. 1241100010 and 1241100018) (the "School Site"). The District's interests are unique given its role as a providing necessary public infrastructure to serve growth and its current planning for a new school with up to 900 students (the "School Project") on the School Site, which is currently the only public school anticipated within the STC. Given this exceptional interest, the comments below focus on two separate matters: (1) impacts to school capacity based on planned increased density within the STC; and (2) impacts to development of the School Site.

School Infrastructure Impacts: While the Draft Plan identifies other public facilities as a part of the capital facilities necessary to support the proposed land uses, there is no mention of school facilities. As you know, adequate school infrastructure is a necessary component of the City's growth planning. 2024 City of Sammamish Comprehensive Plan Policy CF-1. As the City plans for up to 2,000 additional residential units (over the existing planned 2,000 units) in the STC, care must be taken to ensure that City policies continue to support and facilitate the delivery of public education.

The District appreciates the City's ongoing support for the school impact fee program as a mechanism for assuring a portion of the funding necessary for school capacity to serve the students from new development. The planned increased housing density reinforces the continued need for this infrastructure funding tool. The City's facilitation of the siting of schools in the STC is equally as important. The District appreciates that the anticipated new zoning model permits school facilities in all STC zones. This zoning flexibility will help facilitate the delivery of public schools needed to serve the City's growing community. However, the District remains cautious about how a form based code may apply to the unique public use and construction of a school.

The District provides more specific comments below related to elements of the STC that may affect the School Project.

School Site: Under the Draft Plan, the School Site will move from its current A-2 zone to the Urban-Mixed zone. While the Draft Plan does not include the specifics of the proposed form based code, the District provides the following initial comments related to directions that could affect

development of the School Site, including changes that could create design challenges and/or make it prohibitively expensive to construct any school on the School Site or in the STC. Consistent with Proposed Policy TLU-5.4, the District desires to collaborate with the City as it develops the form based code to ensure full consideration of school siting in consideration of the important public facility need and use.

- The Draft Plan identifies a maximum height in the Urban Mixed zone of 50 feet. The District anticipates that the School Project could have elements, such as rooftop mechanical equipment or a gymnasium, exceeding the maximum height limit. A form based code should anticipate these unique features and, as necessary, provide for an exception or deviation process to address these particular needs.

- The District is concerned with the Draft Plan's direction toward structured parking. In particular, the District wonders about the necessity of this requirement with a school use and also how this requirement could add to the taxpayer-funded school building. The School Site will be served by District transportation (i.e., yellow bus) and will incorporate a transportation demand management plan. However, some amount of staff, visitor, and student parking will be necessary. Current design plans anticipate surface level parking. Based on design and planning experience, it would be financially unfeasible for the District to design a school with at least 80% of the parking within or underneath a structure. The District requests that the form based code consider exceptions around parking options for public schools in consideration of the public infrastructure use, transit planning, and school construction funding limitations.

- As the form based code is developed, the District desires clarity related to both design standards and street improvement requirements.
    - Consideration and specifics should center around: (a) how and when the City anticipates developing Crusader Way as a public street; (b) the responsibilities of applicants with respect to street improvements generally; and (c) detail around the various identified funding sources. On the latter point, as the District continues to plan for the School Project, clear definition of the impacts of public street funding sources will be critical for purposes of the Project budget and the voter information related to any School Project funding proposal.
    - The form base code's design standards should carefully incorporate consideration of the unique public use of a school, including the ability for the District to access exemptions and deviations that may be necessary to design and construct the school so that it best provides for the educational program while still functioning as an important component of the STC.

We appreciate the opportunity to provide comments on this matter and look forward to continued collaboration with the City, particularly on the development of the form based code.

Sincerely,

Brian Buck
Executive Director, Support Services
Lake Washington School District

Thank you for your comment; it has been noted for the record. Please see the City's response under Agency Comments & Responses in the FSEIS.

As *Public Comment for 7/15/2025 City Council with "the Math"* &
As *Public Comment for 7/17/20235 to Planning Commission* being sent via email addresses (vs JotForm text) for colors/layout

Public Comment "the Math" by [name removed] on **Wed. 7/9/2025 before 5:00pm DSEIS Town Center**
in **Support the Action Alternative**...
But the Council and the City can/should/must give direction to **add a *minimum of* 5000 dwelling units** to
address long-standing and current "CHI" or City-wide Housing Imbalance(s)
[actual CHI housing units probably *are 2-3-4 times this additional 5K units*.]

Since these additional dwellings would serve INTERNAL needs and $ gaps, it is most likely NOT necessary to update the newly adopted 2024 Comprehensive Plan nor any external growth target(s).
It is also important and makes sense that most of these dwellings would be best slated in and around Town Center.
{Council / City can have study(ies) done to look at what may be the real number and $ ranges of CHI units.}

Furthermore, different - diverse housing along with smaller units [DDS] would help meet needs of
single people, young couples, divorced, older, retiring, disabled, empty nesters, and also create
places to live in Sammamish for Workforce housing (teachers, fire, police, City staff, businesses, etc.) and
for essential workers to live in our City to work at local jobs, and/or for folks to downsize & "stay" in Sammamish.

3 Key Points for how increasing housing reduces impacts...
dSEIS1 Increasing suitable housing will reduce the number of vehicle trips to/from our City daily & put more units into City's tax base
dSEIS2 Having missing and needed units in a central location that is walkable will reduce traffic, lower costs to maintain, add more in-City purchases
dSEIS3 Different, Diverse, and Smaller (DDS) housing DOES NOT or at a much lower rate produce children/schools impacts, + provides local workforce

BASIC MATH APPROACH
Over simplified math for housing type units allowed to build with Affordable # units
and assume that 10% required Affordable Housing units being built (or via fees):

2000 max
No Action Alternative 1800 IMPACTS like 7400 new homes with only 200 Affordable
MATH

2,000 limit produces 1800 large single family homes and only 200 Affordable # units
Would cause traffic and schools (plus other impacts) of **4x** that 7200+200 or 7400!

4000 max
Action Alternative 3600 IMPACTs like 1700 new homes with only 400 Affordable
>>Can & should incent different, diverse, and smaller units (DDS), + Transfer of Development Rights (TDRs) etc.
MATH
4,000 limit produces 3600 dwellings/homes and only 400 Affordable units
Would cause traffic and schools (plus other impacts) of **1/4** of that being 900 +400 or 1300+400 or 1700.

4000 Town Center plus 5000 CHI [City-wide Housing Imbalance (most suitable in/near Town Center]
CHI additions to Action Alt. 8100 IMPACTs only like 4900 dwellings and provides 900 Affordable
>>
MATH
4000 produces 3600 dwellings plus 5000 produces 4500 units CHI and 400+500=900 Affordable # units
Would **not have any factor** on impacts due to local, central, connected and serviceable dwellings/homes.
CHI and DDS housing units allow people to live, work, play, and stay in the City of Sammamish over life cycle!

Since Sammamish is 85% large single-family homes, and only 15% multi-family or other type dwellings, our
City's fiscal structural imbalance being experienced will hit the cross-over point by 2029 when Expenses > Revenues
Fiscal Sustainability is NOT able to be rectified with 85% large single-family homes as their Expenses > Revenues.

Large Single Family Residences (SFR) use more land area, require more pipes and roads/sidewalks and have higher emissions, etc.
More cars, parking spaces, garages, and people drive locally and on all other roads into/out of the City with SFR + may Shop more often outside of our City.
Just continuing to build wider in the City via property development is NOT managing growth, it increases sprawl!
More trees are removed or impacted, and there is no other revenue to the City than 1% increase in property tax (which gives only +$330K in 2025.)

Stacked multi-plex units in Town Center and Missing Middle Housing are needed to truly Sustain Sammamish and Climate + Financial Sustainability.

Fiscal Imbalance, structural-known and impending, must be addressed through building more units and diverse housing.

DSEIS Town Center
Action Alternative of 4000 plus adding 5000 CHI dwelling types will provide needed housing basis, better tax and revenues to our City with less impacts.
Staff and workers will be able to live in the City of Sammamish and shop more locally, with less traffic and school impacts, and better finances
through localized density increases, most within or near Town Center area(s).

>>This year structural fiscal imbalance has proven that Sammamish is truly and honestly NOT sustainable!
Addressing housing by accommodating more units that are different, diverse, and even smaller in size, better # units per price ranges, with some affordable built.

Thank you for your comment; it has been noted for the record.

STATE ENVIRONMENTAL POLICY ACT (SEPA) REQUEST FOR COMMENTS ON DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (DSEIS) AND DRAFT TOWN CENTER PLAN - Four Document Comments Attached from Paul Stickney 7.9.25

City of Sammamish Town Center Amendment Team,

Attached are four pdf's they are:

TWO on the Draft SEIS:

- Oval Remarks on Draft SEIS as of 7.9.25
- Written Comments on Oval Remarks in Draft SEIS 7.9.25

TWO on the Draft Town Center Plan:

- Oval Remarks on Draft Town Center Plan as of 7.9.25
- Written Comments on Oval Remarks in Draft Town Center Plan 7.9.25

For the most part, my comments correspond to the oval remarks on my written comments. Occasionally there are two variations:

- I make a written comment not corresponding to oval markups.
- An oval markup does not have a corresponding written comment.

These are straight forward and forthright, and in line with my land use initiative to add market rate B and C housing types to the Comprehensive Plan first. Then add Town Center Action Alternative(s) informed by the 2,100 unit Type A affordable housing growth target and the amount of B and C market rate internal CHI targets set (CHI = Citywide Housing Imbalances).

Housing Types A, B, C and D within Sammamish:
A = Affordable housing – 175K to 500K. B = Market rate housing – 500K to 1.4 Million.
C = Condos/Townhomes 1.5 Million plus. D = Single-Family housing 1.5 Million plus.
(Shortages of Housing Types A, B and C. Surpluses of Housing Type D. Comparing existing housing stock
in Sammamish to local Economic, Demographic and Workforce (EDW) housing needs over cycle-of-life)

Civic Mindedely, First and Foremost

Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS:

- Traffic and Roads.
- Transit Needs.
- Parking
- Ecology & Wildlife.
- Stormwater.
- Affordable Housing.

TOWN CENTER PLAN & CODE AMENDMENT

Oval Remarks on Draft SEIS by Paul Stickney. 7.9.25

DRAFT SEIS

DRAFT DATE
JUNE 2025

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0. Fact Sheet

Draft Supplemental Environmental Impact Statement (SEIS)

Project Name

Sammamish Town Center Plan & Code Amendment

Date of Issue of Draft SEIS

March 26, 2025

Project Proponent

City of Sammamish

State Environmental Policy Act (SEPA) Lead Agency

City of Sammamish; Sammamish, Washington

SEPA Responsible Official

Avril Baty
Planning & Permit Center Manager
City of Sammamish
801 228th Avenue Southeast
Sammamish, WA 98075
Email: ABaty@sammamish.us
Phone: (425) 295-0500

Location of Background Materials

Background Materials used in the preparation of this Draft SEIS are listed in the *Appendices*.

Proposed Action

The Town Center Plan & Code Amendment is a non-project action revising the Sammamish Town Center Sub-Area Plan (Plan) and Town Center Development Regulations (Code) to align the Plan and Code with the City's Comprehensive Plan vision, goals, and policies, including increasing affordable housing production. A Planned Action Ordinance (PAO) may be adopted alongside the updated Plan and Code. The City also intends to adopt an infill exemption that addresses environmental review for project actions consistent with the PAO.

In the years since the adoption of the original Plan, Sammamish has evolved considerably. Today, the city faces pressing needs for affordable housing, diverse housing types, better mobility options, and streamlined regulations that incentivize high-quality development.

The 2025 Town Center Plan & Code Amendment Project (2025 Update) modernizes the Town Center's regulatory framework, responding to the new challenges faced by the city while aligning implementation with Sammamish's community values.

This Draft Supplemental Environmental Impact Statement (SEIS) considers two Alternatives. The No Action Alternative represents the baseline policies, plans, and regulations in effect when the SEIS process began, and is built directly upon the Preferred Alternative identified in the Final EIS published in 2007. The Action Alternative is derived from Alternative 1 of the 2007 Draft EIS, the "commercial focus" alternative that studied up to 4,000 new housing units, a robust commercial core, and a mix of high- and mid-rise buildings. While exploring a similar level of development, the Action Alternative significantly updates the 2007 Draft EIS's approach to regulation and implementation. Both Alternatives are analyzed in detail to identify the effects of land use and transportation on environmental elements.

Planning Area

The Town Center planning area is located in the center of the city of Sammamish. It is generally bounded on the north by E Main Street; on the east by 232nd Avenue SE; on the south by Southeast 8th Street; and on the west by 222nd Place SE. The Town Center boundaries are shown in Figure 1.

Figure 1. Town Center Boundaries

City of Sammamish and Framework, 2025

Permits, Licenses, and Approvals Likely Required for Proposal

The Proposed Action involves several related decisions by the Sammamish City Council:

1) Determination of whether the No Action Alternative, Action Alternative, or a hybrid alternative derived from either is the City's preferred alternative for the Town Center;
2) Approval of the Final SEIS as adequate for SEPA Compliance and decision-making on Plan amendments;
3) Adoption of the Town Center Plan and Development Code revisions into the Sammamish Municipal Code; and
4) Implementation of the Planned Action Ordinance for the project and associated upfront SEPA Compliance provision.

Plans must be considered and approved by the City Council after receiving recommendations from the Planning Commission. The Washington Department of Commerce coordinates state agency review during the required 60-day review period following the release of this Draft SEIS.

Public Comments on the Draft SEIS and Planned Action Ordinance

Written Comments

- Public Comment Period: 30 days from the Draft SEIS issuance date - June 9th, 2025.
- Deadline: Written comments must be submitted or postmarked by July 9th, 2025.
- Address: Comments may be sent to the following address:

  Avril Baty
  Planning & Permit Center Manager
  City of Sammamish
  801 228th Avenue Southeast
  Sammamish, WA 98075
  Email: ABaty@sammamish.us
  Phone: (425) 295-0500

Verbal Comments

- A Community Workshop will be held on **Wednesday June 11th, 2025** in **Sammamish City Hall** to receive verbal comments on this Draft SEIS and updates made to the Town Center Plan.

Document Availability

The Draft SEIS, Draft Town Center Plan, and other related documents are available online through the City of Sammamish Town Center Plan & Code Amendment webpage: www.sammamish.us/TCAmendment.

List of Preparers

Framework
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719 Second Avenue
Suite 125
Seattle, WA 98104

1. Summary

1.1 Introduction

Sammamish Town Center (Town Center) has long been envisioned as the civic and cultural heart of the community, a place that welcomes residents and visitors for shopping, gathering, working, learning, and living. The 2008 Town Center Plan (2008 Plan) documented this vision for transformative growth, concentrating new housing and employment in a walkable area while protecting Sammamish's scenic character and environmental assets.

In the years since the adoption of the 2008 Plan, Sammamish has evolved considerably. Today, the City faces pressing needs for affordable housing, diverse housing types, better mobility options, and streamlined regulations that incentivize high-quality development.

The 2025 Town Center Plan & Code Amendment Project (2025 Update) responds to these changes. Building on the positive elements and guiding principles established in 2008, this project modernizes the Town Center's regulatory framework so that implementation can remain aligned with Sammamish's community values while responding to the new challenges faced by the City.

Specifically, this Draft Supplemental Environmental Impact Statement (SEIS) discloses the results of a qualitative and quantitative analysis of the potential environmental impacts associated with the 2025 Update. Together, the Draft SEIS and Draft Plan Update will inform the Final SEIS and the updates to the Sammamish Development Code (Code Update). This effort ensures consistency with the newly adopted 2024 Comprehensive Plan, aligning Sammamish's vision for Town Center with updated regional growth targets, mandatory housing affordability regulations, and robust environmental protections.

The City of Sammamish is also pursuing a Planned Action Ordinance (PAO) alongside the SEIS. The PAO allows the City to conduct an environmental review for a defined area, in this case Town Center, and then streamline the permitting process for projects within that area. This provides a faster, less expensive, and more predictable permitting process for projects that align with the City's needs, therefore encouraging development projects that comply with the newly adopted Plan and SEIS.

1.2 Background

Regional Context

Washington, like much of the United States, is experiencing a housing affordability crisis, and the state estimates a need for approximately 1.1 million housing units over the next 20 years. In 2021, House Bill 1220 significantly revised the housing related provisions of Washington's Growth Management Act (GMA), shifting cities' responsibility from merely "encouraging" affordable housing to instead "planning for and accommodating" housing need across all economic segments of the population, including emergency housing, shelters, and permanent supportive housing. As a result,

Sammamish must plan for increased housing capacities, reflecting population growth and increasingly diverse household configurations.

The Plan Update is also shaped by the broader regional policy framework stemming from the Puget Sound Regional Council (PSRC). PSRC's VISION 2050 establishes the region's strategic blueprint for accommodating population and employment growth across King, Kitsap, Pierce, and Snohomish counties. VISION 2050 encourages local jurisdictions to:

- **Concentrate growth in centers and near transit**, emphasizing compact, mixed-use development patterns to support walkability and efficient public transportation networks and services.
- **Foster housing affordability**, addressing the region's housing crisis by diversifying allowable housing types and expanding affordability requirements.
- **Protect environmental resources**, integrating low-impact development and higher-density housing patterns to limit sprawl and protect our unique critical areas and habitats.

Sammamish, located within the King County Urban Growth Area, is expected to plan for an equitable share of regional growth and to integrate new development with improved mobility options. Local plan updates, including the recent Comprehensive Plan Update, Transportation Master Plan (TMP), and Town Center Plan & Code Amendment must integrate feasible strategies and actions to accommodate current and future housing needs that are in alignment with the GMA and VISION 2050. Five years after adopting the Comprehensive Plan Update, Sammamish must demonstrate progress on meeting its assigned housing allocation of 2,100 units, all of which must be affordable to households earning at or below 80% of the area median income (AMI). While traditionally Sammamish has focused on Town Center for affordable housing production, due to existing challenges with development feasibility and complications found in the Town Center Code, without changes, the City may have difficulty realizing affordable housing consistent with its allocation.

2024 Comprehensive Plan Update

Sammamish's recently adopted Comprehensive Plan emphasizes the community's desire for a sustainable and welcoming city. Many goals and policies contained within the Comprehensive Plan Update relate to the Town Center Plan's vision, and some directly focus on Town Center as central to the city's future growth and development (see below section on the Comprehensive Plan goals and policies). The Land Use, Housing, and Transportation elements of the Comprehensive Plan highlight the Town Center as a crucial hub of walkability, cultural amenity, and increased development capacity, providing opportunities for a range of housing choices and creating the necessary framework for a safe, efficient, and eco-friendly transportation network. Comprehensive Plan policy also establishes that the City should pursue PSRC "Regional Growth Center" designation as part of its efforts to facilitate inclusive population and employment growth.

Draft Town Center Plan Update

Regulatory Context

The 2025 Update is a key part of Sammamish's efforts to plan for and accommodate affordable housing as called for by recent changes to the GMA, VISION 2050, and the 2024 Comprehensive Plan Update. This update also aligns the Town Center Plan with the City's newer planning efforts, including the 2024 Transportation Master Plan, 2023 Transit Plan, 2023 Climate Action Plan, and other City plans. Text of the Draft Plan Update is available concurrently with the release of this Draft SEIS at the City of Sammamish Town Center Plan & Code Amendment webpage: www.sammamish.us/TCAmendment.

GMA

The GMA requires comprehensive plans and subarea plans such as the 2025 Update to be consistent with goals set forth in RCW 36.70A.020. A selection of these most relevant to the Town Center Plan & Code Amendment are as follows:

- **Urban Growth**. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl**. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Transportation**. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and City comprehensive plans.
- **Housing**. Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Open Space and Recreation**. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- **Environment**. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Citizen Participation and Coordination**. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **Public Facilities and Services**. Ensure that those public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

PSRC VISION 2050

In 2020, PSRC adopted VISION 2050 to guide growth and investment in the four-county Central Puget Sound region, including King, Kitsap, Pierce, and Snohomish counties and their cities. It includes multicounty planning policies and a Regional Growth Center (RGC) Strategy that sorts communities into categories based on their roles in the region now or in the future. An RGC is a type

of urban growth area intended to accommodate a significant share of future growth, and comes with the following requirements:

- Minimum 18 people or jobs per acre of existing density.
- Minimum 45 people or jobs per acre of planned density.
- Size between 200 and 640 acres.
- Minimum mix of 15 percent residential and employment activity.

The City of Sammamish will pursue RGC status for the Town Center in the future as laid out in the City's 2024 Comprehensive Plan Update. This status prioritizes Town Center for consideration in funding allocated through the PSRC's Planning processes, including grants for transit improvements, multimodal network upgrades, and infrastructure projects to support housing and job growth.

City of Sammamish Plans

The 2025 Update project brings the Town Center Plan and Code into alignment with recent plans adopted by the City of Sammamish.

- The 2024 Comprehensive Plan Update includes many goals and policies that either directly or indirectly call for Town Center to be a crucial hub of walkability, cultural amenities, and increased development capacity in the city. The Land Use, Housing, and Transportation elements of the Comprehensive Plan highlight the Town Center as a crucial hub of walkability, cultural amenity, and increased development capacity, providing opportunities for a range of housing choices and creating the necessary framework for a safe, efficient, and eco-friendly transportation network. The Comprehensive Plan also establishes City policy to pursue PSRC "Regional Growth Center" designation as part of its efforts to facilitate inclusive population and employment growth.
- The 2024 Transportation Master Plan (TMP) prioritizes the development of a multimodal transportation network that is safe, accessible, and connected. These priorities run directly parallel to the community's vision of Town Center, which should act as the walkable and vibrant urban core of Sammamish. The TMP identifies Town Center as a key area of focus for future investment, proposing enhanced pedestrian and bicycle infrastructure, and calling for additional transit facilities to help reduce reliance on single-occupancy vehicles and promote active transportation.
- The 2023 Climate Action Plan (CAP) emphasizes reducing vehicle miles traveled (VMT) in Sammamish by 50% by 2050, and encourages non-motorized transportation investment through targeted community outreach, engagement, and education. The future mixed-use Town Center, by its compact and walkable nature, will reduce the community's reliance on greenhouse gases and solo vehicle travel.

1.3 Town Center Plan Update Process

This section outlines the outreach and planning processes used to develop the Town Center Plan Update and associated Code Updates.

Outreach Information

The 2025 Town Center Plan & Code Amendment project reflects input from a wide range of community members, property owners, local and state agencies, the Sammamish City Council, Planning Commission, and other parties.

Public Meetings

The below meetings were held throughout the 2025 Update to build awareness and gather information to understand what's been effective in the Town Center, as well as to identify improvements that would facilitate more affordable housing and a wider variety of housing types.

- City Council Meeting - October 3, 2023
- Planning Commission Meeting - February 15, 2024
- Open House Presentation - February 28, 2024
- City Council Meeting - March 5, 2024
- Planning Commission Meeting - June 20, 2024
- City Council Meeting - July 16, 2024
- City Council Meeting - October 1, 2024
- Planning Commission Meeting - October 17, 2024
- Human Services Commission Meeting – April 9, 2025
- Sustainability Commission Meeting – April 10, 2025
- Sammamish Youth Board Meeting – April 21, 2025
- Sammamish Arts Commission Meeting – April 28, 2025

The following three meetings were held specifically addressing the EIS process and the appropriate scope for the SEIS.

- City Council Meeting - February 18, 2025
- Planning Commission Meeting - February 20, 2025
- City Council Meeting – April 1, 2025

Stakeholder Presentations, Meetings, and Workshops

- Property Owner Workshops - June 2025
- Individual stakeholder meetings including Eastside Fire & Rescue, Sammamish Police Department, Sammamish Plateau Water, Lake Washington School District, the Sammamish Chamber of Commerce, the Snoqualmie Tribe, and others.
- Presentations with Sammamish Rotary and Sammamish Chamber of Commerce.

Community Events

- Town Center Open House - February 28, 2024 [link]

1.4 SEPA Process and Public Comment

The Proposed Action involves several related decisions by the Sammamish City Council:

1) Determination of whether the No Action Alternative, Action Alternative, or a hybrid alternative derived from either is the City's preferred alternative for the Town Center;
2) Approval of the Final SEIS as adequate for SEPA Compliance and decision-making on Plan amendments;
3) Adoption of the Town Center Plan and Development Code revisions into the Sammamish Municipal Code;
4) Implementation of the Planned Action Ordinance for the project and associated upfront SEPA Compliance provision.

Plans must be considered and approved by the City Council after receiving recommendations from the Planning Commission. The Washington Department of Commerce coordinates state agency review during the required 60-day review period following the release of this Draft SEIS.

Supplemental EIS

The City of Sammamish is the SEPA Lead Agency and sponsor of the Town Center Plan & Code Amendment for the 2025 Town Center Plan & Code Amendment Supplemental EIS. As SEPA Lead Agency, the City has determined that this non-project proposal would likely have a significant adverse impact on the environment. The determination of significance document can be viewed on the City website. As such, preparation of an EIS is required under Revised Code of Washington (RCW) 43.21C.030(2)(c).

The City as Lead Agency has identified the following areas for analysis in the EIS after review of feedback received during the public outreach process and SEPA Scoping:

- Land Use
- Transportation

The Town Center Plan & Code Amendment is not a specific development project but is instead a land use plan and regulatory endeavor. As such, a *non-project* EIS (also known as a programmatic EIS) has been selected as the primary method for analysis. Furthermore, as the original 2007 Town Center Draft EIS had previously studied growth alternatives with up to 4,000 housing units and mid- to high-rise buildings, this EIS is being classified as a Supplemental EIS (SEIS).

This Draft SEIS supplements and builds on the Town Center Final EIS prepared in 2007. Like the original EIS, this Draft SEIS identifies specific environmental impacts and mitigation measures in advance of development to streamline the project-level permitting process.

This Draft SEIS analyzes impacts on land use and transportation, including traffic. For impacts previously identified as part of the 2007 EIS that have not changed, no additional study is needed.

The Draft SEIS responds to changes in Sammamish and the Puget Sound Region since the original action of the Town Center Plan in 2008. Over time, the region's housing demand and legislation have outpaced the Plan's concepts and goals. To best achieve the City's vision for Town Center, the Plan and EIS require updated and current analysis of potential environmental impacts. This SEIS aims to:

- Re-evaluate capacity thresholds and potential traffic impacts;
- Reflect new code frameworks, including affordable housing requirements and form-based code; and
- Incorporate updated data that reflects the changes made to Sammamish over the past two decades to better understand the impacts.

The SEIS process consists of three phases: Scoping, the Draft SEIS, and the Final SEIS. Each phase is discussed briefly below.

Scoping

Although optional for Supplemental EIS's, a formal scoping period in early 2025 allowed agencies, tribes, and the public to comment on the SEIS's scope. After posting formal notices and soliciting comment through social media and other means, over 200 comments were received from the public. Out of these comments, the project team identified the following common themes:

- Traffic & transportation impacts – 123 responses (62%)
- School capacity – 78 responses (39%)
- Public services capacity – 72 responses (36%)
- Height & aesthetic considerations – 52 responses (26%)
- Environmental & stormwater concerns – 47 responses (24%)

After internal and external meetings, and presentation and discussion with City Council and the Planning Commission, the City as Lead Agency identified the following areas for analysis in this Supplemental EIS:

- Land Use
- Transportation

The height increase initially considered during the scoping phase (up to 150 feet in the Urban Core, allowable only through affordable housing incentives) was removed from consideration in the Draft SEIS, in response to public comment. Other topic areas not included in the SEIS scope were determined to have impacts and mitigation strategies that are not substantively different than what was already studied under the Draft EIS.

For more information on the SEPA Scoping process see Appendix 5.

Draft SEIS

This Draft SEIS outlines two Alternatives: a No Action scenario consistent with the 2007 Final EIS's Preferred Alternative, and an Action Alternative reflecting an updated housing capacity of 4,000 total residential units, code amendments, and transportation improvements. Impact analyses cover Land Use (Chapter 3) and Transportation (Chapter 4), addressing possible effects, proposed mitigation, and significant unavoidable impacts.

- The **No Action Alternative** represents the baseline policies, plans, and regulations in effect when the SEIS process began, and is therefore identical to the Preferred Alternative identified in the Final EIS published in 2007. The No Action Alternative retains all current zoning, development regulations, affordable housing requirements, and administrative procedures currently in effect, and caps residential capacity in Town Center at 2,000 total units and commercial capacity at 600,000 square feet.
- The **Action Alternative** is derived from Alternative 1 of the 2007 Draft EIS, the "commercial focus" alternative that studied up to 4,000 new housing units, a robust commercial core, and a mix of mid- and high-rise buildings. The Action Alternative expands the allowed housing capacity in Town Center to 4,000 total residential units, focused within a mixed-use urban core centered around Southeast 4th Street. It also introduces a new form-based code, and adopts new street standards to support higher densities.

Public Comment

A 30-day public comment period follows the release of this Draft SEIS. Copies of this Draft SEIS have been made available to agencies, organizations, and the public for review and comment. All public comments received during the Draft SEIS comment period will be considered and integrated into the Final SEIS. The City invites written and verbal feedback from the following:

- Local Residents and Community Groups
- Neighboring Municipalities
- State and Regional Agencies
- Interested Organizations or Individuals

Information on comment submittal can be found in the Fact Sheet at the beginning of this document.

Final SEIS

The Final SEIS is the culmination of the environmental review process for the Town Center Plan & Code Amendment project. It incorporates changes or clarifications regarding the Draft EIS, includes all comments received during the 30-day Draft SEIS comment period, and contains responses to the comments raised therein. The Final SEIS is the SEPA document that the City will use to identify and decide on the path forward for Town Center. Final EIS documents are typically more concise than the Draft SEIS.

Planned Action Ordinance

The City also intends to adopt a Planned Action Ordinance (PAO) to streamline SEPA review for projects conforming to the updated Town Center Plan and Code. By setting clear thresholds (e.g. maximum dwelling units, traffic generation, and/or environmental standards), future site-specific proposals that meet these conditions can proceed with minimal additional SEPA documentation. This approach increases predictability for developers, facilitates timely project approvals, and ensures strong environmental protections remaining in place through mitigation measures determined by the City. This SEIS is anticipated to be used as the environmental analysis for future ordinance adoption.

1.5 Impacts

Summary of Impacts and Potential Mitigation Measures

Both paths, the No Action and Action Alternatives, would affect the Town Center in different ways. The following summary points are derived from the lengthier analyses found in the Land Use and Transportation chapters of this document.

Land Use

- The **No Action Alternative** would see existing low- to moderate-density development patterns continue, with slowed progress towards increasing housing capacity restricted by a lack of opportunities for financially feasible development. Residential capacity would be capped at 2,000 units in Town Center, and affordable housing production would remain limited.
    - Mitigation: The City could avoid this potentially significant impact by adopting zoning changes to increase residential capacity and limit barriers to development. New affordable housing incentive programs would need to be established to incentivize further production of low- to moderate-income housing.
- The **Action Alternative** would increase the allowed number of residential units in Town Center to a ceiling of up to 4,000 total units. A form-based code would replace the existing development regulations, and increase the allowable types of residential development and encourage expansion of mixed-use development. Lower-intensity development along the borders of Town Center is consistent with development in adjacent residential zones.

Transportation

- The **No Action Alternative** retains current street configurations, producing moderate traffic increases, but limits pedestrian/bike facility enhancements and opportunities for transit.
- The **Action Alternative** features new local street grids, expanded sidewalks, integration of safer bike lanes and multimodal options, intersection improvements, and updated street standards, although it would likely generate higher overall vehicle volumes. Increases in housing density enhance the viability of transit long-term.

Significant Unavoidable Adverse Impacts

The following summarizes the potential significant adverse environmental impacts identified in this environmental analysis.

Land Use

Proposed changes to the Town Center would result in an intensification of development, additional employment opportunities, and increased population in Town Center. While the intensity of redevelopment would be greater than the amount of existing development, such redevelopment would be consistent with the 2024 Comprehensive Plan Update, 2025 Town Center Plan Update (if adopted), the goals of PSRC's VISION 2050 regional plan for growth, and the requirements of the Washington State GMA. With application of land-use mitigation strategies, **no significant unavoidable adverse impacts are expected under the Action Alternative**.

Transportation

Proposed changes would result in greater demand for transportation and mobility options in Town Center, due to the addition of residents, jobs, and services in Town Center. However, with application of appropriate transportation mitigation strategies, **no significant unavoidable adverse impacts are expected under the Action Alternative** relative to vehicular traffic, public transit, non-motorized systems, and parking.

2. Alternatives Overview

This section presents the two Alternatives being studied for the 2025 Sammamish Town Center Plan & Code Amendment, and evaluates their respective land use patterns, transportation networks, and housing capacity differences. While the No Action Alternative reflects policies and development limits from the 2007 Town Center Final EIS, the Action Alternative (Alternative 1) expands affordable housing opportunities and mixed-use and middle housing building types through a new form-based code framework. Together, these Alternatives capture two distinct potential futures for Town Center, allowing decision-makers to understand the trade-offs and identify any hybrid approach that may better fulfill local and regional goals.

- The **No Action Alternative** represents the baseline policies, plans, and regulations in effect when the SEIS process began, and is therefore identical to the Preferred Alternative identified in the Final EIS published in 2007. The No Action Alternative retains all current zoning, development regulations, affordable housing requirements, and administrative procedures currently in effect, and caps residential capacity in Town Center at 2,000 total units and commercial capacity at 600,000 square feet.
- The **Action Alternative** is derived from Alternative 1 of the 2007 Draft EIS, the "commercial focus" alternative that studied up to 4,000 new housing units, a robust commercial core, and a mix of mid- and high-rise buildings. The Action Alternative expands the allowed housing capacity in Town Center to 4,000 total residential units, focused within a mixed-use urban core centered around Southeast 4th Street. It also introduces a new form-based code, and adopts new street standards to support higher densities.

The following table (Table 1) provides a summary of potential Land Use impacts under both alternatives. Figures used are derived from the 2007 Draft and Final EIS documents and are not meant as forecasts for future land uses. These are assumptions developed for the purpose of comparing the potential impacts of distinctively different development scenarios to assist in public discussion and City decisions. These summaries will be further refined as the Town Center Plan and Code become finalized. Ultimately, the land use patterns in the Town Center area will be determined by several factors including City actions, state legislation, demographic changes, and private investment choices.

Table 1. Alternative Summary Table

Land Use	No Action Alternative	Action Alternative
Building Areas (square feet)		
Commercial/Retail	260,000 - 280,000	385,000 - 415,000
Commercial/Office	115,000 - 130,000	65,000 - 85,000
Civic/Institutional[1]	150,000 - 175,000	90,000 - 110,000
Total Civic/Commercial Building Area	525,000 – 600,000	540,000 – 610,000
Open Space (acres)		
Public Parks	36	32
Streams, Wetlands & Buffers	60	60
Private Open Space[2]	55	59
Total Open Space[3]	136	136
Housing Units		
Low Intensity		
Detached Single-Family	20 - 30	0
Townhouses	275 - 325	500 - 800
Middle Housing	0	850 - 1,200
Medium Intensity		
Mid-rise multi-family and mixed-use (3-8 stories)	1,100 - 1,600	1,650 – 2,000
High Intensity		
High-rise Multi-family (12-15 stories)	0	0
Total Housing Units	1,300 - 2,000	3,000 - 4,000
Parking (square feet)		
Surface Parking	100,000 - 125,000	275,000 - 325,000
Structured Parking	275,000 - 320,000	325,000 - 375,000
Total Parking	375,000 - 445,000	600,000 - 700,000

[1] Civic/institutional includes City Hall (~26,000 square feet) for both Alternatives.

[2] The amount of private open space is dependent on numerous individual development decisions; these quantities are provided as working assumptions.

[3] Total open space does not equal the sum of open space types because some areas overlap.

No Action Alternative

The No Action Alternative studies the expected growth under existing zoning, laws, and policies if the City were to retain the existing 2008 Plan, Final EIS (2007), and Code for Town Center. Existing zoning and development standards would apply to new development including the 2,000 total residential unit cap, existing height limits, parking requirements, permit review processes, and affordable housing requirements, and development incentives. This scenario effectively represents the Preferred Alternative from the 2007 Final EIS, with only minor amendments over the intervening years.

Land Use

Highlights of the No Action Alternative

- **2,000 Unit Limit**: The 2007 Final EIS capped Town Center's residential capacity at 2,000 total units, restated in the 2008 Town Center Plan.[1] This limit remains in place, notwithstanding new population forecasts and mandates for affordable housing.
- **Predominantly Low- to Medium-Density Development**: While the No Action scenario permits limited mid-rise multifamily housing in designated subareas, most of the Town Center's developable acreage would continue in a low-rise commercial format or single-family and townhome developments.
- **Mix of Retail & Office**: Commercial space is largely limited to two- or three-story buildings. Allocation of commercial space measured in square feet is established by sub-zone, but these allocations do not match market realities.
- **Lack of Incentive Program Capacity**: The incentive programs for additional height or density have been mostly exhausted, restricting further high-intensity or "vertical" mixed-use projects.
- **Conflicting Regulations and Standards**: The 2008 Town Center Plan, 2009 Town Center Infrastructure Plan (TCIP), and 2010 Interim Street Design Standards all contain language, maps, and other forms of regulatory direction that supplement the Town Center Code, located under Sammamish Municipal Code (SMC) Chapter 21.07. In many cases, these documents contradict one another or present complications that cause administrative delays for projects.

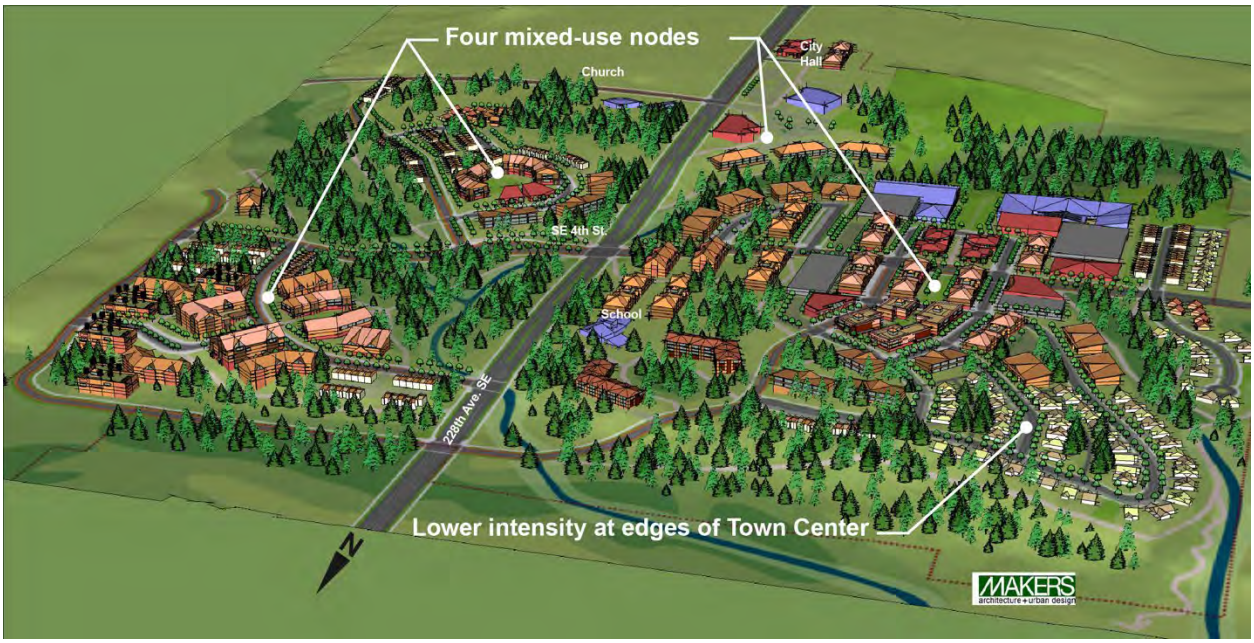
Summary Analysis of the No Action Alternative

The 2008 Town Center Plan detailed a land use pattern characterized by a "wedding cake" approach, in which the highest concentration of development was centralized around Southeast 4th

[1] This was later supported in Code Interpretation SMC 21B.25.030 & 21B.75.020, released in 2017, which also stated the following: "Prior to exceedance of these development thresholds, additional environmental analysis shall be completed. Legislative action will also be required to amend the current residential development limit beyond 2,000 units and the current commercial square footage limit beyond 600,000 square feet."

Street. In concept, the plan provides a Core Mixed-Use center on the plateau to the west of the intersection of Southeast 4th Street and 228th Avenue Southeast, and placed mixed-use nodes in all four "quadrants" of the Town Center. The adopted Plan provides for lower-intensity, predominantly residential development along the edges of Town Center. It pulls these mixed-use nodes away from 228th and envisions them as separate enclaves, with indirect and circuitous street and sidewalk connections(Figure 2). Border areas step down the intensity and range of uses, with residential transition zones that include existing single-family homes along the perimeter of the Town Center. Civic uses are clustered around the Sammamish Commons, near 228th Avenue Southeast.

Figure 2. 2008 Town Center Plan Anticipated Land Use Pattern



City of Sammamish and Makers Architecture, 2008

Ultimately, the land use pattern illustrated above was never realized, as it was not truly supported by the Town Center Code provision, nor by market realities. As of today, relatively little development has taken place under this framework. Commercial feasibility remains a challenge without access to 228th Avenue Southeast, and the splintering of commercial space into four separate mixed-use nodes further exacerbates this trend. Residential projects are subject to limitations on both density and overall unit capacity, and rely on a complex system of incentives to reach financial viability. However, with these incentive programs either running their course or being exhausted already, few projects are able to reach financial feasibility. This is especially true for small- to medium-scale projects initially envisioned in the 2008 Plan.

The slow pace of development in Town Center is insufficient to address local and regional housing demand and Sammamish's obligations under the state's Growth Management Act (GMA). Without changes to the regulatory framework, under the No Action Alternative, development will continue to stall.

Transportation

Highlights of the No Action Alternative

- Incremental Roadway Improvements: The City would continue with planned, incremental investments (e.g., intersection signal timing, minor sidewalk expansions), but would not adopt new street grids, major intersection reconfigurations, or changes to existing pedestrian and bicycle networks and trails.
- Limited Non-Motorized Enhancements: Any improvements to sidewalks or trails in Town Center remain guided by older development standards, with few or no code updates to expand walkability or require robust, multimodal street designs. The "interim" Street Standards (2010) would remain in place, which do not require any multimodal network improvements. The City is pursuing a Bicycle and Pedestrian Master Plan which may influence the non-motorized network in Town Center, but to what degree is unknown at this time.
- Minimal Transit Expansion: Beyond any regionally directed transit service changes from King County Metro or Sound Transit, the No Action scenario retains the existing approach, with no additional local circulators or updated transit stops in Town Center. Without a greater concentration of housing and jobs in the area, Town Center (and Sammamish by extension) would be less likely to receive any improvements to transit services.

Summary Analysis of the No Action Alternative

Sammamish's recently adopted Transportation Master Plan (2024) and Transit Plan (2024) anticipate growth in the City that aligns with the growth strategy set forth under the GMA and VISION 2050. The 2025-2030 Transportation Improvement Plan (TIP) and associated unconstrained project list also operate under those assumptions. There are two currently-funded projects in Town Center that would be jeopardized should adequate growth not be sustained. These projects are:

- TR-126 Northeast Connector Road: The project scope for the 2025-2030 TIP for the Northeast Connector Road includes new traffic signal and intersection improvements at 228th Avenue Southeast & SE 1st Pl, and includes traffic signal, crosswalks, curbs, gutters, and sidewalk modifications. Funding for this project is planned to start in 2027 and will fund design and construction between 2027 and 2029. Extensions east and west of 228th will be in future phases and will be fully scoped as development occurs.
- TR-134 SE 6th Street Improvement Project: Located in the heart of Town Center, the 6th Street Improvement Project provides connectivity for the community as it unites the Sammamish Commons with adjacent residential buildings, retail amenities, and a planned public plaza. The project provides connectivity, life safety access, and on-street parking. Planned project improvements include vehicle travel lanes, sidewalks, street trees, and on-street parking. With the Brownstones West development recently breaking ground, Improvements identified by this project are now underway.

No Action Alternative Key Takeaways

The No Action Alternative meets only the original Town Center EIS's assumptions, which are now outdated relative to new state housing laws. It also risks creating fewer affordable housing opportunities and limiting the City's capacity to respond effectively to updated traffic demands.

Action Alternative

The Action Alternative of this Draft SEIS includes a similar amount of growth as was studied in the 2007 Draft EIS. Alternative 1 of the 2007 DEIS, dubbed the "commercial focus" alternative, included up to 4,000 housing units in Town Center, with high-rise multifamily buildings of approximately 12 stories. The Action Alternative of this Draft SEIS presents an opportunity to address current challenges with the Town Center Code that are impacting the community's ability to realize the vision for Town Center, and builds on the previously studied Alternative 1.

Like the 2007 Final EIS, the Final SEIS is not required to adopt this Action Alternative in its entirety as its Preferred Alternative. The Final SEIS may find the Preferred Alternative to exist somewhere in between the No Action and Action Alternatives presented in this Draft SEIS.

Land Use

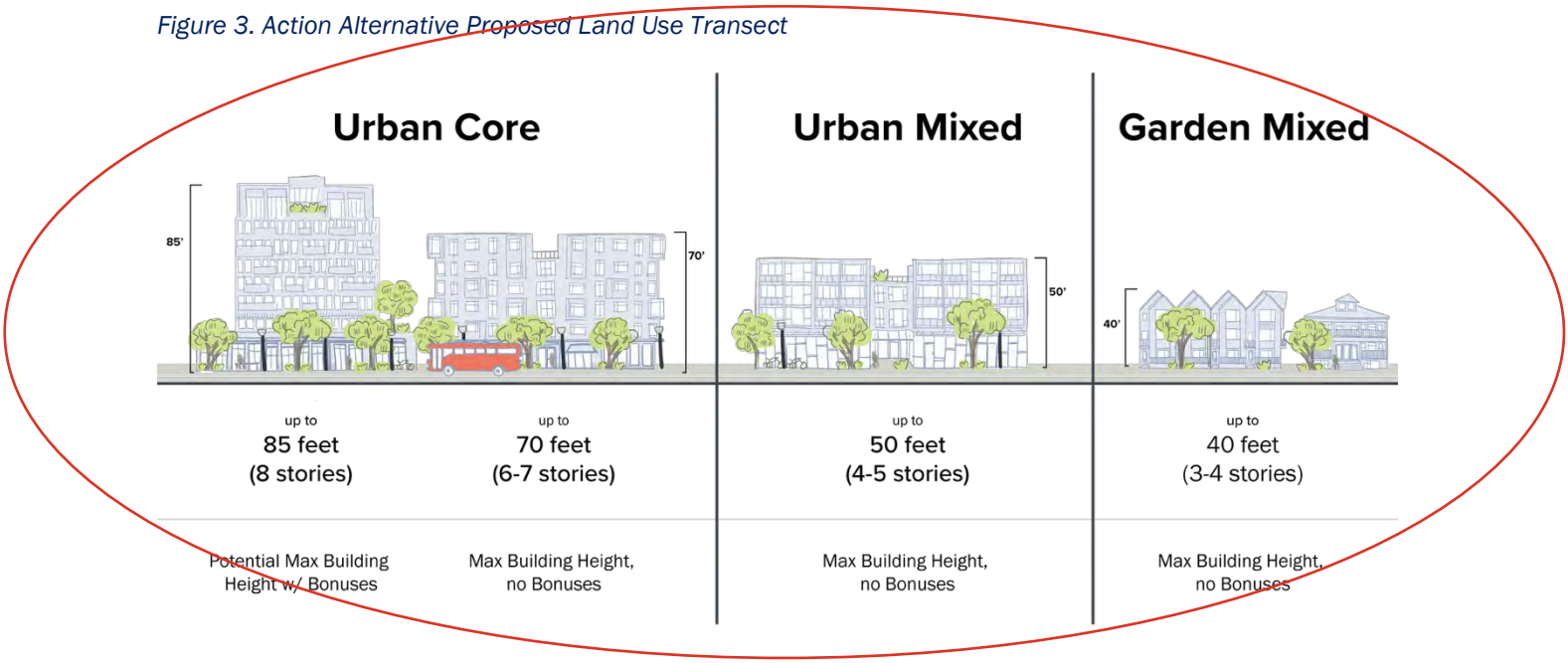
Highlights of the Action Alternative

- **Up to 4,000 Total Housing Units**: This change reflects Sammamish's updated approach to affordable housing and new GMA mandates. Higher density allows for mid-rise mixed-use structures, concentrating residential density and taller buildings towards the heart of Town Center, and reducing intensity and height as Town Center transitions towards adjacent neighborhoods.
- **Form-Based Code (FBC)**: The Town Center Code Audit completed in 2024 outlines in detail the current challenges with the Town Center Code, and how it is contributing to the sluggishness of implementation of the Town Center Plan's stated goals. Town Center is a relatively confined area, yet the existing Town Center code has several zoning districts and a complicated process for development entitlement. A new form-based code refines the existing conventional zoning with a code emphasizing building form, streetscapes, and transitions to adjacent neighborhoods, simplifying the zoning districts while adhering to the original vision of the Town Center Plan.
- **Increased building heights in the Town Center core:** Based on input from the City Council and Town Center stakeholders, and due to new technologies like mass timber that make taller structures more feasible, the Action Alternative includes a potential increase in maximum building heights to 85 feet in the Core area (see illustration below). Taller buildings are analyzed for their environmental impact (including aesthetics) and their ability to support public services while reducing the building footprint necessary to support a localized population increase.

Summary Analysis of the Action Alternative

Under the Action Alternative, land use in Town Center would shift toward a more urban and mixed-use profile, guided by a new hybrid form-based code and an overall housing capacity of up to 4,000 total units. Where the existing Town Center Plan and Code rely on discrete density caps, convoluted bonus measures, limited building heights, multiple code interpretations, and a conventional zoning framework, the Action Alternative envisions taller, more compact structures that prioritize streetscape quality, walkability, and smoother transitions to neighboring single-family areas (Figure 3). Specifically, development in the Town Center core area would concentrate retail, office, and civic uses along key corridors, creating a vibrant and pedestrian-friendly district.

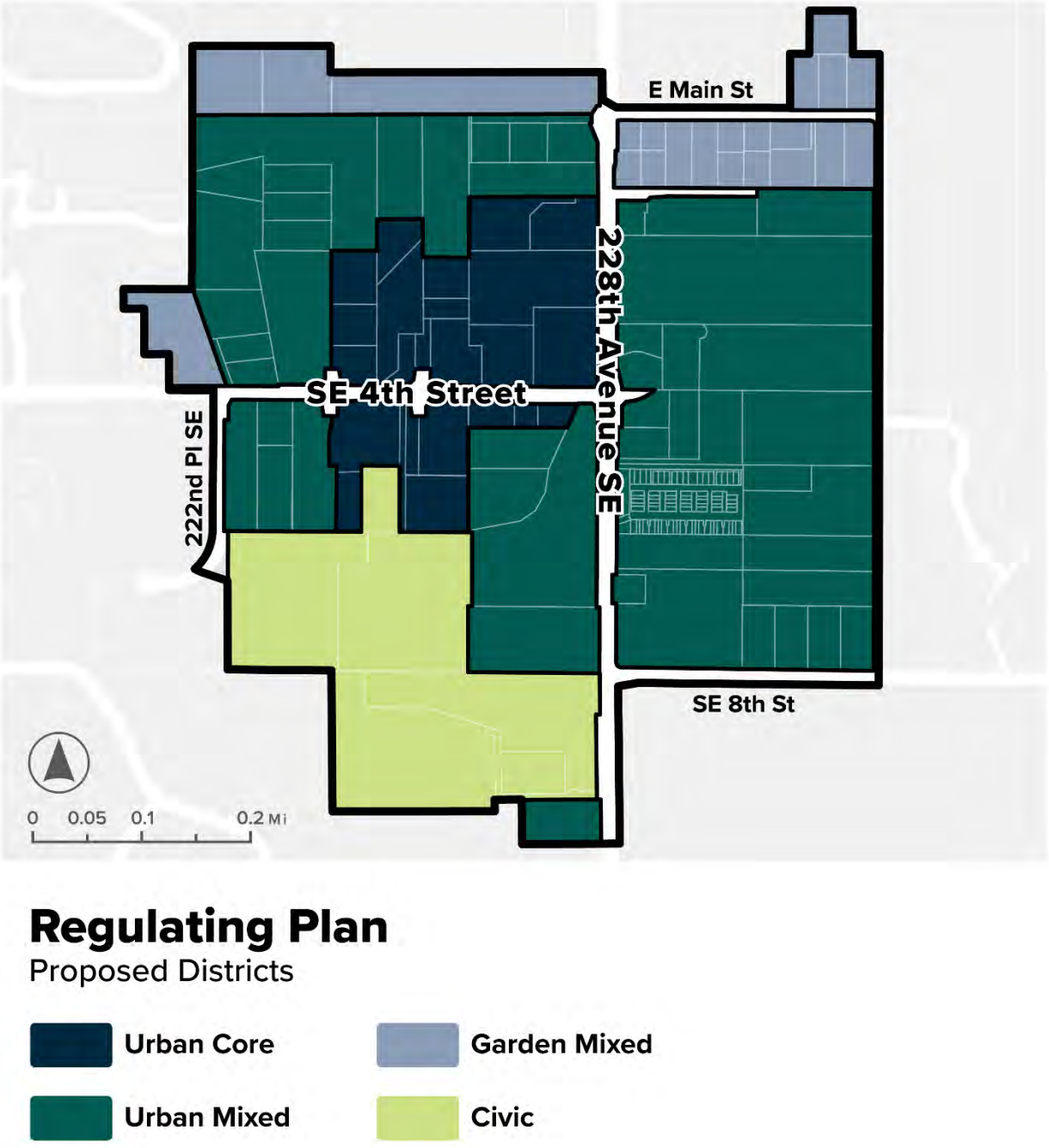
Figure 3. Action Alternative Proposed Land Use Transect



City of Sammamish and Framework, 2025

This more intensive land use pattern would allow mid-rise residential and mixed-use buildings in the Urban Core, frequently incorporating ground-floor commercial space in an effort to foster daily activity between households, shops, offices, and civic spaces. This strategy also moves away from the previous idea of four separate "nodes," which has hampered commercial viability in the past, and instead creates opportunities to enhance infrastructure efficiency and activate the area. Facilitating these changes is a simplification of the zoning code, reducing the number of distinct districts from nine to three (Figure 4).

Figure 4. Proposed Regulating Districts in Town Center



City of Sammamish and Framework, 2025

The anticipated outcome is a cohesive and walkable district in the Urban Core, where compact multifamily housing, structured parking, and community-oriented facilities align with the recent mandates for expanded housing supply and new GMA provisions requiring more thorough accommodation of affordability. The Mixed Urban district would accommodate smaller buildings, allowing both mixed-use buildings and purely residential ones, as well as limited small-scale commercial development to serve the neighborhood. Finally, the Garden Mixed Residential district focuses on middle housing types, allowing for only residential uses. This includes low-rise apartment buildings, multi-plex units, and townhouses. By replacing existing development regulations with simplified districts and clear form-based standards, the Action Alternative ensures that buildings, parks, plazas, and open spaces in Town Center meet consistent design standards.

In parallel, this land use transition seeks to preserve and enhance the Town Center's natural assets. Flexible but clear design standards should enable additional design options for building envelopes that comply with the City's Critical Areas Ordinance, protecting sensitive habitats and integrating low-impact development features such as bioswales or vegetated buffers. The Action Alternative's land use approach encourages an active central node of offices, retail, restaurants, and entertainment venues interwoven with a diversity of housing types, thereby furthering Sammamish's broader objective of a sustainable, walkable, and dynamic Town Center.

Transportation

Highlights of the Action Alternative

- Updated Street Standards: The City has been using interim street standards since the Town Center Plan and Code were originally adopted. The Action Alternative includes adoption of updated street standards to address the design of sidewalks, bike facilities, on-street parking, landscaping and stormwater, street trees, lighting, accessibility, and pedestrian furniture. The street standards will work cohesively with updated zoning and development standards to align development outcomes with the goals of the Town Center Plan.
- Intersection Improvements and TDM Measures: Key intersections (e.g., Southeast 4th Street / 228th Avenue Southeast) would be redesigned to improve traffic flow, add signal prioritization for transit, and mitigate peak-hour congestion. Transportation demand management (TDM) measures, such as rideshare incentives and structured parking, support a lower reliance on single-occupant vehicles.
- Potential Transit Expansion: Working with King County Metro, and enabled by increased density, the City would pursue higher-frequency service and the addition of a Mobility Hub to Town Center, making the area more accessible for non-drivers.
- Pedestrian and Bicycle Network Improvements: Expanded pedestrian and bike facilities improve safety and accessibility for non-drivers, and reduce vehicular traffic demands for trips within Town Center. Projects identified in the upcoming Bike and Pedestrian Mobility Plan are assumed to occur under the Action Alternative.

Summary Analysis of the Action Alternative

Under the Action Alternative, Town Center would place greater emphasis on multimodal connectivity, improved street networks, and more robust transit integration. Rather than relying solely on incremental improvements and existing conventional standards, new street design standards that align with complete streets principles would emphasize the safe coexistence of pedestrian, bicycle, and vehicular traffic. Local intersections and corridors, particularly near the Town Center core along Southeast 4th Street, would see improvements to manage increased traffic volumes effectively, reduce congestion at peak travel times, and enhance overall circulation within the area. These intersection upgrades could include features such as expanded turning lanes, smart signal technology, and enhanced crosswalks, together mitigating the increased trip generation expected under a more populous, mixed-use center.

Additionally, the Action Alternative encourages shorter block lengths and strategically placed local connectors to disperse traffic away from Sammamish's already heavily-traveled arterials. A newly configured local grid would also support non-motorized access. By design, sidewalks would be wider, bike lanes more prominent, and public realm improvements would incorporate street trees and pedestrian lighting to make non-motorized trips safer and more beautiful. Bicycle racks, sheltered transit stops, and other supportive infrastructure are likewise introduced to encourage riders to shift from private vehicles to transit and other more sustainable modes of travel. Complementing these physical upgrades are proposed transportation demand management measures, such as car-share incentives or reduced parking minimums, aimed at reducing single-occupant vehicle dependence and facilitating a balanced approach to movement throughout Town Center. Simultaneously, the City would collaborate with regional transit agencies to explore additional bus routes or expanded frequency, ensuring Sammamish can capitalize on higher residential densities to create a dynamic, well-connected core.

Action Alternative Key Takeaways

By increasing the housing cap to 4,000 units and adopting a new form-based code, the Action Alternative can significantly increase housing affordability, availability, and diversity in Sammamish. Transportation measures further support growth by mitigating congestion and prioritizing multimodal travel while simultaneously beautifying the streetscape.

3. Land Use

3.1. Overview

This section analyzes the existing and proposed land use patterns for Town Center in light of ongoing developmental challenges, regulatory shifts, new housing mandates, updated land capacity data, and an uncertain real estate climate. This chapter also addresses physical land use patterns within and surrounding the study area, considering changes in the type and intensity of residential, commercial, and mixed uses. Taken together, these variables greatly impact the refinements proposed to Town Center's land use policy and zoning frameworks to better align with Sammamish's evolving needs and broader regional mandates.

Two reports supplement these findings, both of which are available as Appendices to this Draft SEIS .Firstly, an Existing Conditions Report for Town Center catalogs the current layout, zoning, ownership patterns, vacant parcels, and related public facilities (Appendix 2). Secondly, a Real Estate Market Summary contextualizes growth potential and feasibility (Appendix 4).

3.2 Affected Environment

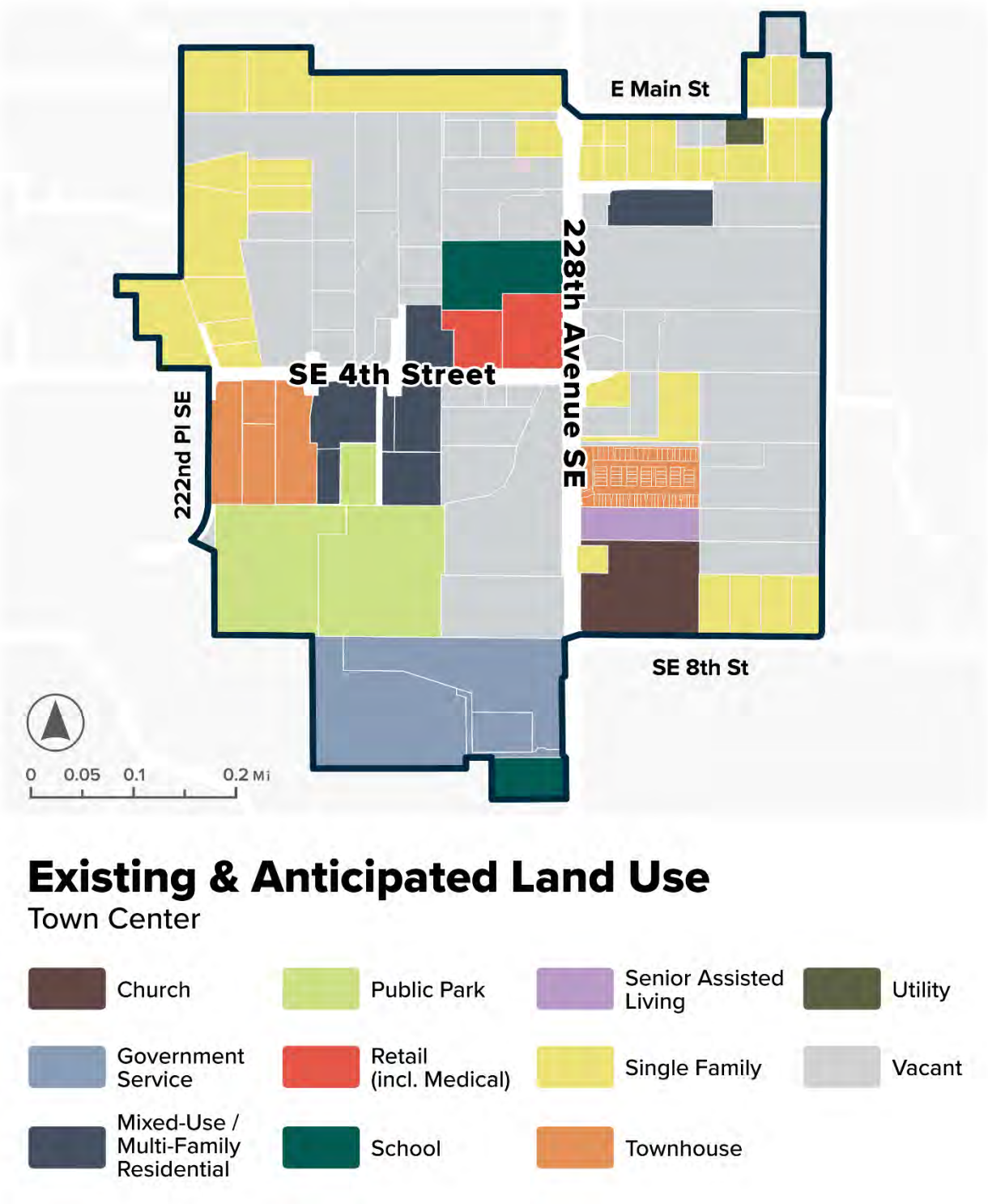
Land Uses Within Town Center

Since the adoption of the 2008 Town Center Plan, properties that were once single-family homes or purely vacant have moved to higher densities and different uses. All of the land use conversions to date have occurred either along Southeast 4th Street or along or near 228 Avenue SE. Medium-density housing, townhouses, and assisted living uses occupy lots to the east of 228th Avenue Southeast. The prominent Sammamish Village commercial development at the northwest corner of Southeast 4th Street and 228th Avenue Southeast represents the only retail concentration to date, transitioning to mixed-use residential classifications to the west.

The transformation to mixed-use residential is appearing along the central portions of Southeast 4th Street, stepping down to townhouse categories further to the west with the recent groundbreaking of the Brownstones West project. Civic, church, school, and park designations remain unchanged.

The figure below depicts the pattern of existing land use in the Town Center subarea. Despite new and anticipated development, underutilized land predominates Town Center.

Figure 5. Existing and Expected Land Use



City of Sammamish and Framework, 2025

Adjacent Uses

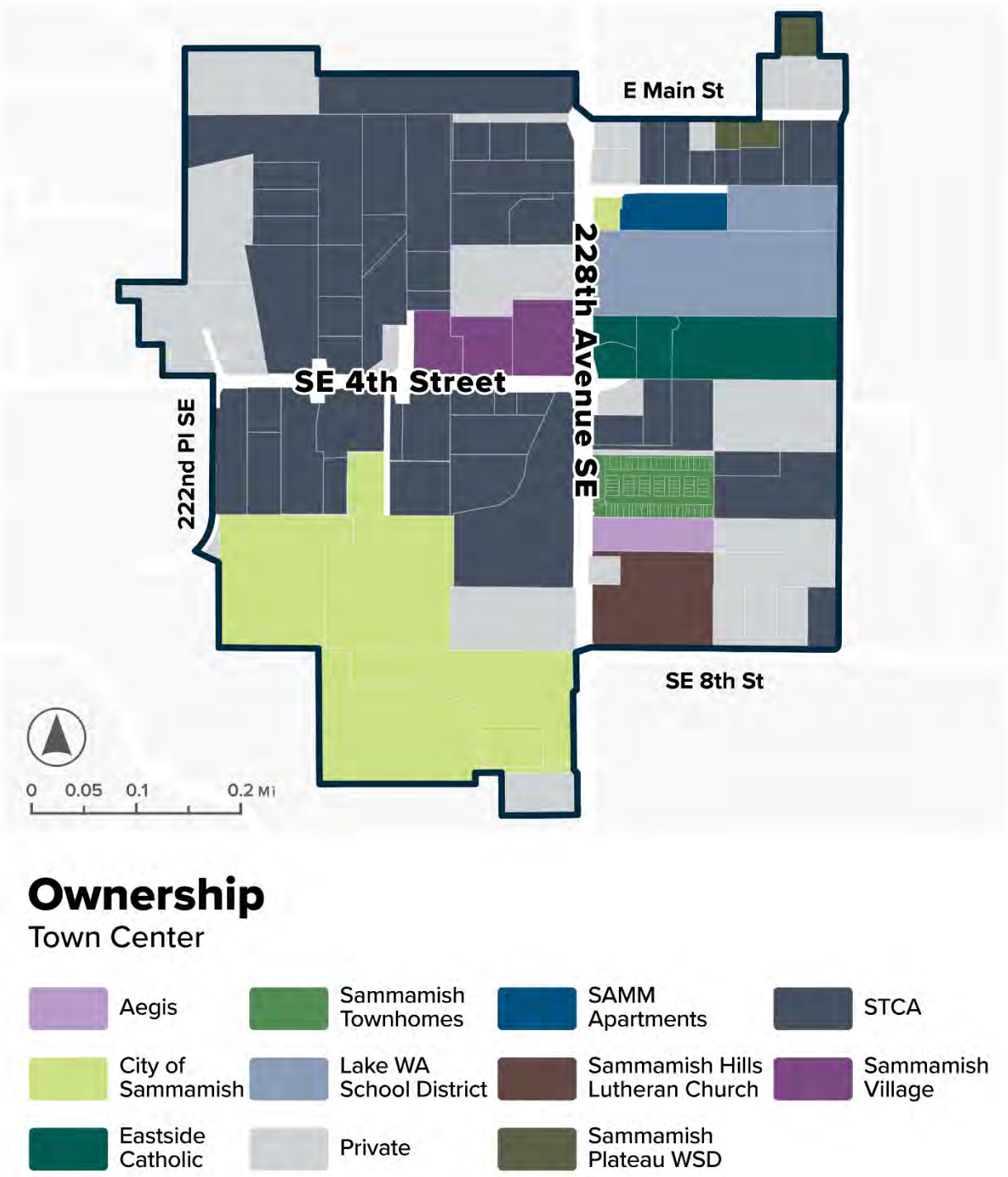
Beyond Town Center's eastern boundary lie institutional campuses such as Eastside Catholic School, while to the west and southwest, single-family subdivisions and Mary Queen of Peace Church anchor lower-density residential neighborhoods. These adjacencies highlight the importance of thoughtful transitions in building scale and land use, ensuring new construction within Town Center remains compatible with existing surrounding contexts. Notably, the southern periphery includes large, partially forested lands with topographical constraints and informal pedestrian connections that could integrate into future Town Center trail systems or partially forested lands encumbered with expansive wetlands and their buffers (see Development Constraints, below).

Ownership Patterns

Ownership patterns within the Town Center area have evolved considerably as a result of the parcels purchased for future development by STCA, LLC (through Innovation Realty Partners, LLC and affiliated companies). Innovation Realty Partners was organized in 2010 to undertake development within the Town Center through a sequence of coordinated projects, and has advanced a number of projects and proposals, including through partnerships with other entities. However, much of its property is undeveloped at this point in time.

The figure below depicts the broad ownership pattern of non-private entities in the Town Center.

Figure 6. Town Center Ownership

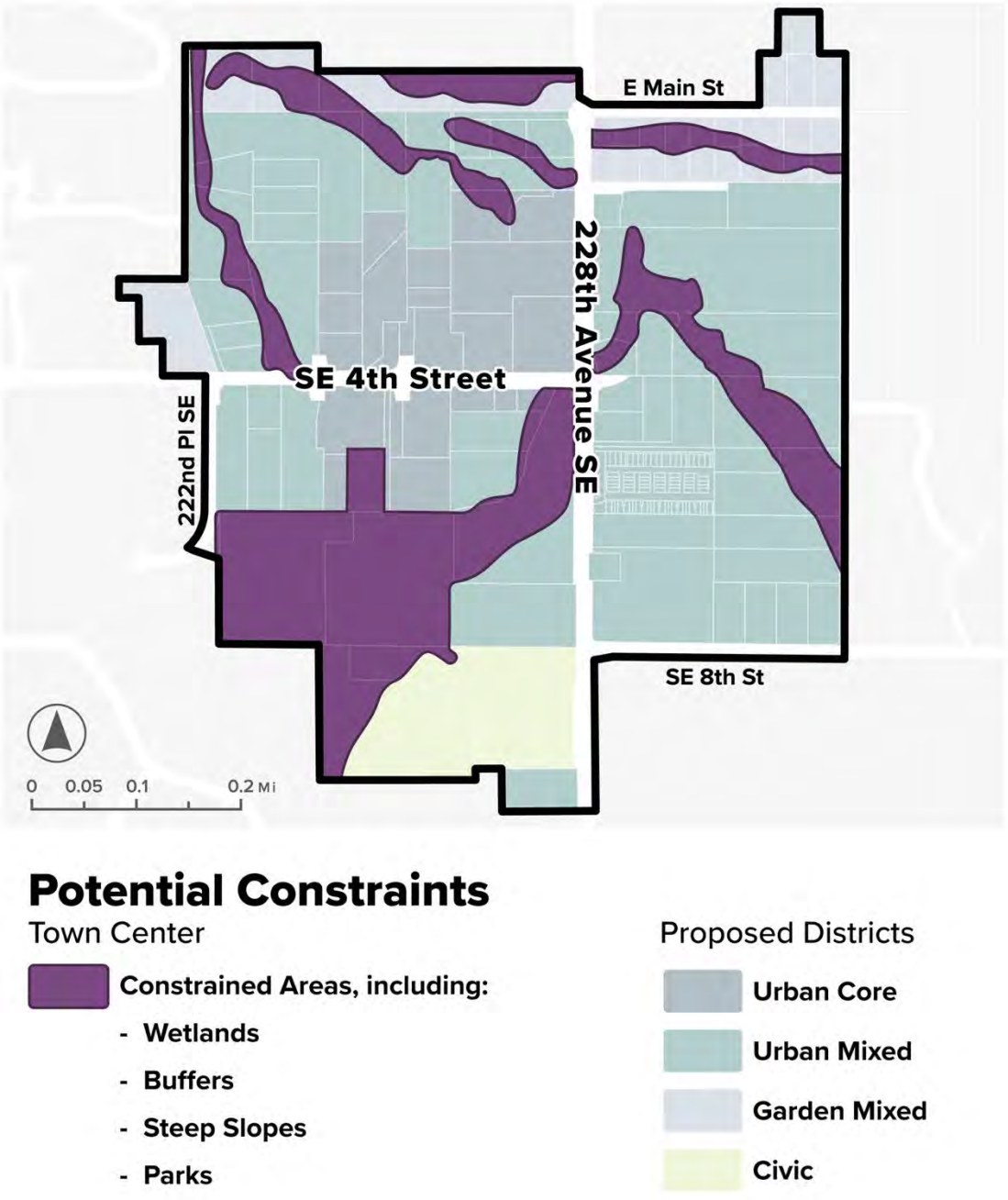


City of Sammamish and Framework, 2024

Development Constraints

Constraints affecting undeveloped land will affect the feasibility of developing new street infrastructure and buildings. The following map illustrates wetlands, buffers, steep slopes, and the Commons Park that will pose limitations to the feasibility of creating new streets and buildings to support the development of the Town Center.

Figure 7. Site Constraints in Town Center



City of Sammamish and Framework, 2024

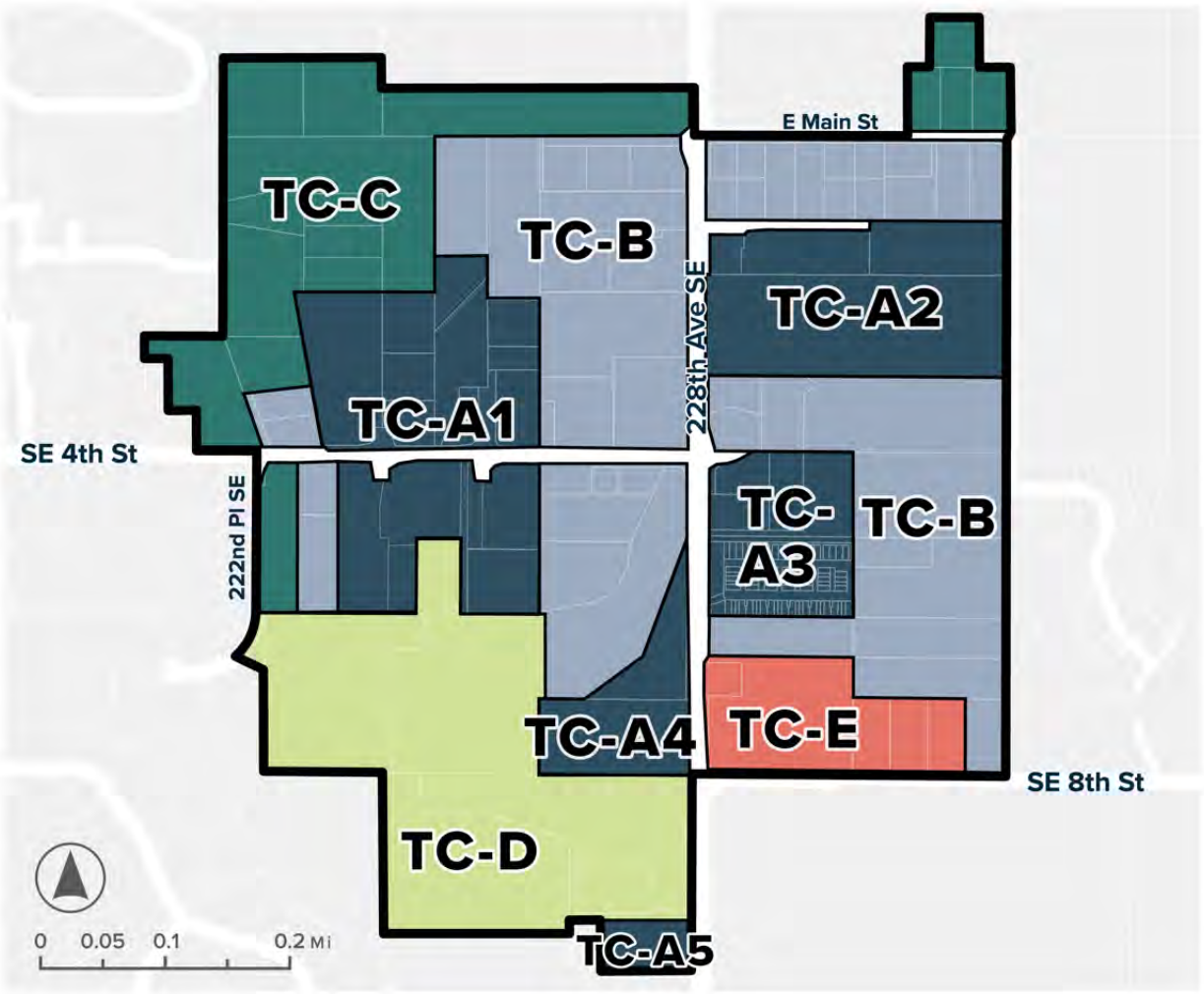
Alterations to wetlands and wetland buffers are substantially constrained in SMC Chapter 21.03, Environment & Sustainability, and other applicable state and federal regulations. The wetlands are associated with streams that cross through or pass near the Town Center. Although bridging and altering wetlands and streams can be permitted under specific circumstances, the permitting processes, mitigation costs, and construction costs can be very high or prohibitive.

Steep slopes on upland areas result in high construction costs for infrastructure that can make street construction infeasible. Similarly, steep slopes result in high costs for buildings associated with excavation and foundations. This constrains the extent and type of buildings that may be feasibly constructed under both Alternatives. Beyond these environmentally sensitive areas, public park land in the Town Center further limits the amount of pragmatically buildable land.

Land Capacity Analysis

The geographic distribution of uses within the Town Center development is regulated through SMC Chapter 21.07 and primarily controlled by zoning. The current zoning map (Figure 8) can be found below, as well as a table (Table 2) with details on the distribution of pre-existing, built, and proposed development among the current zoning classifications.

Figure 8. Existing Town Center Zoning Map



City of Sammamish and Framework, 2024

Table 2. Existing and Planned Development by Zone

Town Center Zone	Project Status	DU's	Commercial
TC-A1			
SKY Apartments	Built	159	13,000
STC Phase I	Proposed/Review	48	
Brownstones East	Proposed/Review	300	82,000
STC Phase II	Permit Review	344	18,000
TC-A2			
SAMM Apartments	Built	92	14,245
Lake Washington High School	Permit Review		
TC-A3			
Single-Family Homes	Pre-Existing	1	
Sammamish Townhomes	Built	75	6,500
TC-A4			
None	N/A		
TC-A5			
Arbor Montessori School	Pre-Existing		
TC-B			
Sammamish Children's School	Pre-Existing		
Single-Family Homes	Pre-Existing	19	
Sammamish Village	Built		115,000
Brownstones West [1]	Construction	38	
Aegis Sammamish	Permit Review	94 [2]	
TC-C			
Single-Family Homes	Pre-Existing	11	
TC-D			
Sammamish Commons Park	Pre-Existing		
Sammamish City Hall	Pre-Existing		
King County Library	Built		
Sammamish YMCA	Built		
TC E			
Sammamish Hills Lutheran	Pre-Existing		
Single-Family Homes	Pre-Existing	4	

City of Sammamish and Framework, 2025

[1] Project site includes both TC-B and TC-C parcels

[2] Sleeping Units

Updated Land Capacity Need

The original Town Center Plan and 2007 Final EIS capped housing at 2,000 total units, but capacity for up to 4,000 units was initially studied in the 2007 Draft EIS. As of 2025, newly built and proposed projects have now pushed Town Center past the halfway point to that 2,000-unit limit. Additional land capacity expansions, along with more flexible zoning and reduced regulatory restrictions, are crucial to creating the economic conditions required to meet the City's affordable housing obligations mandated by the state legislature.

Aesthetics

The Existing Conditions Report (Appendix 2) documents the existing aesthetic conditions in Town Center and is summarized as follows:

- Town Center maintains a semi-rural character due to its relative underdevelopment. The Town Center Plan envisions Town Center as the city's urban core with dense housing, services, and amenities.
- Recent development is more consistent with the Town Center Plan and includes mid-rise (approximately 6 stories) buildings, townhouses, civic buildings, and parks and open spaces.
- 228th Avenue Southeast is a defining feature in Town Center and a major thoroughfare through the heart of the city.
- Civic buildings and schools are prominent in Town Center along 228th Ave SW.

3.3 Impacts

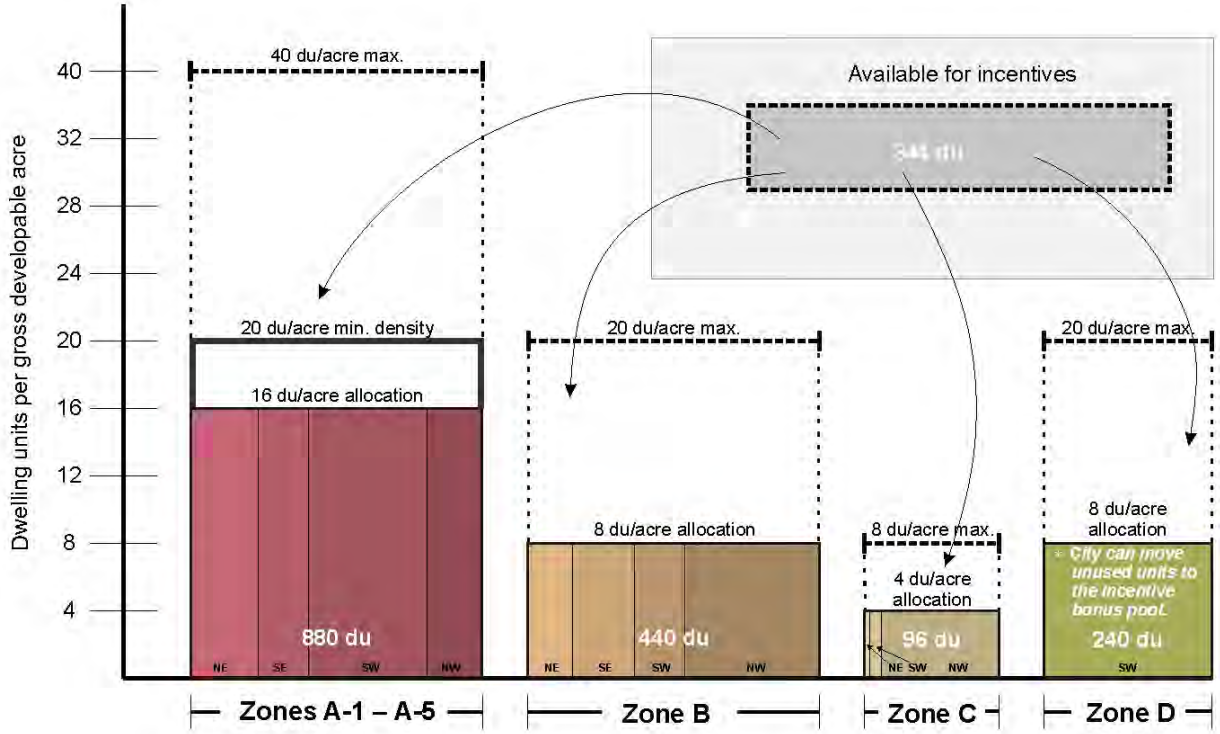
Impacts of the No Action Alternative

Land Use and Policies

The No Action Alternative is likely to limit Sammamish's ability to meet its planning requirements under the GMA, including the City's mandated obligation to provide affordable housing units. While the City has the overall development capacity to meet its allocated growth objectives, they will be difficult to achieve under the current Town Center Plan and Code. Residential densities in the lowest-intensity zones in the Town Center do not even meet the requirements of House Bill 1110 related to Middle Housing, such that currently there is more density permitted in the R-1 zone than within the lowest-intensity zones in Town Center. The current Town Center Plan and Code, in place for nearly two decades, has not resulted in significant progress toward realizing the initially outlined vision for Town Center. This is a stark contrast to the Seattle metro area and much of the Puget Sound region, where there have been multiple cycles of robust real estate development over that time.

The current zoning plan includes a high-intensity Core Mixed-Use area designated as the TC-A zone, surrounded by lower intensity zones TC-B, TC-C, TC-D, and TC-E. TC-A is further divided into five sub-zones to create further control and granularity under the current regulatory scheme. Residential and commercial development limits are placed on each zone and sub-zone.

Figure 9. Residential Density, Caps, and Incentives by Zone



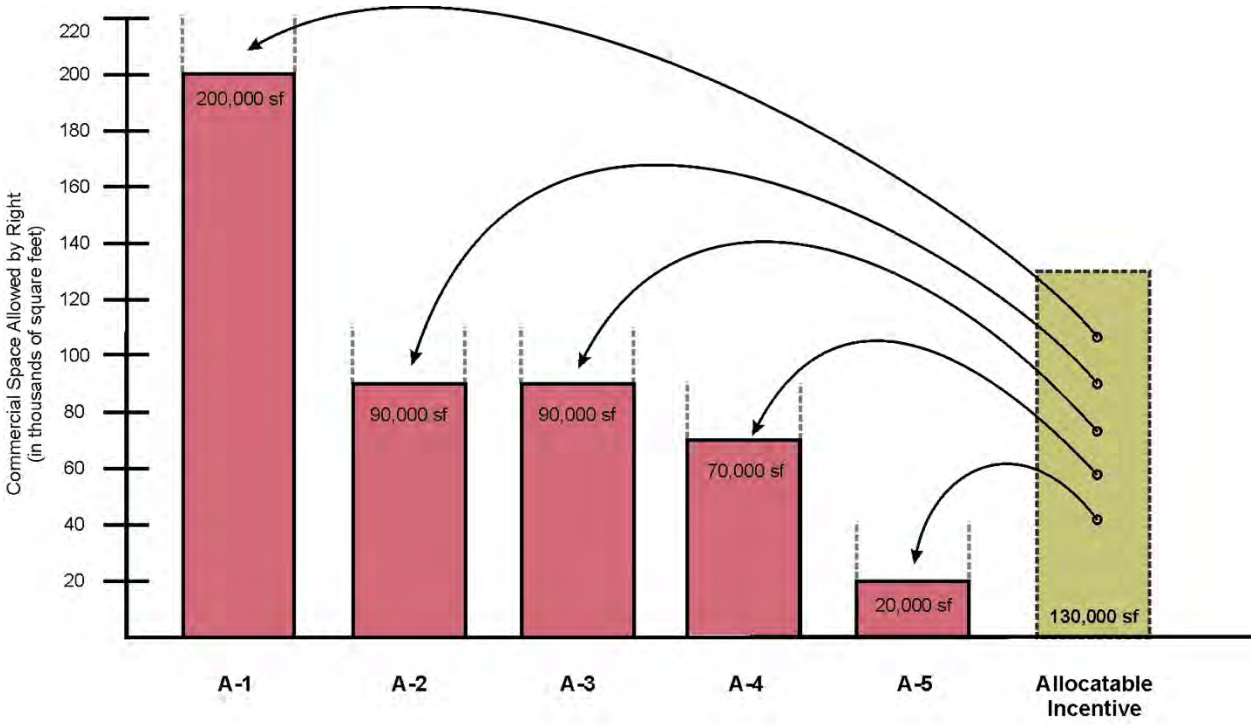
City of Sammamish, 2008, update. 2020

Figure 10. Residential Standards by Zone

	TC-A		TC-B	TC-C	TC-D	TC-E
	West of 228th Avenue Southeast	East of 228th Avenue Southeast				
Allocated Residential Density (units/acre)	16	16	8	4	8	1
Maximum Residential Density (units/acre)	40	40	20	8	20	1
Minimum Residential Density by Site (units/acre)	16	8	none	none	none	none
Total Maximum Residential Density (units/acre) using TDR Credits	> 40	> 40	> 20	8	20	N/A
Maximum Building Height (feet)	70	60	50	35	60	35
Maximum Number of Bonus Floors above Adjacent Street(s) (floors)	6	5	N/A	N/A	N/A	N/A
Maximum Building Heights including Bonus Floor (feet)	> 70	> 60	N/A	N/A	N/A	N/A

City of Sammamish and Framework, 2025

Figure 11. Commercial Limits and Incentives in TC-A Subzones



City of Sammamish, 2008, updt. 2020

Figure 12. Commercial Building Area Limits by Zone

	Zones and Subzones									
	TC A-1	TC A-2	TC A-3	TC A-4	TC A-5	TC B[1]	TC C	TC D	TC E	Total
Base Allocations of Commercial Development Capacity (1,000 sf)	200	90	90	70	20	-	10	-	-	480
Maximum Potential Allocation from Bonus Incentives (1,000 sf)	50	22.5	22.5	17.5	5	-	2.5	-	-	120
Total Maximum Potential Commercial Capacity (1,000 sf)	**250**	**112.5**	**112.5**	**87.5**	**25**	**-**	**12.5**	**-**	**-**	**600**

City of Sammamish and Framework, 2025

[1] Commercial development is allowed in the TC B zone if an adjacent property is part of the A zone, and both properties are part of the same development project. This exception enabled the construction of Sammamish Village along 228th Avenue Southeast, despite the parcels along 228th being zoned as TC B.

The 2008 Plan and accompanying EIS documents do not state that these development limits are representative of the full buildout of total land capacity, nor that these limits might suggest fulfillment of the Plan's goals and policies. The Plan does note that the commercial and residential caps should be re-evaluated periodically, suggesting one such evaluation when development reaches approximately one-third of the cap. As of April 2025, there are 1,056 residential units built and proposed in Town Center.

Further residential development under the No Action Alternative is constrained by complications in the interactions between the base allowances, incentives, and bonus calculations in the Town Center Code. To date, all residential development that has been built or proposed in the TC-A subzones have used some form of residential bonus in order to reach financial feasibility. The currently built and proposed projects have consumed the entirety of two of the three available sources of bonus units - the 344 bonus units available in the "affordable housing bonus pool" and the 240 available units from an internal "transfer program" are now claimed.

Transfer of Development Rights (TDR) programs provide the third source of available bonus development opportunities. However, the primary TDR program in place through an Interlocal Agreement (ILA) with King County has precluded the creation and use of an In-City TDR program, and the right of first refusal for the sale of King County TDR credits is held by a single developer. Furthermore, these TDRs are not accompanied by any requirement to construct affordable housing. This means that under the No Action Alternative, any future units developed with TDRs are likely to be market rate, and the program will not contribute to affordable housing production in Sammamish. Without being able to use TDRs or other bonuses while facing similar financial pressures, other developers are also likely to continue to stay away from developing in Town Center, primarily because developing to the minimum allocated densities is unfeasible in the current economic environment.

Commercial space allocations (measured in square feet) are established by sub-zone, but similar to allocated residential densities, these figures do not match market realities. For example, the single largest commercial development project to date, Sammamish Village, was constructed in the TC-B zone. While TC-B was not explicitly allocated any commercial square footage under the existing code, the code does provide for commercial space in TC-B parcels adjacent to TC-A parcels. Because both the Sky Sammamish Apartments and adjacent Sammamish Village commercial area were part of the same development, and Sky Sammamish is located on a TC-A parcel, the project was able to take advantage of this "alternative compliance" method. However, the project's approval also hinged on additional code interpretations and key exemptions granted by the director at the time, highlighting the complex nature of the existing code and the approval process.

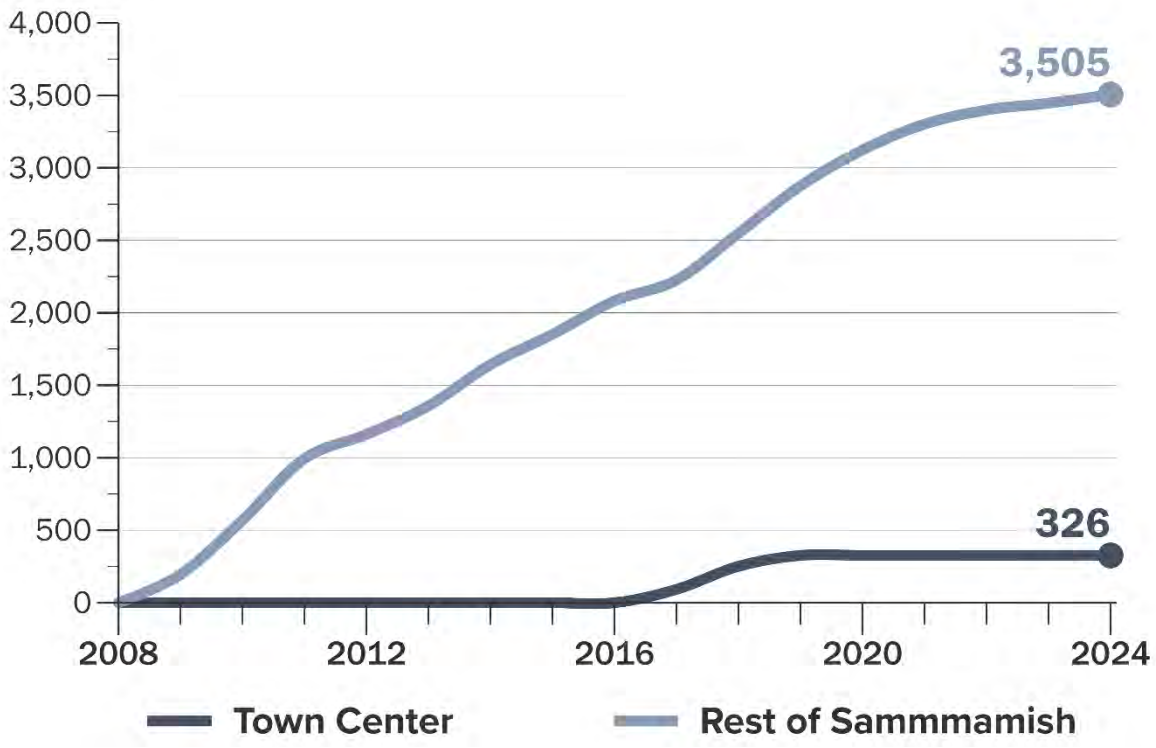
Housing

Town Center has been the City's planning focus for denser, walkable, transit-oriented housing with services and amenities in close proximity to residents. However, this vision for Town Center has been stalled, as complexities and challenges with the Town Center Code slow development progress (as documented in the 2024 Code Audit included as Appendix 3). Therefore, the impacts from the No Action Alternative are primarily related to the underproduction of housing and affordable housing,

low-intensity residential land uses that are not transit-supportive, and limited services and amenities due to a lack of residents within Town Center.

Sammamish has a significant mismatch between household sizes and unit sizes, with many larger units serving smaller household sizes. The Comprehensive Plan policies and the Housing Diversification Toolkit emphasize the production of smaller units to diversify the existing housing stock. During public engagement for the Comprehensive Plan, many comments from the public vocalized the need for smaller units, particularly for current residents who want to downsize from their existing home while remaining in Sammamish. More affordable and smaller units also help to attract young adults and families to Sammamish or provide opportunities for those who grew up in Sammamish to live in Sammamish as adults. Workforce housing was another topic of discussion, since 86% of Sammamish workers commute from outside the community.

Figure 13. Housing Unit Production in Sammamish



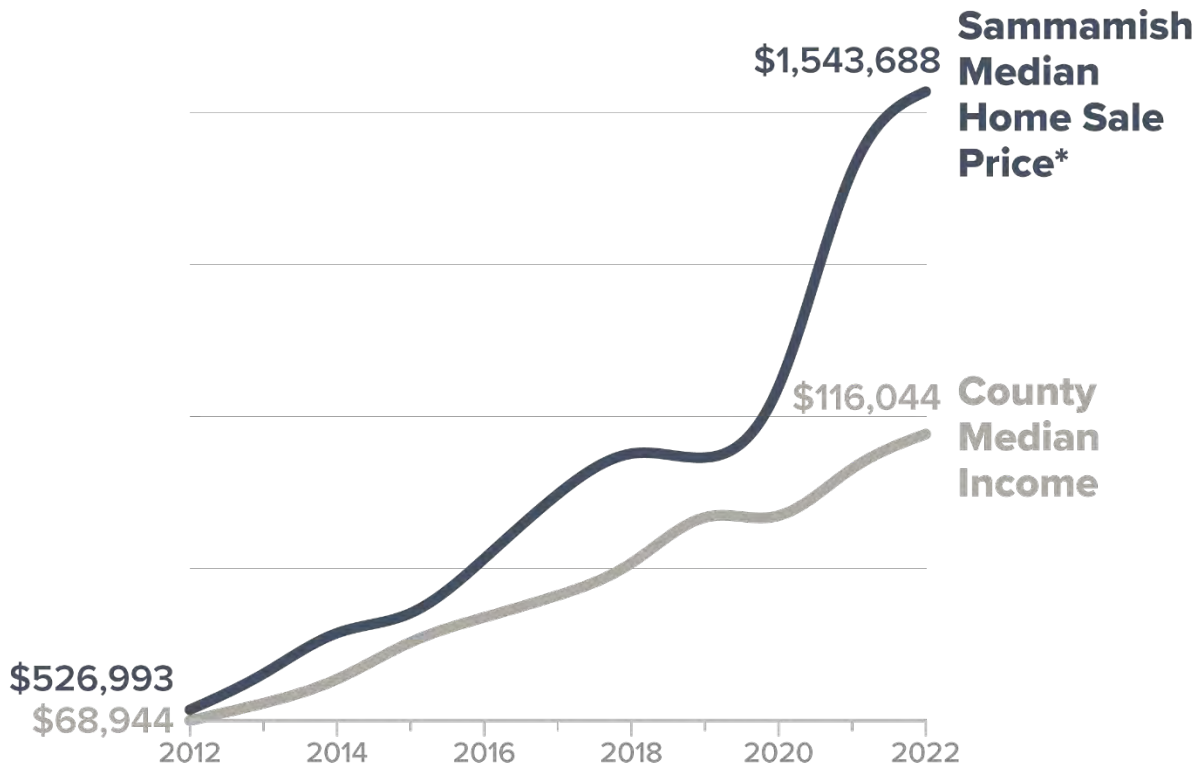
Washington State Office of Financial Management Population and Housing Estimates, 2008-2024
Framework, 2025

Part of the initial aim of the 2008 Town Center Plan was to provide a place to concentrate the growth of housing and services, providing the smaller units desired by residents while reducing the negative environmental impact of widespread single-family home construction. Unfortunately the opposite pattern has emerged. Sammamish is a beautiful and desirable place to live, and many single-family homes have been built in residential zones across the city to accommodate demand, thanks to relatively few barriers to development and higher returns on this type of housing. Meanwhile, a complex regulatory landscape and disparate ownership pattern stalled housing production in Town

Center, the primary place in Sammamish intended to capture that growth.[2] To date, the number of homes constructed in Town Center is less than one tenth of the estimated number of homes constructed across the rest of the city since 2008 (see Figure 13 above). While the community has broadly expressed a desire for smaller units, this has not been reflected by recent construction in Sammamish.

This need for smaller and more affordable units is also reflected in home sales data. Median sale prices in Sammamish have outpaced income growth in King County over the past several years, a trend that accelerated in 2020 in the wake of the COVID-19 pandemic.

Figure 14. Median Home Sales Prices vs Median Income



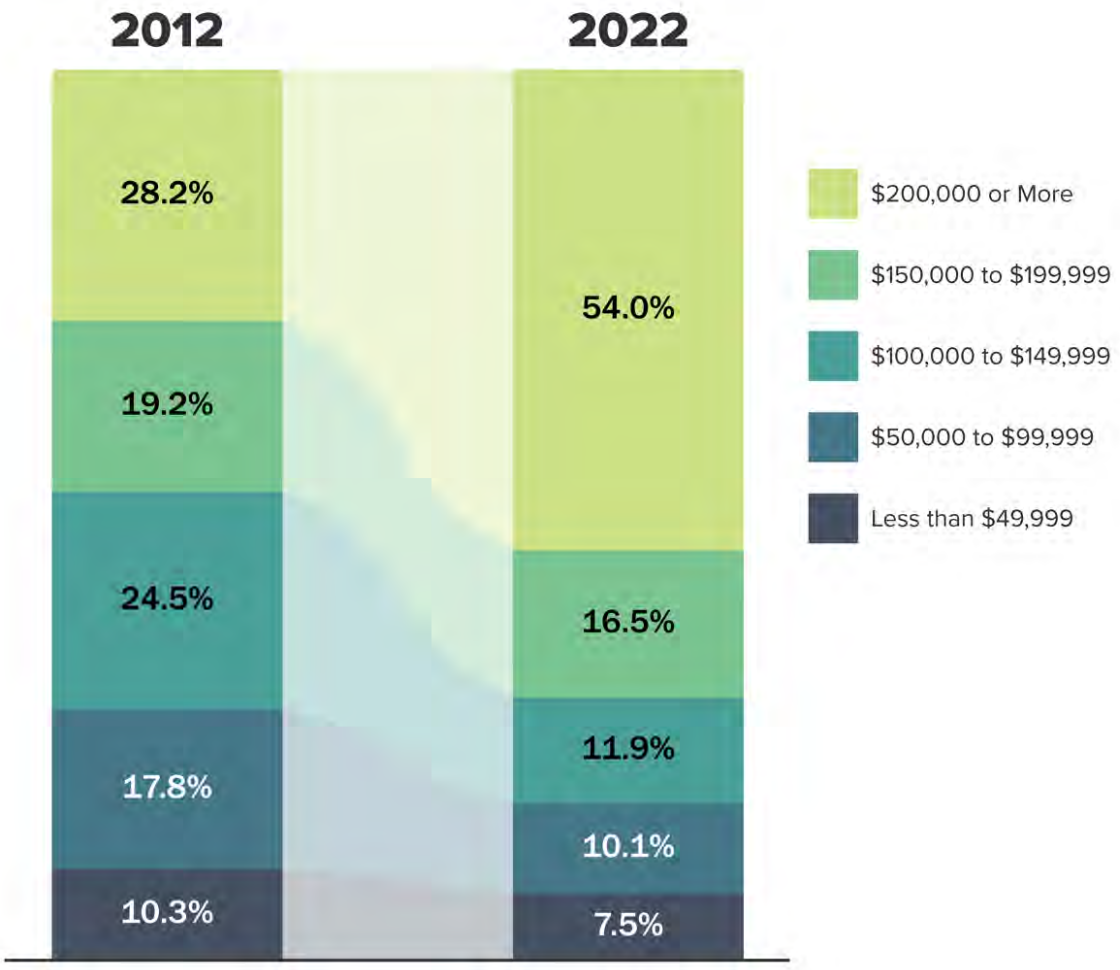
Redfin, 2025; US Census ACS 5-Year Estimates, 2018-2022
Framework, 2025

* Median Home Sale Price does not equal the 2024 number cited above as the available ACS data on income used for comparison ends in 2022.

[2] The 2024 Comprehensive Plan now calls for the creation of additional mixed-use subareas to help distribute housing and population growth. These subareas are located at existing commercial centers in the Inglewood, Pine Lake, and Klahanie areas, and will each go through their own subarea planning process.

The effects of this recent development pattern, an over-production of expensive single family homes relative to more affordable forms of housing, is similarly mirrored in the shifts in household income levels of the Sammamish population over the same period. As the population of Sammamish increased, the proportion of households with annual incomes over $200,000 swelled, growing from 28.2% of households to 54% of all households in the city (Figure 15).

Figure 15. Percent Makeup of Population by Income Bracket, 2012 vs 2022



US Census ACS 5-Year Estimates, 2018-2022
Framework, 2025

Housing Production in Town Center

Since the Town Center Plan's adoption, a total of 364 units have been built or are currently under construction as of the publication of this document. This figure includes 58 housing units that are affordable to households making 80% of the Area Median Income (AMI), and zero affordable units for households making 50% AMI or less.

Over the 2008 to 2025 period (17 years), this represents a rate of construction of 21.4 total units per year, and approximately 3.4 affordable housing units per year (for 80% AMI households). Extrapolating from the current housing production rate, over the 20-year planning horizon of Sammamish's 2024 Comprehensive Plan, Town Center would expect to see 428 new housing units built by 2044, 68 of which would be housing affordable to those making 80% AMI and the rest being market rate.

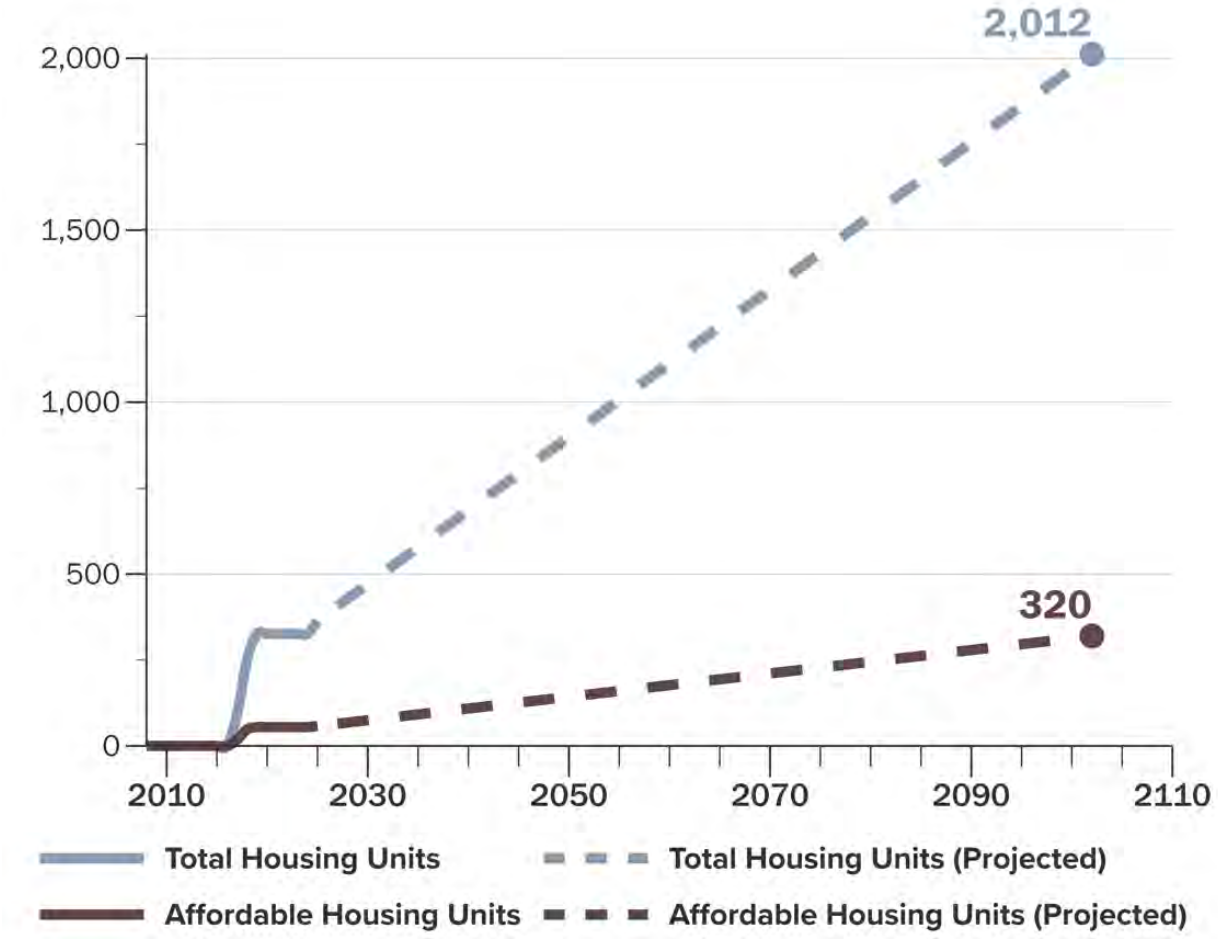
Table 3. Town Center Market Rate and Affordable Housing Production

Project	Total Units	Market-Rate	Affordable (80% AMI)	Affordable (50% AMI)
Built	**364**	**306**	**58**	**0**
Samm Apartments	92	74	18	0
Sammamish Townhomes	75	68	7	0
SKY Sammamish	159	129	30	0
Brownstones West (Under Construction)	38	35	3	0
Proposed	**692**	**612**	**80**	**0**
Brownstones East	48	45	3	0
STC Phase I	300	226	74	0
STC Phase II	344	341	3	0
Grand Total	**1056**	**924**	**132**	**0**

City of Sammamish and Framework, 2025

Considering that rate of construction continues indefinitely, and factoring in already-built units, the 2,000-unit cap currently in place under the No-Action Alternative would be reached in approximately 77 years, crossing that threshold in the year 2102 (Figure 16). The total number of affordable units in Town Center in that year would be approximately 320.

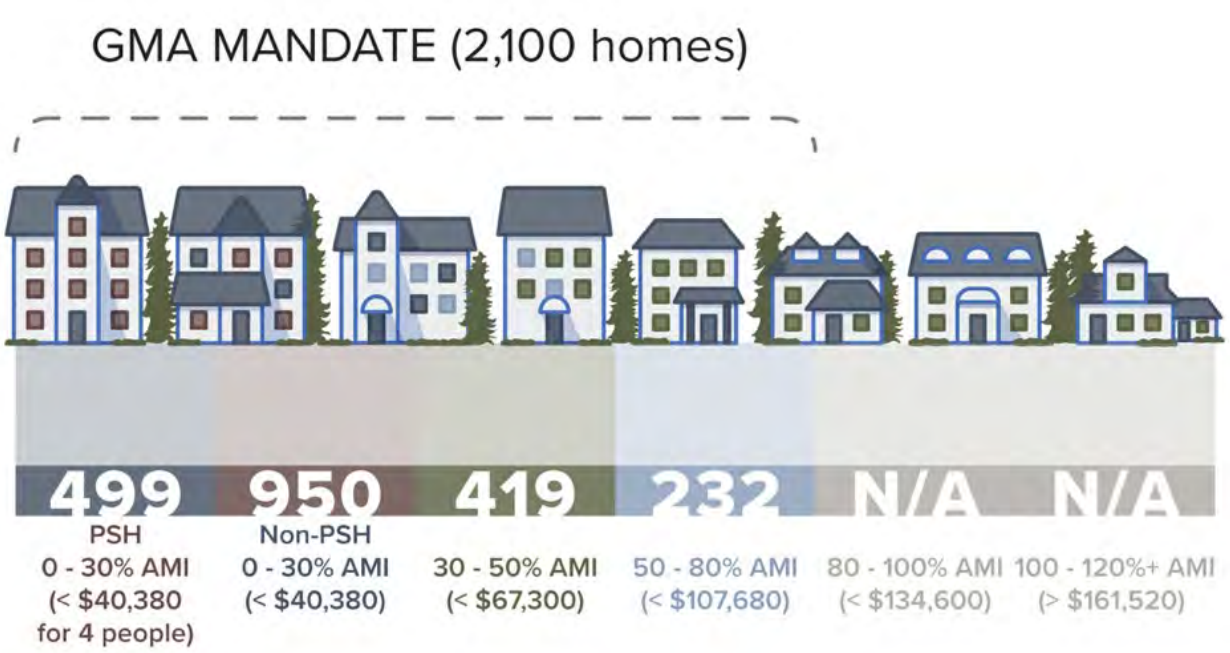
Figure 16. Town Center Linear Housing Projection



City of Sammamish and Framework, 2025

A similar projection of affordable housing construction under the No Action Alternative also indicates that the current rate of production is not sufficient. The City is planning for 2,100 new affordable housing units (not already constructed) under the adopted 2044 Comprehensive Plan (Figure 17), and places an estimated 1,102 of those units in Town Center (Figure 18).

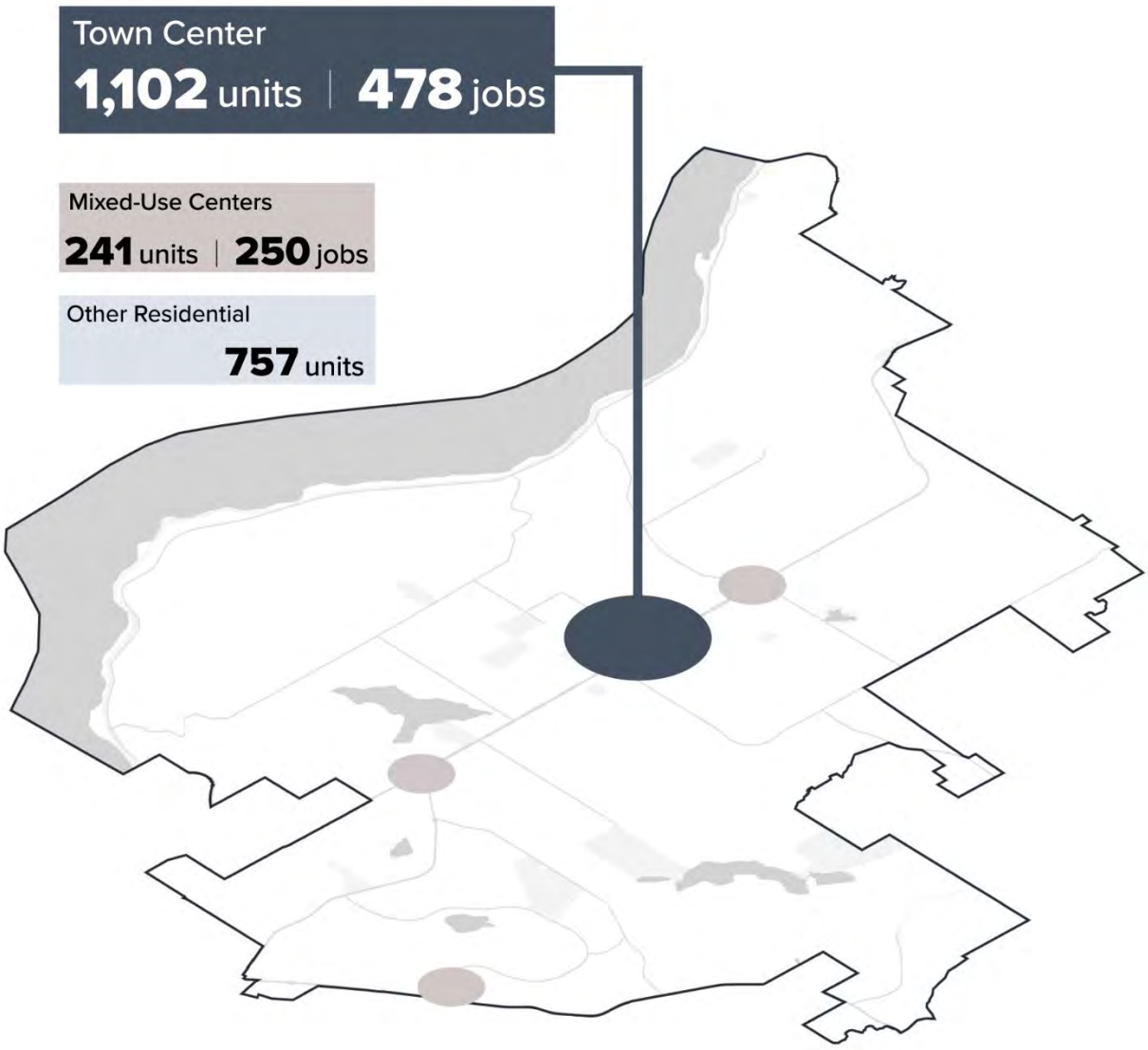
Figure 17. GMA / King County Housing Allocation for Sammamish[3]



City of Sammamish and Framework, 2025

[3] Permanent Supportive Housing, or PSH, is defined in RCW 36.70a.030 (31). In short, PSH is housing for people who need housing assistance and supportive housing services to live with stability and independence in their communities. Examples of the types of support provided by PSH include employment navigation, transportation access, and connections to health services.

Figure 18. Affordable Housing Growth, 2044 Anticipated Distribution

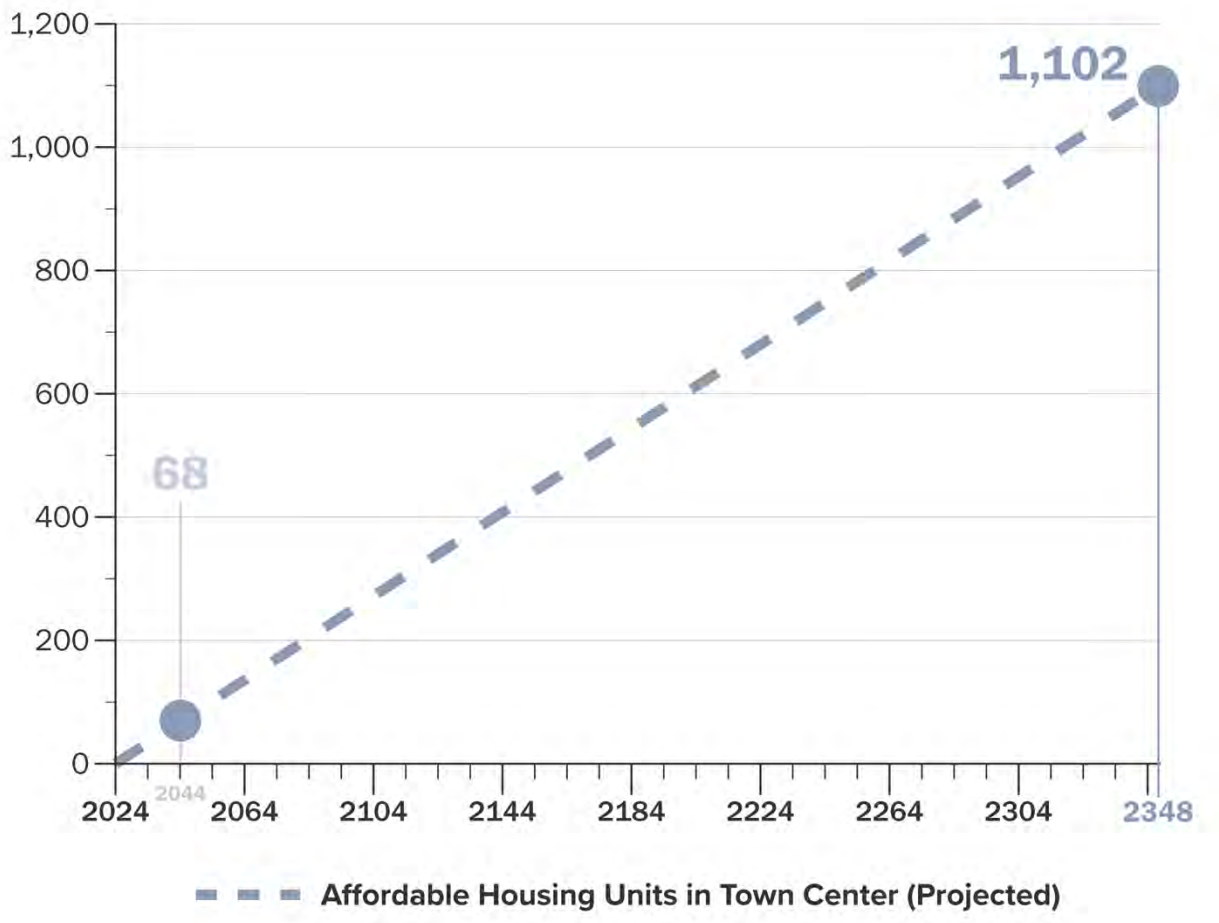


City of Sammamish and Framework, 2025

However, at the current rate of affordable housing construction, only 68 new affordable housing units would manifest by 2044. The 1,102 affordable units allocated to Town Center would not be realized until the year 2348 at this rate (Figure 19).[4]

[4] Note: Figure 16 and Figure 19 are simplified linear projections, intended only to show the effect of current development trends extrapolated into the future. These are not forecasts or formal estimates, and are presented for illustrative purposes only. They should not be interpreted as predictive of actual future housing production.

Figure 19. Town Center Affordable Housing Projection



City of Sammamish and Framework, 2025

Several additional units are under permit review but there is no guarantee that they will be constructed under the No Action Alternative. Current economic conditions suggest that most products are generally infeasible at this time, with the exception of townhome units. Of the currently proposed units in Town Center, only the Brownstones East project includes townhomes. For more on real estate market conditions as they relate to Town Center, see the memorandum supplied by Kidder Mathews in Appendix 4.

Aesthetics

The No Action Alternative does not have significant impacts on aesthetics, as new development will be consistent with the adopted Plan and Town Center Code. The challenges with the Town Center code are less related to aesthetic quality, and instead are focused on the infeasibility of development due to overly restrictive standards and incentives that are either limited or simply no longer available.

Impacts of the Action Alternative

Land Use and Policies

The Action Alternative is likely to result in increased development of housing, services, and amenities consistent with the vision, goals, and policies of the Town Center Plan. The lowest-intensity zones in Town Center would be consistent with state requirements for Middle Housing, development standards would be aligned with densities and intensities, and affordable housing requirements would be simplified and aligned with feasible development typologies. Increases in both market-rate housing and affordable housing will make retail, services, and amenities more viable. This also helps create an environment that's supported by increased transit service to Town Center, benefitting not only the residents and employees of Town Center, but also the entire Sammamish community.

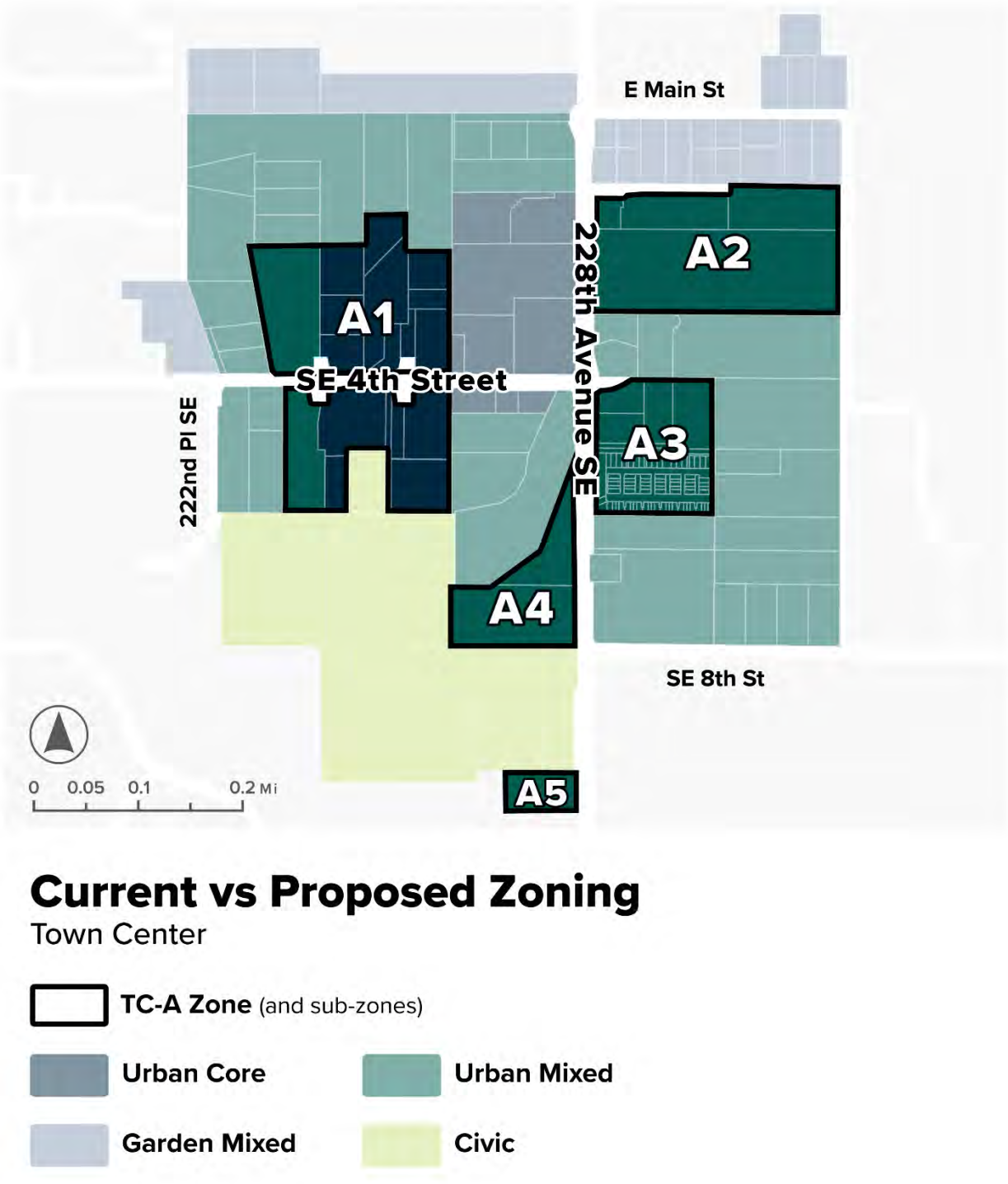
Updating the current development limit of 2,000 total housing units, which is imposed by the Final EIS but not in Town Center Code, to 4,000 total housing units reflects Sammamish's commitment to creating a dynamic neighborhood, and supplying the affordable housing and employment opportunities to contribute to the critical mass needed for Town Center to truly thrive. Higher density allows for mid-rise mixed-use structures, concentrating residential density and taller buildings towards the heart of the area while reducing density and height towards the edges. Taller buildings also open up more ground space for parks, plazas, and multimodal facilities to serve residents.

Commercial development would also benefit from the changes proposed in the Action Alternative. Successful downtowns and inviting retail areas are not built on a single store, or a smattering of unrelated services. Big-box stores act as destinations, but see little cross-shopping since walking across large swaths of surface parking is unpleasant for most shoppers. A successful commercial development or downtown area brings together a large number of stores, services, restaurants, and activities in close proximity. This encourages people to visit because they're confident they will find what they're looking for with such a wide selection of offerings, but also provides the possibility of finding something unexpected as well. The current allocation of available commercial square footage into separate "nodes" runs opposite to this idea, as it separates the commercial offerings into too many places to create a critical mass. While this could work in other places, Town Center is simply not a large enough area, and lacks the population required to sustain many smaller businesses.

Zoning Changes

A major impact of the Action Alternative is the consolidation of current zones. This aims to concentrate commercial and mixed-use spaces into a single area (the Urban Core). At the same time, permitting smaller-scale commercial and mixed-uses in the Mixed Urban district, but not prescribing exact locations, allows projects to be flexible in their approach. The maps below illustrate the alignment of current zones with the Action Alternative's proposed districts.

Figure 20. TC-A - Current vs Proposed Zoning

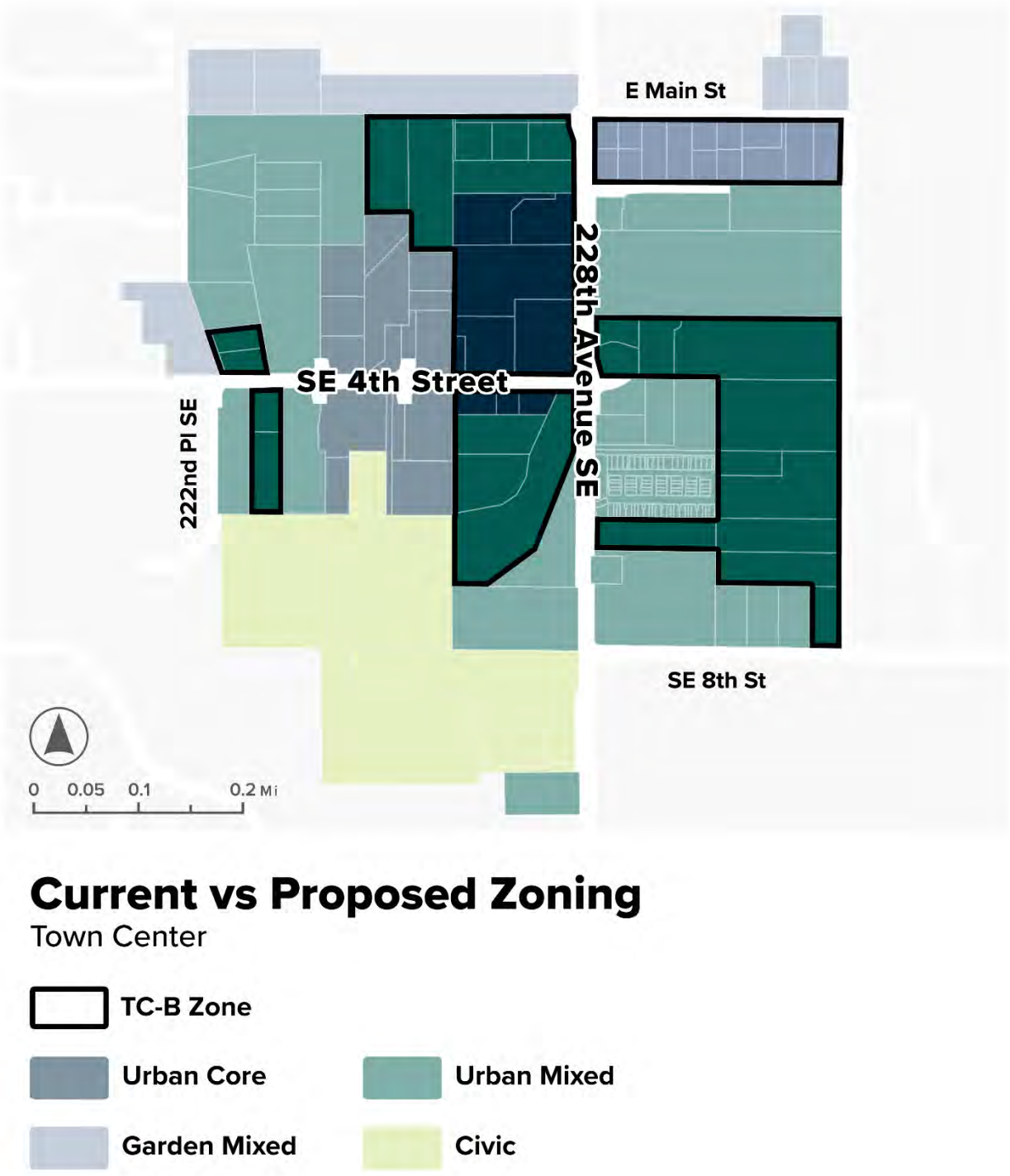


City of Sammamish and Framework, 2025

Today, the TC-A zone is split into five distinct subzones: TC-A1 and TC-A4 overlap the Urban Core district, which is most similar to TC A1 today. TC-A2, TC-A3, and TC-A5 are all proposed to become part of the Mixed-Urban district. While this may sound like a "downzone" for these three subdistricts, their development capacity generally stays the same or increases, thanks to flexibility gained under the Action Alternative.

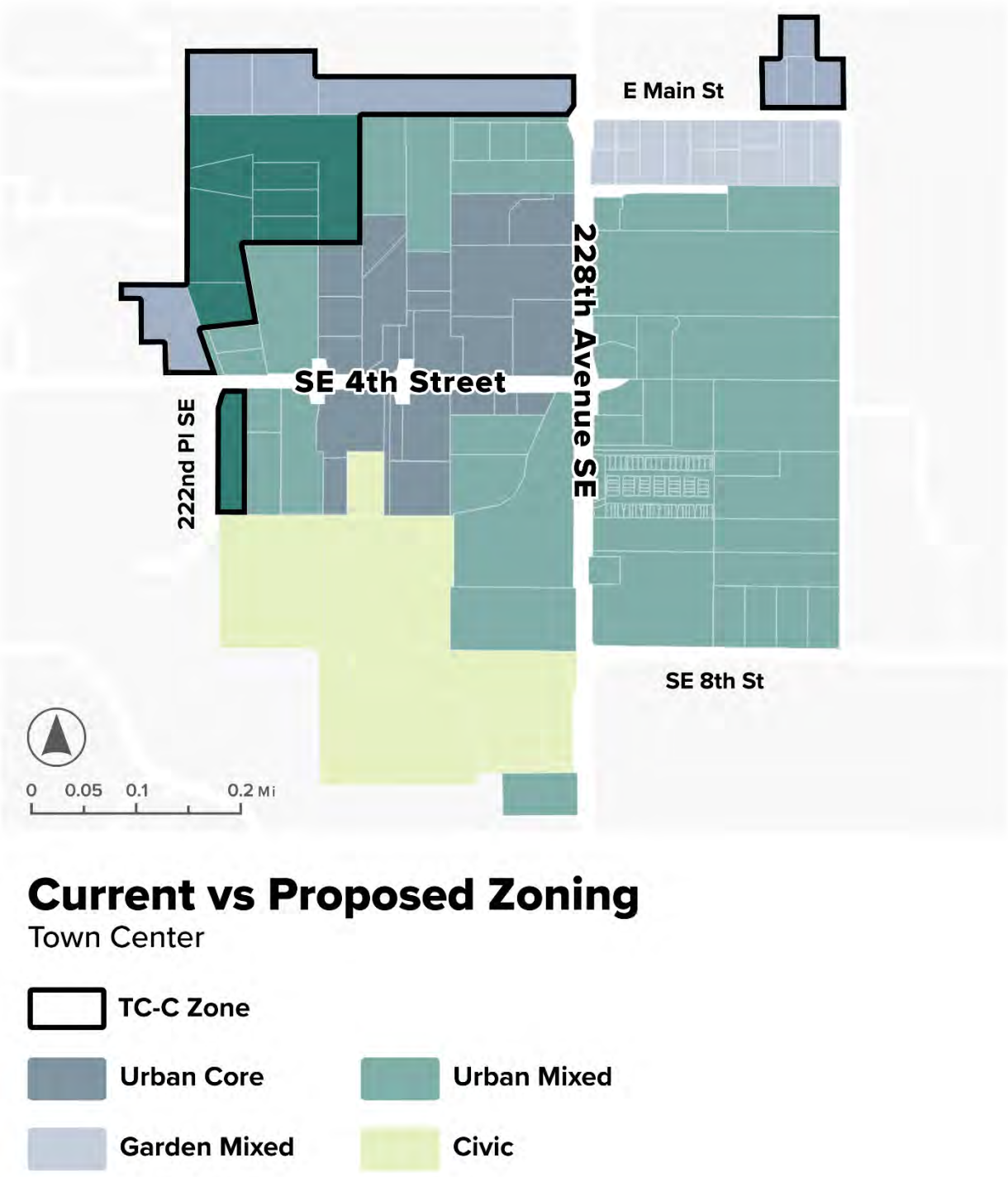
For example, a project proposed today in the TC-A2 zone is limited to a maximum of five stories above the street; this is the same as what's proposed under the Action Alternative. However, to achieve that height today, projects would need to utilize bonus incentives to build beyond their allocated densities. However, these incentives are effectively exhausted. Therefore not only is reaching five stores unlikely if not impossible for this hypothetical project, but under the No-Action Alternative it is possible the project may not happen at all. Without the additional floors, it would likely not be financially feasible to build only to the allocated density under current code.

Figure 21. TC-B - Current vs Proposed Zoning



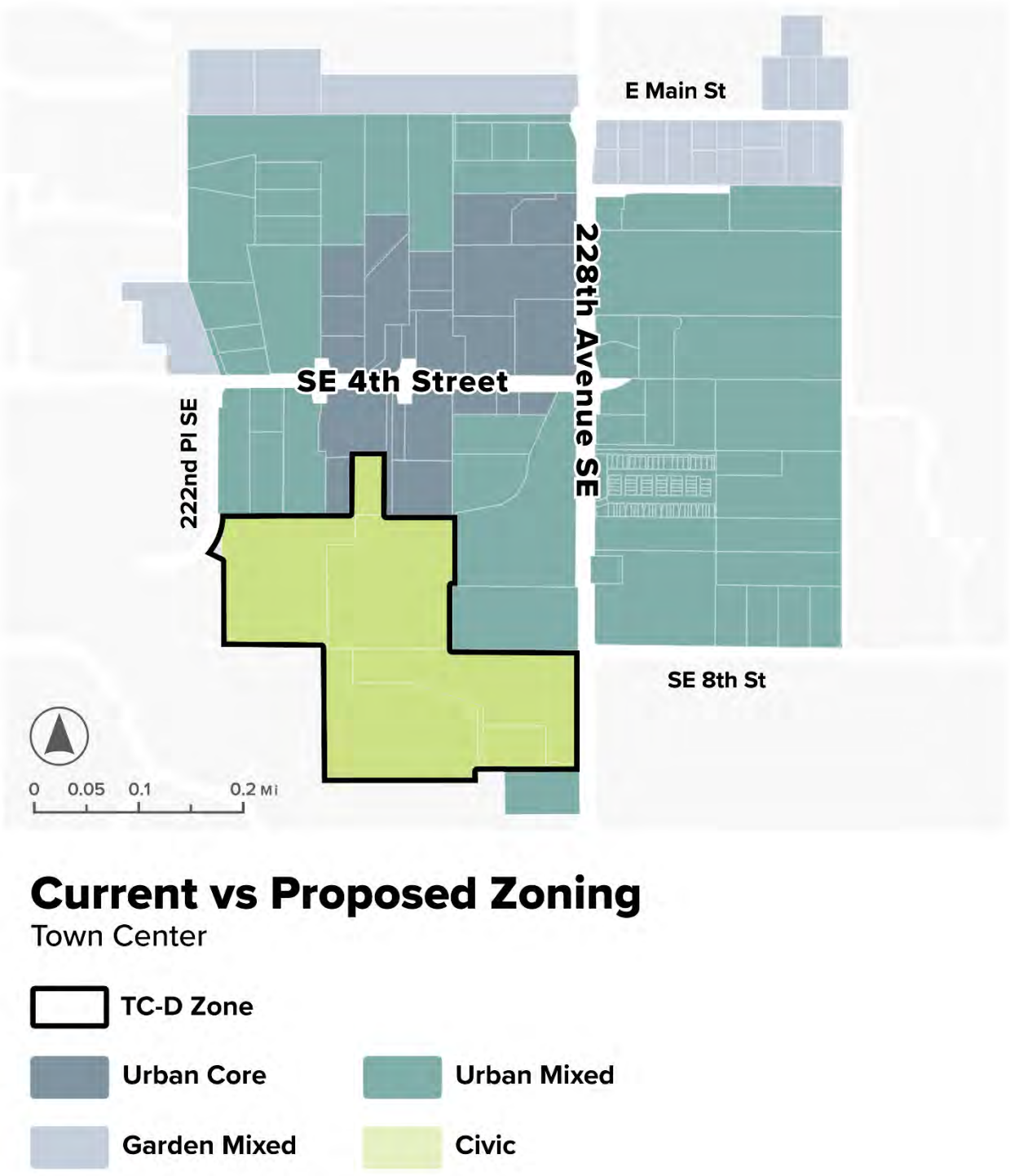
City of Sammamish and Framework, 2025

Figure 22. TC-C - Current vs Proposed Zoning



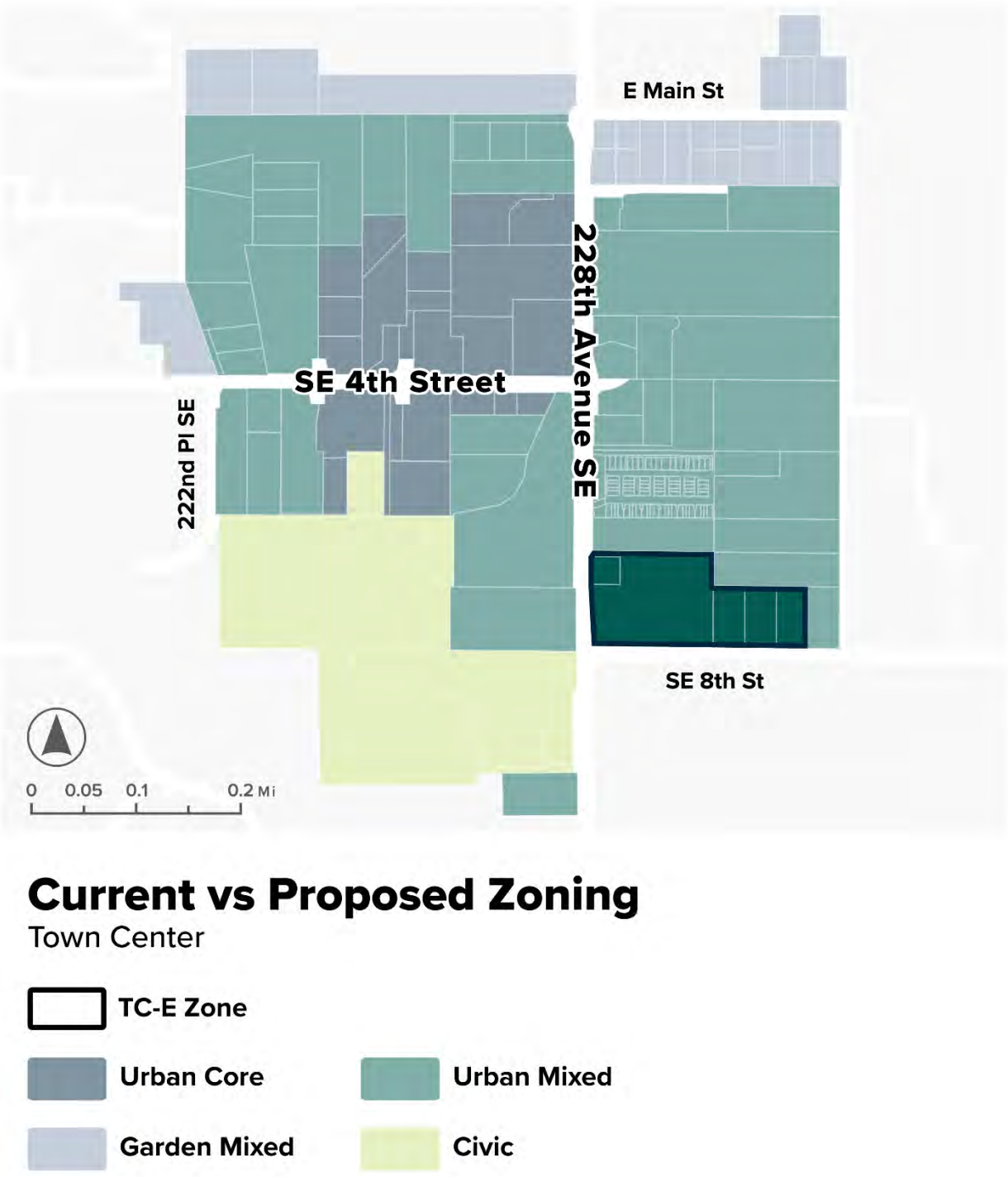
City of Sammamish and Framework, 2025

Figure 23. TC-D - Current vs Proposed Zoning



City of Sammamish and Framework, 2025

Figure 24. TC-E - Current vs Proposed Zoning



City of Sammamish and Framework, 2025

Diverse and Affordable Housing

One exception to the above hypothetical scenario (a residential development's difficulties reaching feasibility in the TC-A2 zone) might be a townhome project. Townhomes are among the most reliably profitable development projects today (see the memorandum on real estate market conditions by Kidder Mathews in Appendix 4), but this housing type does not serve all households equally. The Action Alternative puts diverse and affordable housing opportunities front and center, setting up a regulatory framework that is favorable to multiple different kinds of residential projects. Updates to the Town Center Code can include use restrictions and form minimums to prohibit townhomes in the Urban Core district, but allow them outright in the Urban Mixed and Garden Mixed districts. This way, once market conditions stabilize developers are encouraged to create more kinds of housing than only townhomes in Town Center.

Aesthetics

The 2007 Draft EIS studied buildings up to 12 stories in height in the "Commercial Focus" Alternative. Regarding Significant Unavoidable Adverse Impacts of the original four alternatives, the DEIS came to the following conclusion regarding aesthetic impacts:

> *Changes in the visual character and views of the Town Center will be significant under any of the four alternatives. Although the change may be significant, it is consistent with the City's Comprehensive Plan goals and policies and Council vision, therefore it would not be considered adverse. The mitigation measure described above,[5] including the City's development regulations and possible Town Center development guidelines and design standards, would likely be sufficient to mitigate most of the potential impacts.*

The Action Alternative retains the maximum 70-foot height limit currently in place, and considers a much more modest increase to 85 feet, compared to 12 stories (approximately 135 feet). This height increase to 85 feet would be only accessible through incentive programs and not available by-right, allowable only in the Urban Core area under the Action Alternative.

[5] The "mitigation measure described above" refers to the following passage in the 2007 DEIS: "Two types of mitigation measures are proposed to reduce the potential aesthetics impacts: 1) Regulatory standards, including zoning standards and design guidelines; and 2) public improvements such as streetscape landscaping, open space acquisition, and public facilities." Both of these mitigation measures are discussed in this Draft Supplementary EIS.

3.4 Mitigation Measures

Plan Features

The Action Alternative includes a new form-based code, simplified affordable housing requirements, streamlined permit review, new street standards, and updated design standards that will align new development with the vision, goals, and policies in the Town Center Plan. Design standards and use restrictions within the code will regulate the level of development intensity in Town Center, concentrating development towards the Urban Core and away from adjacent neighborhoods.

Other Proposed Mitigation Measures

To address potential aesthetic impacts from taller buildings, the City could require a shadow study when siting buildings above 70 feet in the Urban Core, submitted as part of development review. Furthermore, the City could develop design standards specific to taller buildings, limit building heights adjacent to parks and public spaces, require additional affordable housing construction to accompany height limits that exceed 70 feet, or enact any combination of these measures.

Conflicts between adjacent buildings or uses of differing levels of development intensity can be mitigated through careful development and implementation of a form-based code. The code should include provisions that regulate the height and bulk of buildings to ensure compatible transitions between adjacent districts, and from the Urban Mixed and Garden Mixed Districts to the neighborhoods surrounding Town Center. Consideration of physical characteristics, such as major topographical shifts, should influence application of these mitigation measures.

Additionally, the application of a form-based code will also mitigate the effects of an underproduction of housing in Town Center. Removing the arbitrary limitations that exist under the current code will allow for flexibility in how residential projects can be built and ensure that projects contribute to Sammamish's supply of affordable housing.

3.5 Significant Unavoidable Adverse Impacts

Identified impacts are moderated through plan, policy, and regulatory updates and identified mitigation measures. Under both the Action and No Action Alternatives, land use in the Town Center would significantly change over the coming decades as the planning area develops. The current low-density rural/suburban landscape would be replaced with an urbanized neighborhood featuring higher-intensity commercial and higher-density residential land uses.

Changes in the height, bulk, and scale of projects under the Action Alternative would be significant relative to existing conditions, but would be consistent with the scale of projects that have already occurred in the area since 2008 (effectively under the No Action Alternative). Furthermore, this would be consistent with the policies and goals established by the City Council in the City's Comprehensive Plan and Town Center vision statement. Given this consistency, the proposed action would not be considered adverse from a land use perspective.

4. Transportation

4.1 Overview

This section describes Town Center's existing transportation conditions and evaluates how each of the two alternatives might affect traffic operations, multimodal networks, and overall mobility. Although Sammamish as a whole maintains an automobile-oriented residential pattern, the Town Center Plan envisions a more walkable district within the City, with improved transit service and safer pedestrian and bike facilities. This section considers the existing street network, intersection Level of Service (LOS), transit, and multimodal options. It then assesses impacts under both alternatives, highlights long-term policy alignment, and proposes mitigation measures for supporting the Town Center's growth targets while managing transportation demands.

4.2 Affected Environment

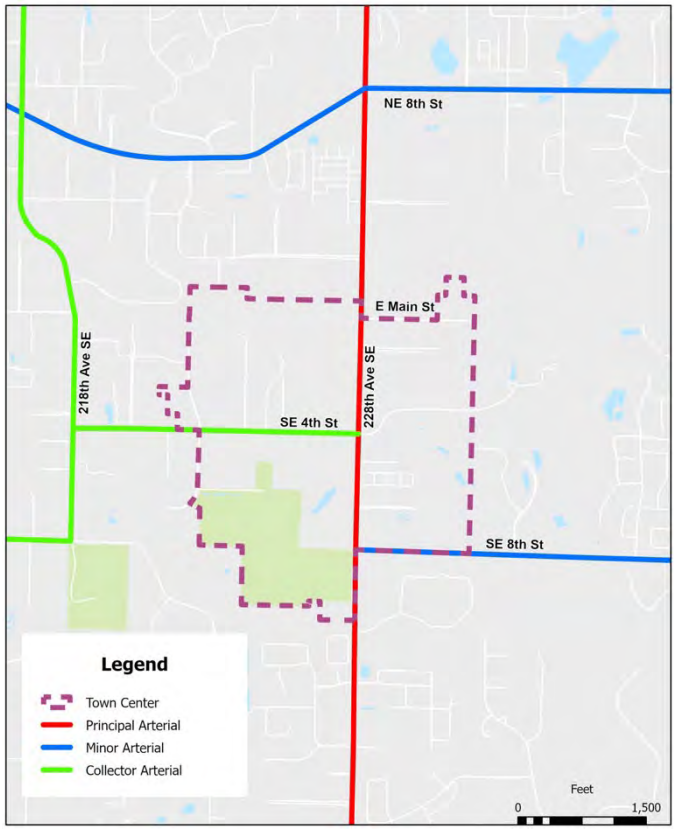
Current Street Network

The Town Center has a limited internal roadway grid, with two principal arterials: 228th Avenue Southeast running north-south, which forms the spine for traffic movement through Sammamish, and Southeast 4th Street running east-west. The majority of secondary streets deviate from standard block lengths and occasionally terminate in cul-de-sacs or private drives, reflecting earlier suburban developments and a lack of centralized coordination. Beyond these core routes, connectivity is constrained by steep slopes to the north, and by expansive wetland buffers, limiting the feasibility of constructing new local roads in some portions of Town Center.

Street Classifications

Under Sammamish's citywide classification system, 228th Avenue Southeast is classified as a Principal Arterial, carrying regional through-traffic and providing direct connections to other neighborhoods. Southeast 4th Street is formally classified as a Collector Arterial, although its central location and implied role in Town Center positions it as the area's future "main street." Tertiary routes, including local "neighborhood" roads that branch off these arterials, are classified as either collectors or local-access streets. These branches currently lack consistent sidewalks or bike lanes, and cul-de-sacs hamper direct vehicular and pedestrian circulation.

Figure 25. Town Center Street Functional Classification



City of Sammamish, DKS Associates, 2025

Intersection Level of Service

The table below provides the measured Level of Service for the two arterial intersections in Town Center, where 228th Avenue Southeast intersects with Southeast 8th and Southeast 4th Streets.

Table 4. Town Center Intersection LOS

ID	Name	Control	LOS Std.	2023 AM		2023 PM	
				Delay (s)	LOS	Delay (s)	LOS
12	228th Ave SE & SE 8th St	Signal	D	27.5	C	18.4	B
17	228th Ave SE & SE 4th St	Signal	E	21.1	C	17.1	B

City of Sammamish, DKS Associates, 2025

The two arterial intersections in Town Center meet LOS standards for both AM and PM peak hours.

Transit

There are three bus stops in Town Center along 228th Avenue Southeast: Southeast 8th Street, Southeast 4th Street, and East Main St. King County Metro and Sound Transit provide transit service to Sammamish, and both access the bus stops in Town Center. Two transit routes currently serve the city on weekdays only. As of publication, there is no fixed-route transit service in Sammamish on the weekend.

Table 5. Town Center Fixed-Route Transit Service

Route #	Route Description	Service Hours	Headway
269	Issaquah TC / North Issaquah / Issaquah Highlands / Bear Creek / Overlake	Monday - Friday 6:23am - 7:39pm	Every 30 minutes
554	Redmond / Issaquah Highlands / Issaquah TC / Downtown Seattle	Monday - Friday 4:38am - 11:41pm	2 AM trips (SB) 5 PM trips (NB)

City of Sammamish, DKS Associates, 2025

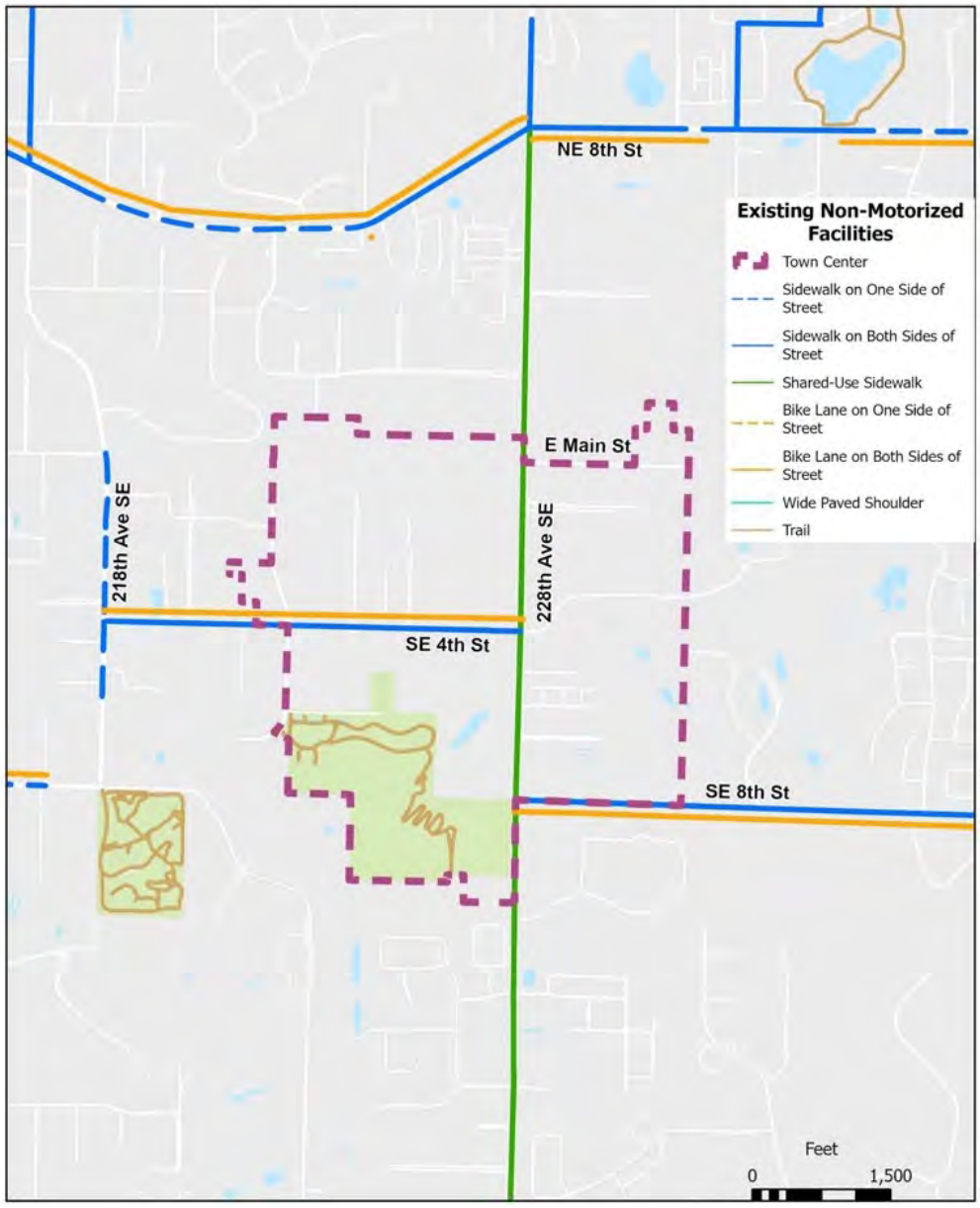
In addition to the fixed-route transit services described above, King County Metro operates Metro Flex, an on-demand neighborhood transit service, within a defined geographic area in the city that includes Town Center. The service runs from 7 AM to 6 PM on weekdays and from 9 AM to 6 PM on Saturdays.

No transit services exist in Town Center off of 228th Avenue Southeast. Future changes such as the addition of a mobility hub or increased service frequency, to be coordinated with King County Metro, could better accommodate Town Center's projected population as ridership demand grows.

Multimodal Network

Town Center's pedestrian environment remains uneven. While some segments along Southeast 4th Street and 228th Avenue Southeast have sidewalks, most minor roads lack continuous walkways or safe crossings. Access to Sammamish Commons is relatively robust near the civic campus, but trail linkages to surrounding neighborhoods are fragmented. Although the current plan envisions more walkable mixed-use nodes, topographical constraints and discontinuous block patterns limit direct walkability.

Figure 26. Town Center Non-Motorized Facilities



City of Sammamish, DKS Associates, 2025

Bicycle facilities are similarly fragmented, with painted bike lanes along certain stretches of 228th Avenue Southeast, but no fully protected lanes or buffered cycle tracks. The City's 2022 Trails, Bikeways, & Pathways Plan references expansions within Town Center, including safer cross-arterial connections and a potential multi-use path paralleling Southeast 4th Street that would provide additional options with greater safety for non-motorized users. The City's upcoming Bike and Pedestrian Mobility Plan (draft expected Fall 2025) will continue assessing needs in both Town Center and across the wider city.

4.3 Impacts

Future analysis considered three roadway network alternatives for the Sammamish Town Center: "Version A," Version B," and "Version C." These network versions were analyzed under the Action Alternative. A description of the three network versions is as follows:

- **Network Version A** is the network that was used in the Sammamish Transportation Master Plan. This represents the default future roadway network in Sammamish and is the starting point for Network Versions B and C. This network version is shown in Figure 27.
- **Network Version B** is based on Network Version A, but has the Southeast 1st Place connector roadway removed west of 228th Avenue Southeast (also called the Northwest Connector). This network was analyzed due to the high cost of the Southeast 1st Place connector roadway and the uncertainty in securing funding for its construction. This network version will help to determine if the Action Alternative is still viable without this roadway. This network version is shown in Figure 28.
- **Network Version C** is also based on Network Version A, but assumes that a new roadway connecting Crusader Way and Southeast 8th Street is constructed east of 228th Avenue Southeast (also called the Southeast Connector). This network version was analyzed to represent the case where funding is secured for more internal roadways in the Town Center. This network version will help determine what benefits may be achieved from constructing a new internal north-south roadway. This network version is shown in Figure 29.

Figure 27. Town Center Road Network Version A

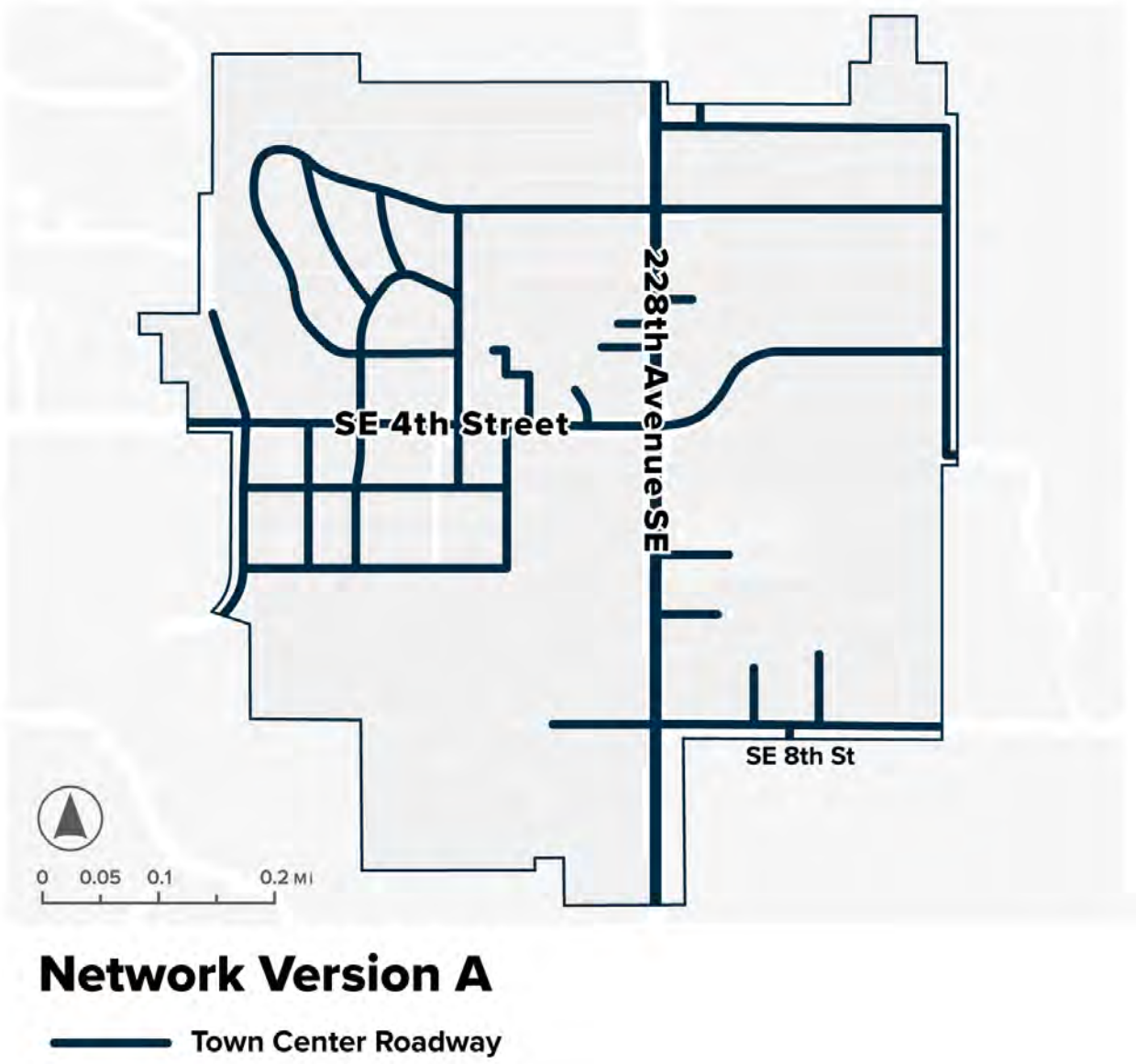


Figure 28. Town Center Road Network Version B

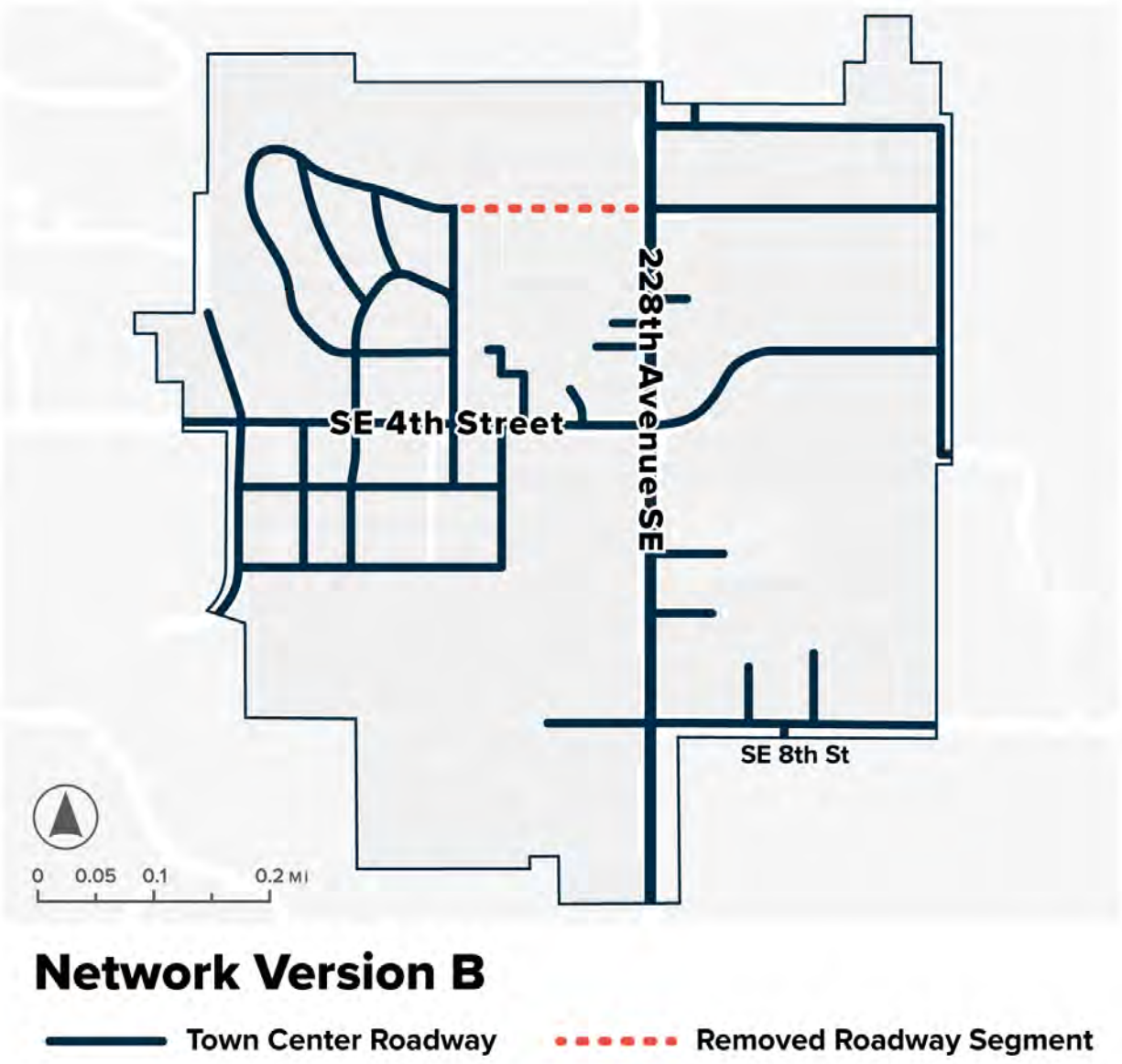
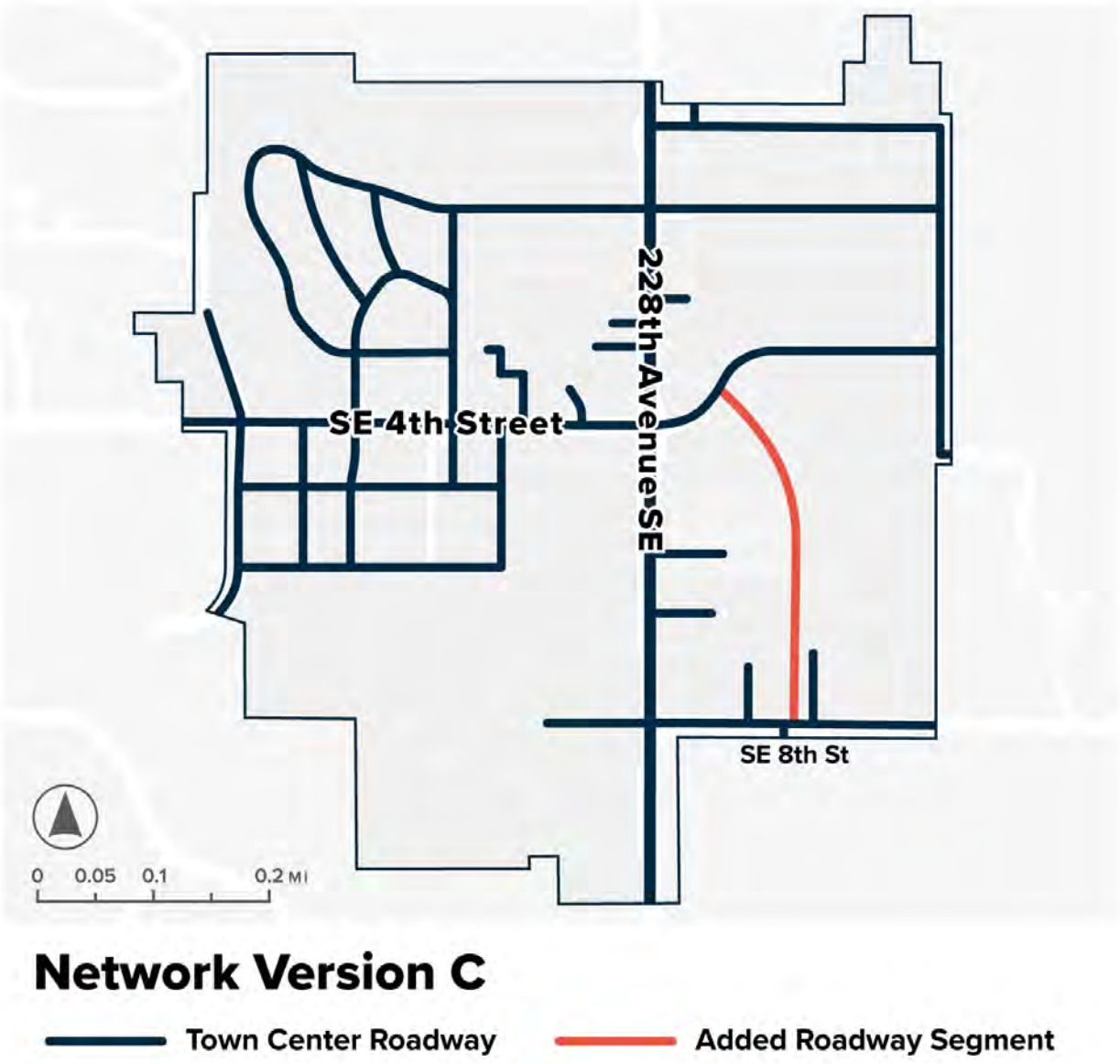


Figure 29. Town Center Road Network Version C



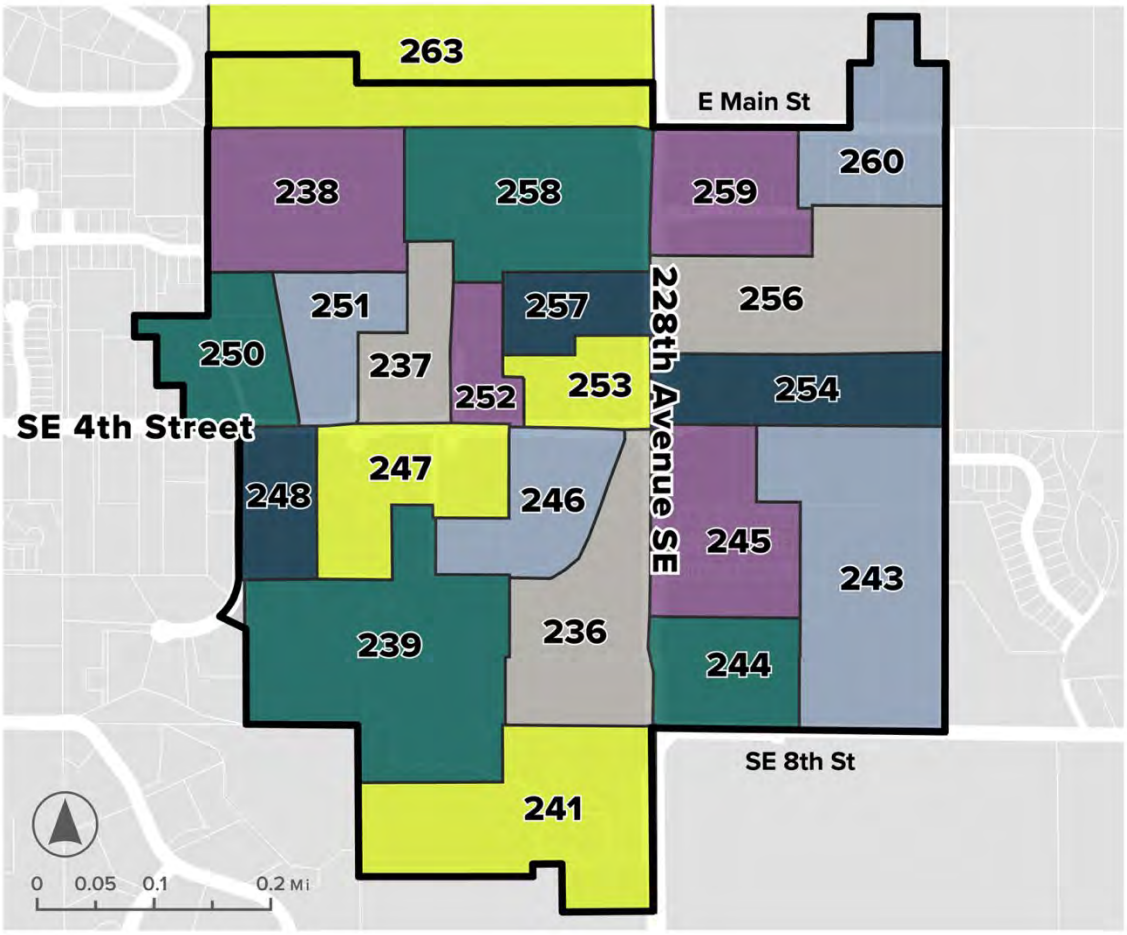
TAZ Boundary Adjustment

Transportation Analysis Zones (TAZs) are used in travel demand models to organize and store data related to land use, employment, population, and travel patterns. They help define where trips begin and end, and how those trips are assigned onto the model's roadway network. TAZs are designed to be small enough to provide meaningful detail, while still large enough to keep the model efficient and manageable.

The STC boundary (shown in Figure 1) mostly follows the boundaries of the TAZs used in the Sammamish Travel Demand Model. One exception was TAZ 263, which was mostly outside the STC but contained a small portion inside of the STC. To better represent how housing units within the STC will access the roadway network, TAZ 263 was modified.

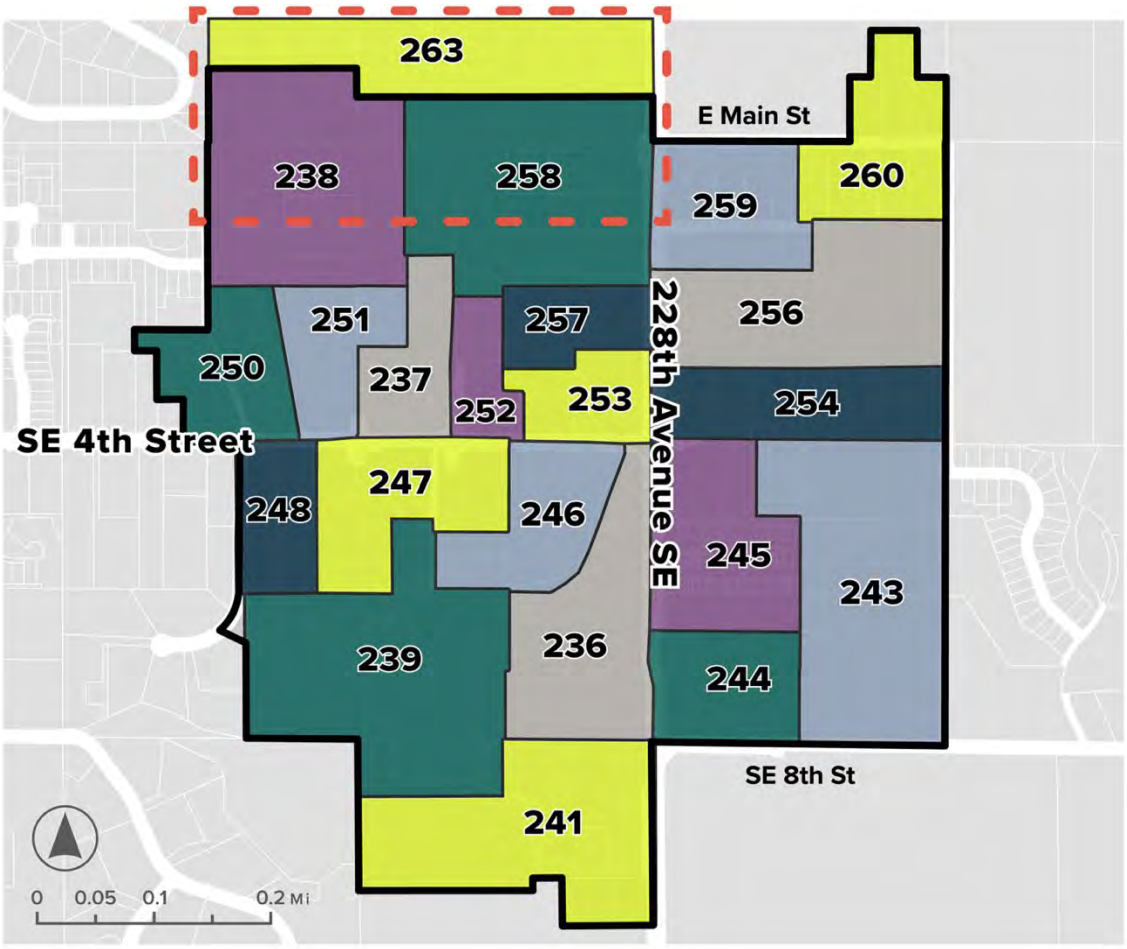
Rather than splitting TAZ 263 into two new zones, TAZ 263 was resized so that it lies completely outside of the STC boundary. Then, TAZs 238 and 258 were extended to fill in the areas previously covered by TAZ 263. The original TAZ boundaries and the STC boundary are shown in Figure 30 and the new TAZ boundaries and STC boundary are shown in Figure 31.

Figure 30. Original TAZ Boundaries and STC Boundary



City of Sammamish, DKS Associates, 2025

Figure 31. Updated TAZ Boundaries and STC Boundary



City of Sammamish, DKS Associates, 2025

Planned growth that was previously allocated to the portion of TAZ 263 within the STC was appropriately moved to TAZs 238 and 258. Therefore, all growth is appropriately accounted for both within and outside of the STC. The new TAZ boundaries follow industry standards and best practices.

Impacts of the No Action Alternative

The Level of Service (LOS) standards utilized for this analysis are defined in the Sammamish TMP, Comprehensive Plan, and City code, which align with industry standards and best practices. All critical intersections identified in the Sammamish TMP were included in this LOS analysis. All intersection delays are measured in seconds.

Table 6 shows the future 2044 conditions under the No Action alternative. As described in the Introduction, the No Action alternative uses a set of growth assumptions that include a maximum of 2,000 total dwelling units in the STC. The land uses were input into the Sammamish Travel Demand Model and the model was rerun.

There are six intersections within the STC boundary, which are shown highlighted in yellow. Tables in this section also include intersections outside of the City of Sammamish, numbered 61 through 67 at the end of each table.

Table 6. No Action Alternative Level of Service (2044)

ID	NAME	CONTROL	LOS STANDARD	NO ACTION AM		NO ACTION PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	11.9	B	13.1	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.5	A	7.3	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.3	A	8.1	A
4	244th Ave SE & SE 24th St	AWSC	C	10.8	B	10.8	B
5	SE 32nd St & 244th Ave SE	AWSC	C	11.8	B	14.4	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.1	A	4.9	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	10.8	B	12.3	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.2	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.5	B	11.5	B
12	228th Ave SE & SE 8th St	SIGNAL	D	22.7	C	24.1	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	6.6	A	6.4	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	21.7	C	19.9	B
16	228th Ave NE & NE 4th Street	SIGNAL	E	44.2	D	19.0	B
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	18.8	B	21.2	C
18	212th Ave SE & SE 8th St	TWSC	C	14.5	B	**25.4**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.3	A	7.0	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.5	A	9.4	A
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.6	B	15.7	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.5	B	13.0	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.7	A	11.2	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	9.2	A	14.2	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	5.7	A	7.8	A
26	244th Ave NE & NE 8th Street	RAB	C	4.3	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	13.4	B	17.2	B
28	228th Ave SE & SE 24th St	SIGNAL	E	18.3	B	23.9	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	23.6	C	31.0	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.2	B	13.3	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.4	B	13.0	B

ID	NAME	CONTROL	LOS STANDARD	NO ACTION AM		NO ACTION PM	
				DELAY	LOS	DELAY	LOS
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.6	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	12.5	B	10.2	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.3	A	6.6	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	47.4	D	22.5	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	14.3	B	22.8	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.4	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	14.3	B	13.8	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.0	B	15.4	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.1	B	10.3	B
44	218th Ave SE & SE 4th St	RAB	D	6.5	A	6.9	A
45	218th Ave SE & SE 8th St	AWSC	C	8.6	A	8.3	A
46	212th Ave SE & SE 24th St	TWSC	C	13.1	B	15.3	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	B	12.1	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	18.4	C	13.8	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	8.9	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	12.9	B	15.6	B
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	5.9	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.1	A	3.1	A
53	224th Ave SE & SE 4th St	RAB	C	3.1	A	3.7	A
54	225th Pl SE & SE 4th St	RAB	C	3.7	A	4.7	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.1	B	9.7	A
56	248th Ave SE & SE 14th St	AWSC	C	9.0	A	8.8	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.6	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	49.8	D	55.8	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.8	A	4.4	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	20.4	C	28.3	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.3	B	16.6	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.7	A	18.1	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.0	A	7.3	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	20.4	C	31.7	C

As shown, only intersection 18 (212th Avenue Southeast & Southeast 8th Street) does not meet the prescribed LOS standard due to the westbound left turn. The LOS standard is exceeded by 0.4 seconds. This intersection is outside of the Town Center boundaries. A corridor study including this intersection is slated to be completed in 2026 or 2027.

Impacts of the Action Alternative

Level of Service

The remaining tables in this section all show results that assume the Town Center project does occur with an assumed maximum of 4,000 dwelling units as described above as the Action Alternative.

Table 7 provides future 2044 conditions Level of Service for the Action alternative with Network Version A. Table 8 shows the future 2044 conditions LOS for the Action alternative with Network Version B, where the eastern leg of Southeast 1st Place is removed. Table 9 shows the future 2044

conditions LOS for the Action alternative with Network Version C, where a new roadway east of 228th Avenue Southeast that connects Crusader Southeast and Southeast 8th Street is included.

The trips to and from the Town Center use a wide variety of routes, including Northeast Inglewood Hill Road, Northeast 8th Street, 228th Avenue, 216th/217th/218th Avenue Southeast, 212th Avenue Southeast, Southeast 8th Street, 244th Avenue Northeast, Southeast Windsor Boulevard, Issaquah-Pine Lake Road Southeast, and Southeast 32nd Street. With several options available, trips are spread out across many routes. This appears to prevent any one single corridor or intersection from experiencing a significant increase in average vehicular delay. For a detailed representation of the differences in turning movement volumes between the No Action Alternative and the Action Alternative with Network Version A, see Appendix 6.

Table 7. Action Alternative – Network Version A Level of Service (2044)

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	13.8	B	16.9	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.5	A	7.5	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.4	A	8.4	A
4	244th Ave SE & SE 24th St	AWSC	C	11.4	B	11.0	B
5	SE 32nd St & 244th Ave SE	AWSC	C	12.4	B	15.0	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.0	A	5.3	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	11.3	B	13.3	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.5	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.3	B	11.5	B
12	228th Ave SE & SE 8th St	SIGNAL	D	26.0	C	28.7	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	7.1	A	6.6	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	23.8	C	20.9	C
16	228th Ave NE & NE 4th Street	SIGNAL	E	52.7	D	19.7	B
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	19.2	B	23.9	C
18	212th Ave SE & SE 8th St	TWSC	C	15.1	C	**27.5**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.5	A	6.9	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.7	A	9.6	A
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.7	B	15.7	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.7	B	13.4	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.6	A	11.3	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	10.0	A	14.6	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	6.3	A	9.2	A
26	244th Ave NE & NE 8th Street	RAB	C	4.1	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	13.8	B	18.0	B
28	228th Ave SE & SE 24th St	SIGNAL	E	17.7	B	27.7	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	22.3	C	33.7	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.9	B	14.1	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	17.0	B	13.2	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.8	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	13.5	B	10.5	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.1	A	6.6	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	49.4	D	22.9	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	16.7	B	22.9	C

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.4	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	15.2	C	14.1	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.1	B	16.2	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.3	B	11.5	B
44	218th Ave SE & SE 4th St	RAB	D	6.4	A	7.1	A
45	218th Ave SE & SE 8th St	AWSC	C	8.4	A	8.3	A
46	212th Ave SE & SE 24th St	TWSC	C	13.3	B	15.6	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	B	11.8	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	20.3	C	14.2	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	8.9	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	13.6	B	16.3	B
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	6.1	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.3	A	3.4	A
53	224th Ave SE & SE 4th St	RAB	C	3.3	A	4.0	A
54	225th Pl SE & SE 4th St	RAB	C	3.8	A	4.9	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.3	B	9.8	A
56	248th Ave SE & SE 14th St	AWSC	C	9.3	A	8.8	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.5	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	51.2	D	58.4	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.7	A	4.5	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	21.2	C	31.4	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.1	B	17.3	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.9	A	18.9	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.9	A	7.5	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	22.8	C	35.3	D

Table 8. Action Alternative – Network Version B Level of Service (2044)

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	13.7	B	16.0	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.4	A	7.4	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.4	A	8.4	A
4	244th Ave SE & SE 24th St	AWSC	C	11.2	B	11.0	B
5	SE 32nd St & 244th Ave SE	AWSC	C	12.1	B	14.9	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.0	A	5.3	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	11.2	B	13.1	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.6	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.3	B	11.5	B
12	228th Ave SE & SE 8th St	SIGNAL	D	27.3	C	28.4	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	8.6	A	6.8	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	22.8	C	20.3	C
16	228th Ave NE & NE 4th Street	SIGNAL	E	44.9	D	18.5	B
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	20.5	C	36.9	D
18	212th Ave SE & SE 8th St	TWSC	C	15.2	C	**31.4**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.4	A	6.9	A

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.8	A	10.1	B
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.7	B	16.0	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.8	B	13.8	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.8	A	11.3	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	10.0	A	14.4	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	6.2	A	9.1	A
26	244th Ave NE & NE 8th Street	RAB	C	4.1	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	14.0	B	17.9	B
28	228th Ave SE & SE 24th St	SIGNAL	E	17.7	B	27.4	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	22.4	C	33.5	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.8	B	14.7	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.7	B	13.2	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.7	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	13.3	B	10.5	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.1	A	7.0	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	49.4	D	23.2	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	8.2	A	24.4	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.4	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	14.3	B	13.4	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.2	B	16.1	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.2	B	11.4	B
44	218th Ave SE & SE 4th St	RAB	D	6.4	A	7.2	A
45	218th Ave SE & SE 8th St	AWSC	C	8.2	A	8.3	A
46	212th Ave SE & SE 24th St	TWSC	C	13.5	B	16.0	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.2	B	11.9	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	19.5	C	14.1	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	9.0	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	13.6	B	17.2	B
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	6.0	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.3	A	3.4	A
53	224th Ave SE & SE 4th St	RAB	C	3.6	A	4.6	A
54	225th Pl SE & SE 4th St	RAB	C	4.3	A	5.2	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.3	B	9.7	A
56	248th Ave SE & SE 14th St	AWSC	C	9.2	A	8.8	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.5	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	51.4	D	57.9	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.7	A	4.5	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	21.2	C	31.2	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.1	B	17.3	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.8	A	18.8	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.6	A	7.5	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	22.9	C	35.1	D

Table 9. Action Alternative – Network Version C Level of Service (2044)

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	13.9	B	15.7	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.4	A	7.6	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.4	A	8.5	A
4	244th Ave SE & SE 24th St	AWSC	C	11.0	B	11.0	B
5	SE 32nd St & 244th Ave SE	AWSC	C	12.1	B	15.0	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.0	A	5.4	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	11.2	B	13.3	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.6	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.3	B	11.4	B
12	228th Ave SE & SE 8th St	SIGNAL	D	25.6	C	26.8	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	7.0	A	6.6	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	23.6	C	21.2	C
16	228th Ave NE & NE 4th Street	SIGNAL	E	57.1	E	20.4	C
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	19.4	B	26.6	C
18	212th Ave SE & SE 8th St	TWSC	C	14.8	B	**28.0**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.5	A	6.9	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.7	A	9.6	A
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.7	B	15.7	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.5	B	13.4	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.6	A	11.5	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	10.0	A	14.7	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	6.3	A	9.5	A
26	244th Ave NE & NE 8th Street	RAB	C	4.2	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	13.7	B	18.0	B
28	228th Ave SE & SE 24th St	SIGNAL	E	17.6	B	28.2	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	22.3	C	34.4	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.9	B	15.3	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.5	B	13.2	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.7	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	13.4	B	10.5	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.1	A	7.0	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	49.5	D	23.3	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	17.4	B	25.5	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.5	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	15.5	C	14.6	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.2	B	16.3	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.3	B	10.6	B
44	218th Ave SE & SE 4th St	RAB	D	6.4	A	7.0	A
45	218th Ave SE & SE 8th St	AWSC	C	8.4	A	8.2	A
46	212th Ave SE & SE 24th St	TWSC	C	13.4	B	15.7	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	B	11.8	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	19.5	C	14.3	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	8.9	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	13.6	B	17.4	B

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	6.0	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.4	A	3.4	A
53	224th Ave SE & SE 4th St	RAB	C	3.3	A	4.0	A
54	225th Pl SE & SE 4th St	RAB	C	3.9	A	5.0	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.3	B	9.8	A
56	248th Ave SE & SE 14th St	AWSC	C	9.2	A	8.9	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.5	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	51.4	D	58.0	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.7	A	4.5	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	20.9	C	31.5	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.1	B	17.3	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.7	A	18.8	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.9	A	7.5	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	22.8	C	35.0	D

212th Avenue Southeast & Southeast 8th Street (intersection 18) continues to exceed the LOS standard, as it did under the No Action Alternative. No additional intersections exceeded their LOS standard under the Action Alternative with any of the three network versions. As previously stated, this intersection is well outside of the Town Center boundaries. There are several potential mitigation options for this intersection including channelization changes, signalization, a roundabout, or other intersection improvements.

For easier comparison, the delays for all four scenarios are shown again in Table 10 below, with new columns that show the differences between No Action and Action Alternatives, including Network Versions A, B, and C.

As shown, all scenarios result in similar delays and levels of service. The greatest increases in delay between No Action and Action (Network Version A) were observed at 228th Avenue Southeast & Southeast 8th Street (intersection 12) and at 228th Avenue Southeast & Southeast 4th Street (intersection 16), which are main gateways to the Town Center. The same road network version was used for these two scenarios, but the Action Alternative included 2,000 more dwelling units than the No Action Alternative.

The Action Alternative with Network Version B increased delay substantially at 228th Avenue Southeast & Southeast 4th Street/Crusader Way (intersection 17). This is due to the removal of the Southeast 1st Place connector roadway on the west side of 228th Avenue Southeast.

The Action Alternative with Network Version C increased delays at 228th Avenue Southeast & Southeast 4th Street (intersection 16) but also decreased delays at 228th Avenue Southeast & Southeast 8th Street (intersection 12).

Table 10. Scenario Delay Comparisons

ID	NAME	CONTROL	LOS STANDARD	NO ACTION		ACTION - NETWORK VERSION A		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION B		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION C		DIFFERENCE	
				AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	11.9	13.1	13.8	16.9	+1.9	+3.8	13.8	16.9	13.7	16.0	-0.1	-0.9	13.8	16.9	13.9	15.7	+0.1	-1.2
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.5	7.3	7.5	7.5	+0.0	+0.2	7.5	7.5	7.4	7.4	-0.1	-0.1	7.5	7.5	7.4	7.6	-0.1	+0.1
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.3	8.1	6.4	8.4	+0.1	+0.3	6.4	8.4	6.4	8.4	+0.0	+0.0	6.4	8.4	6.4	8.5	+0.0	+0.1
4	244th Ave SE & SE 24th St	AWSC	C	10.8	10.8	11.4	11.0	+0.6	+0.2	11.4	11.0	11.2	11.0	-0.2	+0.0	11.4	11.0	11.0	11.0	-0.4	+0.0
5	SE 32nd St & 244th Ave SE	AWSC	C	11.8	14.4	12.4	15.0	+0.6	+0.6	12.4	15.0	12.1	14.9	-0.3	-0.1	12.4	15.0	12.1	15.0	-0.3	+0.0
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.1	4.9	4.0	5.3	-0.1	+0.4	4.0	5.3	4.0	5.3	+0.0	+0.0	4.0	5.3	4.0	5.4	+0.0	+0.1
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	10.8	12.3	11.3	13.3	+0.5	+1.0	11.3	13.3	11.2	13.1	-0.1	-0.2	11.3	13.3	11.2	13.3	-0.1	+0.0
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	6.2	6.0	6.5	+0.0	+0.3	6.0	6.5	6.0	6.6	+0.0	+0.1	6.0	6.5	6.0	6.6	+0.0	+0.1
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.5	11.5	13.3	11.5	-0.2	+0.0	13.3	11.5	13.3	11.5	+0.0	+0.0	13.3	11.5	13.3	11.4	+0.0	-0.1
12	228th Ave SE & SE 8th St	SIGNAL	D	22.7	24.1	26.0	28.7	+3.3	+4.6	26.0	28.7	27.3	28.4	+1.3	-0.3	26.0	28.7	25.6	26.8	-0.4	-1.9
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	6.6	6.4	7.1	6.6	+0.5	+0.2	7.1	6.6	8.6	6.8	+1.5	+0.2	7.1	6.6	7.0	6.6	-0.1	+0.0
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	21.7	19.9	23.8	20.9	+2.1	+1.0	23.8	20.9	22.8	20.3	-1.0	-0.6	23.8	20.9	23.6	21.2	-0.2	+0.3
16	228th Ave NE & NE 4th Street	SIGNAL	E	44.2	19.0	52.7	19.7	+8.5	+0.7	52.7	19.7	44.9	18.5	-7.8	-1.2	52.7	19.7	57.1	20.4	+4.4	+0.7
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	18.8	21.2	19.2	23.9	+0.4	+2.7	19.2	23.9	20.5	36.9	+1.3	+13.0	19.2	23.9	19.4	26.6	+0.2	+2.7
18	212th Ave SE & SE 8th St	TWSC	C	14.5	25.4	15.1	27.5	+0.5	+2.1	15.1	27.5	15.2	31.4	+0.1	+4.0	15.1	27.5	14.8	28.0	-0.2	+0.5
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.3	7.0	7.5	6.9	+0.2	-0.1	7.5	6.9	7.4	6.9	-0.1	+0.0	7.5	6.9	7.5	6.9	+0.0	+0.0
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.5	9.4	4.7	9.6	+0.2	+0.2	4.7	9.6	4.8	10.1	+0.1	+0.5	4.7	9.6	4.7	9.6	+0.0	+0.0
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.6	15.7	10.7	15.7	+0.1	+0.0	10.7	15.7	10.7	16.0	+0.0	+0.2	10.7	15.7	10.7	15.7	+0.0	+0.0
22	212th Ave SE & SE 20th Street	AWSC	C	10.5	13.0	10.7	13.4	+0.2	+0.4	10.7	13.4	10.8	13.8	+0.1	+0.4	10.7	13.4	10.5	13.4	-0.2	+0.0
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.7	11.2	9.6	11.3	-0.1	+0.1	9.6	11.3	9.8	11.3	+0.2	+0.0	9.6	11.3	9.6	11.5	+0.0	+0.2
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	9.2	14.2	10.0	14.6	+0.8	+0.4	10.0	14.6	10.0	14.4	+0.0	-0.2	10.0	14.6	10.0	14.7	+0.0	+0.1
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	5.7	7.8	6.3	9.2	+0.6	+1.4	6.3	9.2	6.2	9.1	-0.1	-0.1	6.3	9.2	6.3	9.5	+0.0	+0.3
26	244th Ave NE & NE 8th Street	RAB	C	4.3	5.0	4.1	5.0	-0.2	+0.0	4.1	5.0	4.1	5.0	+0.0	+0.0	4.1	5.0	4.2	5.0	+0.1	+0.0
27	228th Ave SE & SE 20th St	SIGNAL	D	13.4	17.2	13.8	18.0	+0.4	+0.8	13.8	18.0	14.0	17.9	+0.2	-0.1	13.8	18.0	13.7	18.0	-0.1	+0.0
28	228th Ave SE & SE 24th St	SIGNAL	E	18.3	23.9	17.7	27.7	-0.6	+3.8	17.7	27.7	17.7	27.4	+0.0	-0.3	17.7	27.7	17.6	28.2	-0.1	+0.5
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	23.6	31.0	22.3	33.7	-1.3	+2.7	22.3	33.7	22.4	33.5	+0.1	-0.2	22.3	33.7	22.3	34.4	+0.0	+0.7
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.2	13.3	10.9	14.1	+0.7	+0.8	10.9	14.1	10.8	14.7	-0.1	+0.6	10.9	14.1	10.9	15.3	+0.0	+1.2
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.4	13.0	17.0	13.2	+0.6	+0.2	17.0	13.2	16.7	13.2	-0.3	+0.0	17.0	13.2	16.5	13.2	-0.5	+0.0
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	5.6	6.9	5.8	+0.0	+0.2	6.9	5.8	6.9	5.7	+0.0	-0.1	6.9	5.8	6.9	5.7	+0.0	-0.1

ID	NAME	CONTROL	LOS STANDARD	NO ACTION		ACTION - NETWORK VERSION A		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION B		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION C		DIFFERENCE	
				AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY
34	228th Ave NE & NE 25th Way	SIGNAL	D	12.5	10.2	13.5	10.5	+1.0	+0.3	13.5	10.5	13.3	10.5	-0.2	+0.0	13.5	10.5	13.4	10.5	-0.1	+0.0
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.3	6.6	5.1	6.6	-0.2	+0.0	5.1	6.6	5.1	7.0	+0.0	+0.4	5.1	6.6	5.1	7.0	+0.0	+0.4
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	47.4	22.5	49.4	22.9	+2.0	+0.4	49.4	22.9	49.4	23.2	+0.0	+0.3	49.4	22.9	49.5	23.3	+0.1	+0.4
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	14.3	22.8	16.7	22.9	+2.4	+0.1	16.7	22.9	8.2	24.4	-8.5	+1.5	16.7	22.9	17.4	25.5	+0.7	+2.6
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	5.4	5.9	5.4	+0.0	+0.0	5.9	5.4	5.9	5.4	+0.0	+0.0	5.9	5.4	5.9	5.5	+0.0	+0.1
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	14.3	13.8	15.2	14.1	+0.9	+0.3	15.2	14.1	14.3	13.4	-1.0	-0.7	15.2	14.1	15.5	14.6	+0.2	+0.5
41	244th Ave NE & E Main Dr	RAB	C	5.1	5.0	5.1	5.0	+0.0	+0.0	5.1	5.0	5.1	5.0	+0.0	+0.0	5.1	5.0	5.1	5.0	+0.0	+0.0
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.0	15.4	14.1	16.2	+0.1	+0.8	14.1	16.2	14.2	16.1	+0.1	-0.1	14.1	16.2	14.2	16.3	+0.1	+0.1
43	228th Ave SE & SE 10th St	SIGNAL	D	10.1	10.3	10.3	11.5	+0.2	+1.2	10.3	11.5	10.2	11.4	-0.1	-0.1	10.3	11.5	10.3	10.6	+0.0	-0.9
44	218th Ave SE & SE 4th St	RAB	D	6.5	6.9	6.4	7.1	-0.1	+0.2	6.4	7.1	6.4	7.2	+0.0	+0.1	6.4	7.1	6.4	7.0	+0.0	-0.1
45	218th Ave SE & SE 8th St	AWSC	C	8.6	8.3	8.4	8.3	-0.2	+0.0	8.4	8.3	8.2	8.3	-0.2	+0.0	8.4	8.3	8.4	8.2	+0.0	-0.1
46	212th Ave SE & SE 24th St	TWSC	C	13.1	15.3	13.3	15.6	+0.3	+0.3	13.3	15.6	13.5	16.0	+0.1	+0.4	13.3	15.6	13.4	15.7	+0.0	+0.0
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	12.1	10.1	11.8	+0.1	-0.3	10.1	11.8	10.2	11.9	+0.0	+0.1	10.1	11.8	10.1	11.8	+0.0	-0.0
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	18.4	13.8	20.3	14.2	+1.9	+0.4	20.3	14.2	19.5	14.1	-0.8	-0.0	20.3	14.2	19.5	14.3	-0.8	+0.2
49	216th Ave NE & NE 16th St	AWSC	D	9.8	8.9	9.8	8.9	+0.0	+0.0	9.8	8.9	9.8	9.0	+0.0	+0.1	9.8	8.9	9.8	8.9	+0.0	+0.0
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	12.9	15.6	13.6	16.3	+0.7	+0.7	13.6	16.3	13.6	17.2	+0.0	+0.9	13.6	16.3	13.6	17.4	+0.0	+1.1
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	5.9	5.3	6.1	5.3	+0.2	+0.0	6.1	5.3	6.0	5.3	-0.1	+0.0	6.1	5.3	6.0	5.3	-0.1	+0.0
52	222nd Pl SE & SE 4th St	RAB	C	3.1	3.1	3.3	3.4	+0.2	+0.3	3.3	3.4	3.3	3.4	+0.0	+0.0	3.3	3.4	3.4	3.4	+0.1	+0.0
53	224th Ave SE & SE 4th St	RAB	C	3.1	3.7	3.3	4.0	+0.2	+0.3	3.3	4.0	3.6	4.6	+0.3	+0.6	3.3	4.0	3.3	4.0	+0.0	+0.0
54	225th Pl SE & SE 4th St	RAB	C	3.7	4.7	3.8	4.9	+0.1	+0.2	3.8	4.9	4.3	5.2	+0.5	+0.3	3.8	4.9	3.9	5.0	+0.1	+0.1
55	SE 24th St & 248th Ave SE	TWSC	C	10.1	9.7	10.3	9.8	+0.2	+0.0	10.3	9.8	10.3	9.7	-0.1	-0.0	10.3	9.8	10.3	9.8	-0.1	+0.0
56	248th Ave SE & SE 14th St	AWSC	C	9.0	8.8	9.3	8.8	+0.3	+0.0	9.3	8.8	9.2	8.8	-0.1	+0.0	9.3	8.8	9.2	8.9	-0.1	+0.1
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	7.6	7.5	7.5	+0.0	-0.1	7.5	7.5	7.5	7.5	+0.0	+0.0	7.5	7.5	7.5	7.5	+0.0	+0.0
	Outside City of Sammamish																				
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	49.8	55.8	51.2	58.4	+1.4	+2.6	51.2	58.4	51.4	57.9	+0.2	-0.5	51.2	58.4	51.4	58.0	+0.2	-0.4
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.8	4.4	4.7	4.5	-0.1	+0.1	4.7	4.5	4.7	4.5	+0.0	+0.0	4.7	4.5	4.7	4.5	+0.0	+0.0
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	20.4	28.3	21.2	31.4	+0.8	+3.1	21.2	31.4	21.2	31.2	+0.0	-0.2	21.2	31.4	20.9	31.5	-0.3	+0.1
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.3	16.6	14.1	17.3	-0.2	+0.7	14.1	17.3	14.1	17.3	+0.0	+0.0	14.1	17.3	14.1	17.3	+0.0	+0.0
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.7	18.1	7.9	18.9	+0.2	+0.8	7.9	18.9	7.8	18.8	-0.1	-0.1	7.9	18.9	7.7	18.8	-0.2	-0.1
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.0	7.3	6.9	7.5	+0.9	+0.2	6.9	7.5	6.6	7.5	-0.3	+0.0	6.9	7.5	6.9	7.5	+0.0	+0.0
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	20.4	31.7	22.8	35.3	+2.4	+3.6	22.8	35.3	22.9	35.1	+0.1	-0.2	22.8	35.3	22.8	35.0	+0.0	-0.3

Future Transit

To support the East Link Connection Project, King County Metro Route 269 now connects to the Marymoor Village light rail station in Redmond and will connect to the Mercer Island light rail station in the future. Headways will be improved during the peak periods to 15 minutes and weekend service will be added. Sound Transit Route 554 will also be rerouted to provide service to the Bellevue Transit Center light rail station. Transit routes within the Town Center are not expected to change.

The 2024 Sammamish Citywide Transit Plan identified 228th Avenue Southeast near the Town Center as a location for a large mobility hub, and the Draft Town Center Plan Update currently acknowledges the importance of this hub to future transit mobility in Sammamish.

Future Bicycle and Pedestrian Facilities

The City of Sammamish TIP[6] is updated and adopted annually to include recently identified and prioritized projects. These updates ensure alignment with the City's transportation vision, improved safety, mobility options, and the region's growth. The City of Sammamish Bicycle and Pedestrian Mobility Plan will identify and prioritize pedestrian and bicycle projects that will be added to the City's TIP.

Table 11 lists the projects in the 6-year TIP (both funded and unfunded) that include improvements to or additions of non-motorized facilities within the Town Center. Only funded projects were considered in the future non-motorized analysis in the next section.

Table 11. Non-Motorized 2025-2030 TIP Projects in Sammamish Town Center

ID NO.	PROJECT NAME	FUNDED/UN-FUNDED
TR-124	Northwest Connector Road	Unfunded
TR-125	SE 4th Extension (Crusader Way)	Unfunded
TR-126	Northeast Connector Road	Funded
TR-127	Southeast Connector Road & New Signal at SE 8th	Unfunded
TR-134	6th Street Improvement Project	Funded

TR-126 includes sidewalk improvements for SE 1st Street and SE 232nd Avenue. TR-134 includes sidewalks for SE 6th Street. Detailed information for unfunded projects is not available, but sidewalks would likely be included in projects TR-124, TR-125, and TR-127.

[6] https://www.sammamish.us/media/hayiaftk/2025-2030-tip-guide-adopted-version.pdf

Future Multimodal Level of Service

Within Town Center, both the Pedestrian Level of Traffic Stress (LTS) and Bicycle Level of Traffic Stress for all arterials is expected to be LTS 2 or 3. This results in a Green Pedestrian LOS and Bicycle LOS for the arterials in Town Center. Green LOS indicates that the roadway meets LTS guidelines, yellow LOS indicates that the roadway does not meet LTS guidelines but there are some pedestrian and/or bike facilities, and red LOS indicates that the roadway does not meet LTS guidelines and there are no pedestrian or bike facilities. More information on methodology for level of traffic stress and multimodal level of service (MMLOS) analysis can be found in the Transportation Master Plan (TMP).

Figure 32 shows pedestrian level of traffic stress and Figure 33 shows bicycle level of traffic stress in the Town Center area. Figure 34 shows pedestrian level of service and Figure 35 shows bicycle level of service in the Town Center area. Future LTS and LOS shown in this document were based on work performed for the Sammamish Bicycle and Pedestrian Mobility Plan, currently under development. Results shown here may differ from the Sammamish Transportation Master Plan due to new guidance from WSDOT for pedestrian and bicycle LTS determination.

Figure 32. Future Pedestrian Level of Traffic Stress

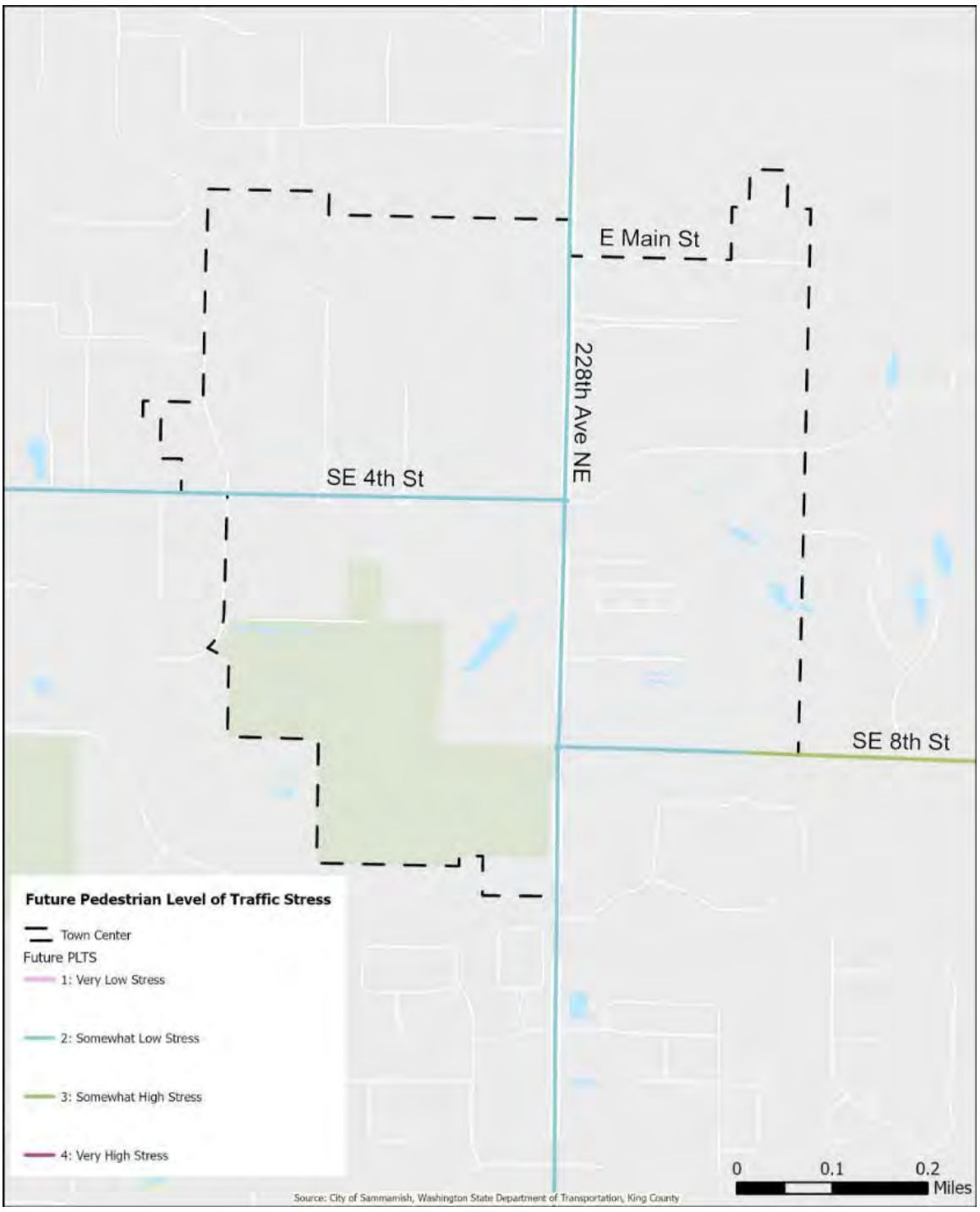


Figure 33. Future Bicycle Level of Traffic Stress

Figure 34. Future Pedestrian Level of Service

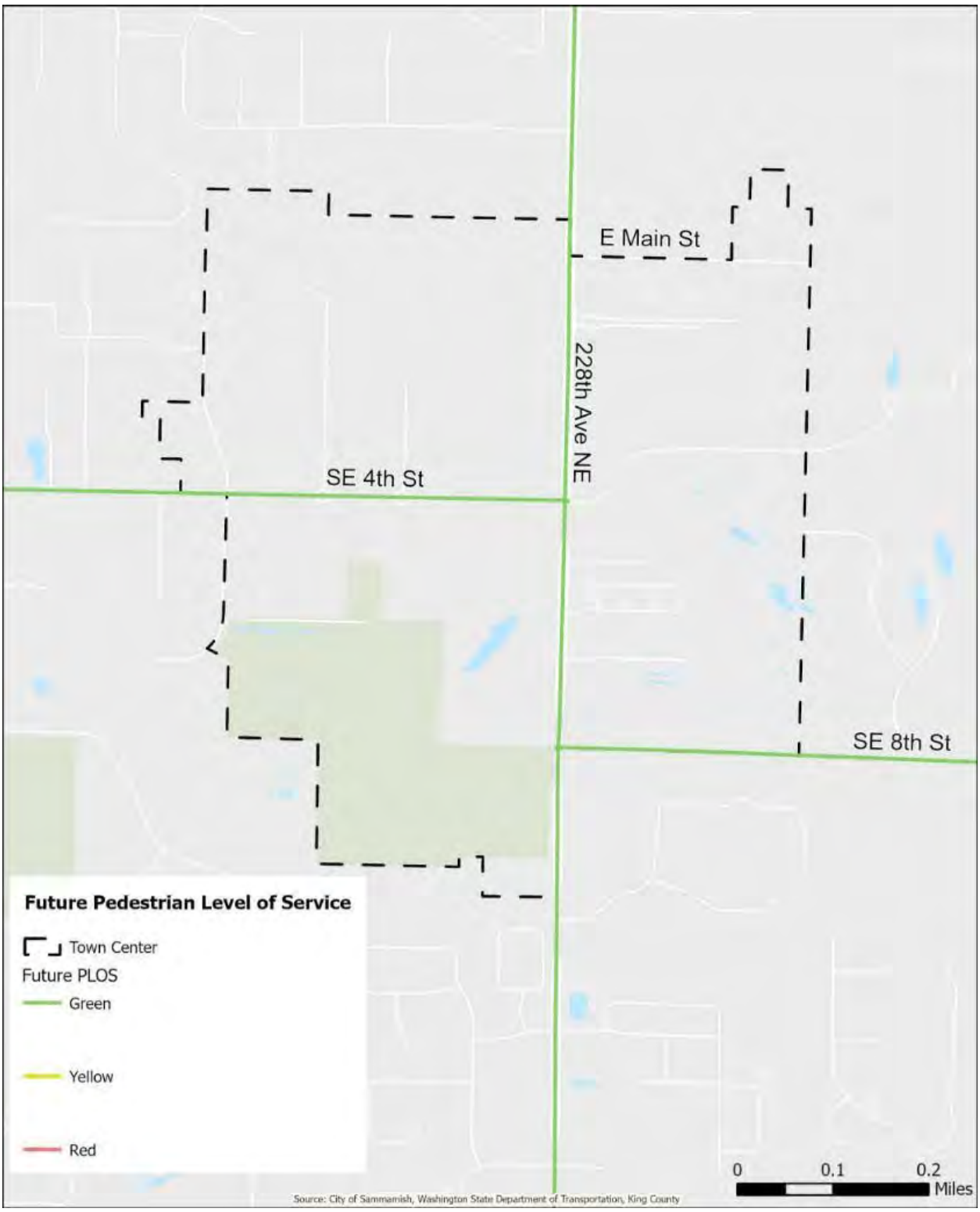


Figure 35. Future Bicycle Level of Service

Conclusion

According to the analysis results, there are **no new future deficiencies** caused by the Sammamish Town Center project. 212th Avenue SE & Southeast 8th Street (intersection 18) does not meet LOS standards under any scenario, including the No Action Alternative. All bicycle and pedestrian facilities operate at acceptable MMLOS according to the adopted MMLOS standards.

4.4 Mitigation Measures

According to the results of the traffic analysis, LOS and MMLOS standards for Town Center intersections are not exceeded under the Action Alternative. Regardless, traffic volume is expected to increase in and around the area. A preliminary, planning-level discussion of mitigation measures is presented below.

At this stage in the process, transportation improvements and multimodal network expansion preferences have not been evaluated in detail, and no final street type or alignment options have been selected. As such, no feasibility or cost analyses are available. General strategies to mitigate any potential significant adverse environmental impacts on transportation in Town Center include:

- Reducing vehicle demand
    - Focus on multimodal LOS, including pedestrian and bicycle safety measures, and/or vehicle trip reduction targets rather than traditional intersection LOS when prioritizing projects.
    - Concentrate housing, services, and employment to reduce VMT.
    - Support smaller-scale retail and civic uses near higher-density housing and transit routes to promote walkability.
    - Expand pedestrian and bicycle infrastructure, including accessible sidewalk and trail designs, protected bike lanes, and end-of-trip facilities like secure bike parking and showers.
    - Align policies and projects to be consistent with the Bike and Pedestrian Mobility Plan
- Requiring certain uses in Town Center to adopt Transportation Demand Management (TDM) programs
    - Free/Subsidized ORCA passes
    - Carpool/Vanpool
    - Unbundle parking cost from housing cost
- Parking Management
    - Implement a shared parking system among different uses with offset peak times (residential/retail/restaurant)
    - Pricing and/or time-limited on-street parking (not within structures)
    - Promote “park once” behavior within parking structures by clustering destinations and strategically placing parking structures to serve the areas of greatest intensity
- Enhancing transit service and accessibility
    - Prioritize projects and improvements identified in the Citywide Transit Plan
    - Partner with King County Metro to expand services as development projects come to fruition

    - Improve transit stop amenities, adding overhead covers, lighting, real time information, and other features
    - Develop a mobility hub(s) in Town Center to provide integrated mobility options
- PSRC Regional Growth Center (RGC) Designation
    - Pursuing RGC status for Town Center would provide eligibility for additional programs and grants that would otherwise be unavailable to the City. These programs and grants could help defray costs associated with any of the above mitigation measures.

5. Distribution List

- A Regional Coalition for Housing (ARCH)
- City of Issaquah
- City of Redmond
- City of Sammamish, City Manager's Office
- City of Sammamish, Facilities, Parks & Rec. Dept.
- City of Sammamish, Police Dept.
- City of Sammamish, Public Works Dept.
- Eastside Catholic School
- Eastside Fire and Rescue
- Eastside Friends of Seniors
- Faith Church
- Friends of Pine Lake
- Friends of Sammamish
- General Public (City of Sammamish Legal Notice Webpage)
- General Public (Notice Boards in Town Center)
- General Public (Seattle Times Legal Notice)
- Good Samaritan Episcopal Church
- Habitat for Humanity
- Housing Development Consortium
- Imagine Housing
- Indian American Community Services
- Interested Parties
- ISKCON Vedic Cultural Center
- Issaquah School District
- King County Dept. Natural Resources & Parks
- King County Growth Management Planning Council
- King County Historic Preservation Program
- King County Metro
- King County Natural Resources Wastewater Treatment Division
- King County Parks & Recreation
- King County Regional Planning
- King County Wastewater Treatment Division

- Lake Washington School District
- Mary Queen of Peace
- Master Builder's Association
- Muckleshoot Indian Tribe
- National Marine Fisheries Service
- NE Sammamish Water & Sewer District
- Parties of Record (from Scoping Comments)
- Pine Lake Covenant Church
- Property Owners within 500 ft. of Town Center Boundary
- Public Health - Seattle & King County
- Puget Sound Clean Air Agency
- Puget Sound Energy
- Puget Sound Regional Council
- Puyallup Tribe
- Regeneration Church
- Sammamish Arts Commission
- Sammamish Boys & Girls Club
- Sammamish Boys and Girls Club
- Sammamish Chamber of Commerce
- Sammamish City Council
- Sammamish Heritage Society
- Sammamish Hills Lutheran Church
- Sammamish Kiwanis
- Sammamish Library (KCLS)
- Sammamish Mosque
- Sammamish Parks & Recreation Commission
- Sammamish Planning Commission
- Sammamish Plateau Water & Sewer District
- Sammamish Presbyterian Church
- Sammamish Rotary
- Sammamish Seniors
- Sammamish Sustainability Commission
- Sammamish YMCA
- Sammamish Youth Board
- Save Lake Sammamish
- Snoqualmie Indian Tribe
- Snoqualmie Valley School District
- Sound Transit
- Spirit of Peace United Church
- Timberlake Church
- Town Center GovDelivery List
- Town Center Property Owners

- U.S. Army Corps of Engineers
- WA State Dept. of Archaeology & Historic Preservation
- WA State Dept. of Commerce
- WA State Dept. of Ecology
- WA State Dept. of Fish and Wildlife
- WA State Dept. of Natural Resources
- WA State Dept. of Transportation
- WA State Office of the Attorney General

Appendices and Supporting Documentation

1. 2008 STC Plan (Amended 2020)
2. Existing Conditions Report
3. Code Audit
4. Real Estate Market Conditions Summary
5. SEPA & Scoping Discussion
6. Transportation Future Conditions Memo
7. Full list of public comments received during the Scoping phase

Oval Remarks on Draft SEIS by Paul Stickney. 7.9.25

I set the size in adobe acrobat to 70% so I could see the pages easily but still read text.

This draft SEIS is 86 pages. My reference comments will be to the PDF page number first and then in parentheses I will list the page # on the Draft Town Center Document. Example:
Page 7 of the pdf is page (3) of the SEIS document, noted at right hand corner of SEIS page.

Generally speaking, I'm going to be reviewing for items that I feel are major or middle importance. Things that are of less consequence that can be addressed appropriately later in the process.

My intention here is the call out major things (and some middle things) that are off base. My goal is to ensuring false factual data/misinformation is eliminated and/or corrected.

In SEIS review, commentary on optimal approach to begin alleviating citywide housing imbalances (CHI). Also will look for specifics of any target numbers that have been set (or alluded to) based on economic, demographic and workforce (EDW) cycle-of-life and generational housing needs, locally.

Reserve place holder to make spelling corrections and minor non-substantive changes.

Housing Types A, B, C and D within Sammamish:
A = Affordable housing – 175K to 500K. **B** = Market rate housing – 500K to 1.4 Million.
C = Condos/Townhomes 1.5 Million plus. **D** = Single-Family housing 1.5 Million plus.
(Shortages of Housing Types A, B and C. Surpluses of Housing Type D. Comparing existing housing stock in Sammamish to local Economic, Demographic and Workforce (EDW) housing needs over cycle-of-life)

Here we go:

Page 5 (1) the date of issue of the draft SIS says March 26, 2025 what's up with that. It was released to the public on June 9th 2025. Were there changes made from 3.26.25 to 6.9.25? If so, what?

Page 5. (1) under the bottom section proposed action there is very clear language that the town center plan and development regulations or to align the planning code with the city comprehensive plan vision goals and policy including increasing affordable housing production. There is a profound error here. The Comprehensive Plan, other City planning documents have not planned to alleviate citywide housing imbalances of A, B and C housing within Sammamish for life and legacy.

Page 6 (2). In the top oval on this page it states the city is responding to new challenges faced by the city while aligning implementation with community values. Community values when it comes to market rate B and C housing shortages have not been determined based on complete information consequences of various direction on meeting B and C housing needs and informed public input.
Affordable housing (A) has not been determined based on complete information either.

Page 6 (2). There's an oval middle of the page around language that says both alternatives are analyzed in detail to identify the effects of land-use and transportation on the environmental elements. This may be an accurate description for an EIS. But it should be noted that that is not the way comprehensive plans work. A comprehensive plan sets land-use and everything else is adjusted accordingly to do desired Land uses. Important information to keep in mind as A, B and C housing shortage imbalances were not factored in to setting land use aims for the 2025-2044 Comp Plan.

Page 7 (3). There's a section at the top of this page called permits, licenses and approvals likely required for proposal. It's got four parts under it. Parts one and two need to happen before three and four are done. I don't have an issue with three and four my issues are that one and two are off base as they do not factor in authentic actual housing needs that are woefully deficient of category A, B and C housing. Item 1. The comprehensive plan needs to be changed first and set CHI (Citywide Housing Imbalance) target numbers to begin meeting for category A, B and C housing numbers. Then it's appropriate to set a town center action alternative based on meeting optimal amounts of A, B and C housing target members identified in the Comp Plan. Item 2. The SEIS needs to be adjusted with additional information that deals with quantified housing factors for economic segments demographic groups and workforce jobs in Sammamish. Comp Plan A, B and C housing targets should be factored into an action town Center alternative.

Page 8 (4). There's an oval around a list of preparers. The preparers are Framework and DKS Associates. Why isn't City staff included as they had a majority role in review and SEIS content.

Page 9 (5). In the red oval near the top of the page there is language that the city faces pressing need for affordable housing diverse housing types better than mobility options and streamlined regulations that incentivize high quality development. This needs to add market rate and affordable housing for CHI, A, B, and C housing targets set in the 2025 to 2044 comp plan and added to a TC alternative.

Page 9 (5). In the second oval from the top there's a statement aligning Sammamish vision for town Center with updated regional Growth targets mandatory housing affordability regulations and robust environmental productions. What is missing from this is citywide housing imbalance CHI target numbers for economic demographic and workforce needs from 2025 through 2024. These are legislatively set targets that are based on many quantified factors. A portion of the citywide A, B, and C housing target set in the comp plan would guide the appropriate optimal number of residential units in action alternatives considered for the Town Center.

Page 9,10 (5,6). On the oval at the bottom of this page it is good that the EIS reflects house bill 1220 that revise from City's encouraging affordable housing to instead planning for and accommodating housing across all economic segments. Demographic and workforce jobs are part of citywide housing need in current and past PSRC and King County planning policies and need equal consideration. Further, continued at the top of page 10 language states Sammamish must plan for increase housing capacities reflecting population growth and increasingly diverse household configurations. These last four words are a start at discussing quantifying housing factors for authentic economic segments, demographic groups, and workforce jobs (EDW) in Sammamish. Comparing current housing supplies with cycle of life and future generation EDW housing needs. Then once these factors are set legislatively determine housing target numbers for B & C CHI housing types. Our comp plan already has a 2100 Growth target overlaid in 2023 with 100% affordable housing by King County affordable housing committee. This is an appropriate amount of A housing for this comp plan cycle.

Page 10 (6). The second oval down states Sammamish is expected to plan for an equitable share of regional growth. This is true. But this is only <u>one source</u> of housing need numbers which is the regional growth target and county affordability committee assignment of affordable income bands. This is known as *external growth*. There is a <u>second source</u> of housing need numbers that is known as internal growth. Internal growth assesses to what degree Sammamish has citywide housing imbalances (CHI) - comparing housing stock currently in the city with current EDW and generational needs over time.

Not planned for this is a profound error in the Comprehensive Plan and in the Town Center alternatives under consideration in this SEIS.

Page 10 (6). The third oval from the top on this page has a couple intermingled concepts. One, Sammamish must demonstrate five years after adopting the comp plan its progress in meeting housing allocation of 2100 units all of which must be affordable at 80% AMI. Two, accommodate current and future housing needs in alignment with the GMA and vision 2050. These are both real, however with local discretion the city can plan for decades old internal shortage housing needs. Doing this has been known since the first comprehensive plan but has taken no further action since. This is a profound error that needs to be corrected in our Comp Plan and Town Center action alternative.

Page 10 (6). The fourth oval down has a few words that are mostly clear. These words are "increased development capacity". Let's get down to brass tacks - does this mean increased development capacity for market rate housing from 2025 through 2044 or does it mean increased capacity for market rate housing needs after 2044?

Page 11 (7). At the top of page 7 there is a paragraph under the terms regulatory context. This states the comp plan is to plan for and accommodate affordable housing by recent changes to the GMA and the 2024 comp plan update. My statements above apply here. Is the intention to increase market rate housing for housing types B and C from 2025 through 2044 or after 2044. I assert the city need to correct a profound error and plan for authentic CHI A, B, and C internal housing targets in this comprehensive plan. Set these targets as soon as possible. Then with these targets set reassess the action alternative in the town center to begin actualizing a significant amount of B and C housing types alongside A housing types in town center over the next 20 years. Further, all plans mentioned in this paragraph and others need to be revised based on meeting internal market rate housing targets over the 2025 through 2044 comprehensive plan.

Page 11 (7). In the middle of this page there is an oval that surrounds the housing goal from the GMA. This states: encourage the availability of affordable housing to all economic segments of the population of the state promote a variety of residential densities and housing types and encourage the preservation of existing housing stock. I agree with this. What I would add to this goal is to plan locally for housing affordability for the economic and demographic and workforce make up of our community over cycle of life. Identify what type of housing balance we want to leave as sustainable legacy for future generations. Indigenous culture havee called this the seventh-generation principle.

Page 12 (8). First of all I've circled the words increased development capacity in the city. This is a very important question and it is not been answered in a forthright manner. Two-part question. Part one, we know in the comprehensive plan it calls for 2,100 affordable housing units in the Planning horizon of 2025 through 2044. How much market rate housing in categories B and C does the city hope to see actualized in this same period? Part two question, how much additional market rate B and C housing will be put into the future capacity category to be actualized after 2044?

Further there are three paragraphs under the city of Sammamish plans section on this page that deal with the 2024 comprehensive plan the 2024 transportation master plan and the 2023 climate action plan. After the City of Sammamish quantifies housing factors and then sets legislative target #'s for internal citywide housing imbalance (CHI) A, B and C housing supplies: 1) make appropriate changes throughout the 2020 for comprehensive plan 2) 2020 for transportation master plan 3) 2023 climate action plan and 4) update alternatives in the 2008 Town Center plan action amendments.

Page 14 (10). This same information in the box stating 1.4 SEPA process and public comment and the four step process with ovals around one and two and three and four was on Page 7 (3), Here pasted below is the same comment I wrote four page 7 (3*): There's a section at the top of this page called permits licenses and approvals likely required for proposal. It's got four parts under it. Parts one and two need to happen before three and four are done. I don't have an issue with three and four my issues are that one and two are off base as they do not factor in authentic actual housing needs that are woefully deficient of category B and category C housing. Item 1. The comprehensive plan needs to be changed first and set CHI target numbers to meet category B and category C housing numbers. Then it's appropriate to set a town center action alternative based on meeting an optimal amount of A, B and C housing target members in the compound. Item 2. The SEIS needs to be adjusted with additional information that deals with quantified housing factors for economic segments demographic groups and workforce jobs in Sammamish and associated information relative to actualizing the action town Center alternative Which includes appropriate, optimal category A, B and C*
housing types in addition to the 2.100 affordable housing that was overlaid our regional growth target.

Page 14 (10). In the lower part of the page I have an oval stating that the lead agency, **who is the city of Sammamish** has identified the following areas for analysis in the EIS. Those areas are land-use and transportation.

Page 15 (11). The top oval states the draft DIS analyzes impact on land use and transportation including traffic further at states for impact previously identified as part of the 2007 that have not changed no additional study is needed. Note: the 2007 FEIS included all King County pipeline housing built from 1999-2006, some 3,500 units. Further the FEIS planned for the City growth target of about 3,800 units from 2003 to 2023±. The FEIS planned for 600K of commercial/office space and for 2,000 residential units. Bottom line, the land use assumptions were not exceeded by Sammamish from 2007 to 2025 so Transportation Analysis of the 2007 FEIS relative to land uses it planned for are current.

Page 15 (11). The Second oval from the top talks about changing Sammamish and the Puget Sound region since the original action of the town center plan in 2008. Further it says overtime to regions housing demand and legislation about paste the plans concepts and goals. I have two critical things to say succinctly. 1) External impact and change. 2) Internal analysis errors. While it is true that the region (external) has changed - and that's had some effect on our market as well. What is also true that the original town center plan never quantified housing need factors for all economic demographic and workforce groups in Sammamish (internal) and contrasted those needs over cycle-of-life to housing supplies on the ground. Back in 2007-8 this would've shown significant shortage, but these analyses were not done to inform Town Center alternatives. What have consequences been for not studying local citywide housing imbalance (CHI)? Not optimally planning for meeting market rate shortage housing needs which would've been a significantly larger number than the 2,000 that was in this plan back in 2008. Let's recap and restate what is above. Our plan has been off base since its inception because it did not plan for internal needs overtime compared to supplies back in 2008. Further, our plan is behind the eight ball based on regional changes on the ground and in many changes from planning requirements by state PSRC and King County. This current town center update process is only focusing on the external growth not on the internal growth needs that have persisted since 2008.

Page 15 (11). The oval in the lower center deals with the Town Center scoping that happened for the Town Center alternative. It mentions 200 comments came in it did not mention these were self selecting comments and not statistically valid comments. Also even mentioned was some comments were in favor of studying quantified housing factors and then setting housing need target numbers in the comp plan and use those numbers to inform town center plan action alternatives.

Page 15 (11). The oval on the bottom of this page basically states that the 2024/5 town center plan amendments originally thought about studying buildings up to 150 feet in the urban core. And then 150' tall buildings got removed by public comment not wanting it. This again was self-electing not statistically valid comments. I am mixed on this one and I'm in the camp of getting much more information on this topic BEFORE I'd be comfortable either endorsing it or removing consideration of 150' tall buildings. Besides what are the actual needs for A, B, and C, housing types? … we need to know what the differences would be if some of the buildings were this tall and what the effects would be on less ground developed and holistic implications. Further. I think this is a major mistake to only consider 150' tall buildings in the urban core zone. These building heights should be considered in the urban core and the urban mixed land-use areas - but not in the garden mixed area.

Page 16 (12). The top of this page I drew a square around about half the page that is titled draft SEIS. My comment is the same as the second oval on Page 15 (11). Restating (ever so briefly) it is true this plan needs to be updated to regional and external impacts it is also true that it was a profound error that this plan never dealt with quantified housing factors to identify housing shortages and their magnitude of need … and then setting legislative target #'s for internal needs for market rate and affordable housing within Sammamish – past, present, cycle-of life and 7-generation perspective.

Page 17 (13). The I put one oval on this page about the no action alternative which states a slow progress towards increasing housing capacity restricted by a lack of opportunity for financial feasibility development residential capacity would be capped at 2000 at 2000 units and housing production would remain limited – this would also hold back much needed and wanted commercial offerings.

Page 18 (14). This section discusses whether there are unavoidable adverse impacts. The bottom line is on land used as a statement **no significant unavoidable adverse impacts our expected under the action alternatives**. And under transportation there's **no significant unavailable adverse impacts expected under the action alternative**. Critical concept to add at this point and that is the two Fehr and Peers transportation studies that showed the 2007 FEIS could add between 3,500-8,000 units to town center over and above the 2,000 planned for in the 2007 preferred alternative.

Page 19 (15). In the top oval it is good that the action alternative discusses expanding affordable housing and mixed use and missing middle - this is a movement in the right direction towards the ultimate appropriate approach to the action alternative which is to influence the amount of type B and type C housing based on citywide targets to be added to the comprehensive plan. Further this discusses choosing a hybrid plan. But the hybrid plan being proposed is in the wrong swimming pool as it's a pool that does not deal with alleviating citywide housing imbalances. The hybrid pool that is appropriate to swim in needs to take initial positions based on an extensive initiative civic record to that factors in housing needs of economic segments, demographic groups and workforce jobs within our City. This pool finally plans to begin alleviating decades old citywide housing imbalances.

Page 19 (15). At the oval at the bottom of this page it says ultimately land-use patterns will be determined by several factors including city action state legislation demographics changes and private investment choices. This does not go far enough … what needs to be added to this is market rate housing targets set by quantified factors for type B and type C housing. The short add to this paragraph is **"identified internal market rate housing shortage needs"**

Page 20 (16). Add a footnote to the parking section of table one which allows the reader to know approximately how many parking spots this parking square feet metric translates into.

Note: page 21,22 and 23 (17,18,19) outline details of the no action alternative which was the preferred alternative of the town center plan from 2007–2008. These pages speak for themselves.

Page 24 (20). At the top of this page is the no action alternative take away and it mentions that the EIS assumptions are outdated or relative to new state housing laws this is true and a short synopsis from notes already made in my EIS comments are that Town Center has been out of date since it's inception for not addressing the issue of alleviating citywide housing imbalance in Sammamish. I understand why King County would not have dealt with imbalance in what is now Sammamish, as it planned on a much larger of geography. However the fact remains that on the geography that is now Sammamish housing supplies were out of balance based on King County decisions and then based on decisions since incorporation without CHI housing shortage factors, citywide housing imbalance has been further exacerbated. Too much D housing - not enough A, B, and C, housing.

Page 24 (20). On the second oval from the top there is language that is inappropriate from beginning to remedy the number one profound issue in Sammamish citywide housing imbalance. What is stated here needs to be altered. **Initial legislative action with minimum of 5,000 B & C housing types need to be added to the comprehensive plan first. Then legislative decision on the appropriate number from citywide adopted B&C numbers should go into the preferred alternative of the town center plan.**

Page 24 (20). The first oval under the land-use section (middle of the page) states this change reflects Sammamish updated approach to affordable housing and new GMA mandates. This is the last issue of housing need magnitude that is involved. Greater issue of housing need magnitude is addressing and setting targets to begin alleviating decades-old citywide housing imbalances of type B and type C housing based on genuine bottom housing needs for those that live and work here over time.

Page 24 (20). At the oval at the bottom of this page basically talks about buildings being 85 feet tall. This needs to study both in more detail going up to the 150 foot level with an appropriate number in the urban core and urban mixed areas. Community needs to have a clear understanding as to the degree of housing imbalances we face, the consequences of attaining optimal CHI housing balance and then providing input to the city based on true housing needs and consequences meeting them or not.

***Page 24 (20). In the middle of this page there is a blue hyperlink to a town center code audit this link does not work to a publicly accessible document correct this link.

Page 25 (21). On this page one thing to correct is that the urban mixed zone needs to envision building options up to 70 feet with bonuses. This last statement is based on the 85 foot limit currently being proposed if this limit changes based on comprehensive analysis and informed input than building height in urban mixed should be increased appropriately.

Special notes. For context and evaluation, it will be important to get pier city comparisons for development since 2010 on a number of units per acre basis in the total acreage area of each of the downtown cores and mixed use planning areas in peer cities.

I fully recognize these cities are not Sammamish but it will help our residents understand that the numbers this plan is talking about, and numbers I have asserted overtime for an optimal town Center size or small, **very small** relative to the 240 Town Center acreage area.

For the most part my recommendations overtime have been that the town center be somewhere between 6,000 and 8,000 housing units total. (Add 4,000 to 6,000 units to the 2,000 Town Center cap. This number will vary based on how many units are built at what sizes. Primarily larger units will yield outcomes more in the 6,000 range. Primarily smaller units will yield outcomes in the 8,000 range.

6,000 to 8,000 units is small relative to a 240 acre Town Center area AND based on optimal housing balance range to attain appropriate citywide housing imbalance (CHI) housing shortage supplies (on a citywide scale) of A, B and C housing for cycle-of-life and generational legacy. An important aside, from traffic and student enrollments generated, the effect is about 4 to 1. Restated over 20 years, 6,000 A, B and C are equivalent to 1,500 single family D homes, 8,000 about = to 2,000 D homes.

Page 28 (24). This page has summary analysis of the action alternative and keep takeaways overall it is well done. However, it does not address and include language about the profound issue in Sammamish of not adequately planning to alleviate market rate and affordable citywide housing imbalance (CHI) in the comprehensive plan and in action alternatives of town center amendment process.

Page 29 (25). This page begins the land-use section of the SEIS. In the overview portion of this page it talks about land-use pattern including regulatory shifts, new housing mandates, updated land capacity data and uncertain real estate climate. I am not beating a dead horse here. I am responding to what the city wrote and reasserting that the most significant thing missing from this paragraph is not addressing citywide housing imbalances (CHI) that have persisted in Sammamish for well over 25 years. The order of magnitude based on extensive research of quantified factors is an extremely low threshold of 10,000 housing units of need to high threshold of 26,000 of need with 18,000 being a midpoint. These numbers are over and above the 2,000 units planned in town center. Simply put this initial paragraph needs to add **appropriate numbers to begin alleviating citywide housing imbalances.**
(Be mindful that the 5,000 B and C houses I suggest adding this 2025-2044 comp plan cycle are equal to some 1,250 detached single family D homes for car trips and students generated)

Page 31 (27). The plan states Innovative Realty Partners was organized in 2010 to undertake development within town center. I don't think that's true I think it was 2014 at the earliest. I don't know I am right it is just my understanding. Alter the year stated if different after verification.

Page 37 (33). The oval on this page is in regarding language the city writes that the no action alternative is likely to limit Sammamish ability to meet as planning requirements under the GMA including mandated obligation to provide affordable housing units. This is the initial external growth target that went from zero, to 700 and ultimately 2,100. Then in 2023 the King County Affordable Housing Committee assigned, overlaid if you will, area median income (AMI) bands on our 2,100 market rate city target. This altered our 2,100 housing unit target to be 100% various levels of affordable housing from 0 to 30%, from 30% to 50%, and from 50% to 80% AMI,

In the comp plan process the city of Sammamish did not choose to do a rigorous, thorough and fair analysis of the other major source of housing needs within Sammamish - internal. At issue is not identifying the magnitude of housing supply shortages for authentic, bottom-up citywide housing imbalance needs. My point here: is to add language to the Comp Plan, **legislatively setting A, B, and C housing shortage targets to support from 2025-2044.**

Page 40 (36). In the first oval at the top of the page it states that the current development limits in town center are not representative of the full build out of total land capacity. This is an important

statement. Town center can handle far more than 4,000 housing units. Being blunt in my opinion I think the upper side is somewhere between 12 and 16,000 housing units across the entire town center. My rightsizing mixing meeting internal needs and community character and providing a wonderful town center that is nowhere near as dense as any other centers in the region is between 6,000 and 8000 housing units. Small. Authentic. Sammamish Need and Character Driven.

Page 40 (36). The second oval from the top has two major parts. One is recognition that the bonus market rate pool of 344 units has been exhausted. The second topic is of big magnitude is that the city had 240 available units from an internal transfer program (D units) and these are now claimed. This concerns me big time as there's been no public discussion on the dias about this. For Clarity. When the town center plan was established in 2008 the city gave itself 240 of 2000 market rate units tied to D civic zoning. It has always been City intent to sell these units. What has not happened is not a single word has been publicly stated about the apparent public sale. I'm not saying the sale has closed because the language here says that those units are claimed. Who made that decision? What was the price agreed to? When did this happen? Why hasn't this been discussed publicly?

Page 40 (36). The third overall down from the top talks about TDR programs. This mentions that Sammamish and King County had a TDR program which is correct. It also mentions that a single developer has all the King County TDR's which is also correct. No more county TDR's are available.

Page 40 (36). The fourth oval down from the top set that the King County to program for TDR's did not have affordable housing production associated with it which is also correct. Comments allude an internal TDR program may not have affordability component. THIS is an interesting concept and needs to be discussed and clarified in great detail. The question is for an internal TDR program is there an inclusionary affordability portion to it. This is a two-prong sword. On one side if there is inclusionary zoning included in it will lower $ value to the person selling the TDR's which may not make them nearly as attractive. If there's not inclusionary zoning included then the cities affordable housing goals are achieved at a slower pace than if it was included. Which approach is best?

Page 40 (36). The oval at the bottom of the page has a link to appendix three which is the same thing called for back on Page 24 (20). So it now appears that the link on page 24/20 just needs to be corrected. City words here state no action alternative is primarily related to under production of housing and affordable housing. Yet again I will add the most significant part of the statement is missing the no action alternative is related to the under production of housing affordability of B and C CHI housing types that are desperately and genuinely needed within Sammamish.

Page 41 (37). The first oval has two issues. One, in reference to the comprehensive plan and the housing diversification tool kit which includes the housing needs assessment. Two, emphasis on smaller units. First, neither the comp plan or the town center amendment process include policy to address alleviating long standing shortages of type B and type C housing to begin meeting citywide housing imbalances (CHI) within Sammamish. The term smaller housing is only one part of a three letter acronym DDS. This stands for different diverse and smaller. Restating, smaller is only one of these three words - different and diverse housing supplies could be larger as well. This is based on appropriately analyzing quantified factors for economic segments, demographic groups, and workforce jobs in Sammamish. Not to make anybody angry or to challenge anyone here is just a simple fact. My deep research shows market rate housing shortages of B and C housing are over five times greater than affordable A type housing needs. Some of the type B and type C housing units should be smaller based on this analysis and many will be larger units. And to put a stake in the ground on what smaller and l

larger units means to me smaller units are in the neighborhood of 1000 to 1200 square feet and smaller. Larger units have a wide array of size from 1200 ft.^{2} to over 3000 ft.^{2}.

Page 41 (37). The second oval mentions 86% of Sammamish workers commute from outside the community. We currently have in the neighborhood of 6,000 jobs that do not commute in Sammamish and we're planning for about 700 more over the next 20 years. One of the quantified factors is what percentage of workforce jobs will want to stay in Sammamish. To come up with this we need to understand what percentage of these jobs is earning incomes at 30% or less AMI, 50% AMI, 80% AMI and then over 80% AMI. We also need to do community survey work to find out to what degree do people that have these jobs want to stay in the community. My educated guess, which is open to change based on getting additional data I don't have is roughly 50 to 60% of these jobs would want to have housing and Sammamish if they could – some 4,000 A housing units to meet this demand.

Page 41 (37). The small oval near the bottom of the page has the words "providing the smaller units" desired by residents. I repeat my comment from two ovals above that smaller is only one of three important words. The three words that matter are DDS – different diverse and smaller – many larger.

Page 42 (38). Two things here. Once again, I repeat that smaller is only 1/3 of the different diverse and smaller need in Sammamish. This says only about 1/10 of the estimated number of homes created in Sammamish since 2008 were in Town Center. Let me leave a lot of the background information out on these two statements … The first statement is the town center plan as it was originally drafted was out of balance on UTP. The number of units (U) was far too low. Traffic and trip regeneration (T) rates were overstated based on land-use categories being planned for and the effects of internalization were understated. Who participated (P) transportation improvements was not clearly defined by a nexus of fair proportionality for private and civic interests. Combine these three issues, UTP as well as slow growth to very low growth political aims of City Council's from late 2017 to mid 2022 are the main reasons why the town center has not flourished. Another key point from June 2008 to 2011 Town Center was under moratorium while development regulations were drafted and adopted.

Page 43 (39). The first oval talks about the number of households earning over 200,000 in Sammamish. There is a figure below that shows in 2012 it was a little over 28% in 2022 it was 54% however this needs to be adjusted by the relative value of $200,000 by inflation. I think there should be a note under this that inflation adjusted change would be equal to X percentage in 2022.

Page 43 (39). In the oval at the bottom of this page there's some useful current information. Stating 364 units are built or under construction which is by the way 326 units built and 38 townhomes under construction. It's interesting that the 364 units include 58 housing units that are affordable to household making 80% AMI and none at any AMI levels below 80%. This equates to about 16% affordable. Part of this was 10% inclusionary zoning called for by the 2008 TC Plan, part was bonus pool of 340 of the 2,000 units put into a bonus pool.

Page 44 (40). At the oval at the top of the page there are several issues to deal with. This paragraph states that over 17 years there was only 21.4 housing units a year and 3.4 affordable. This is ludicrous. Let me be clear and blunt. The town center plan was not actualized until 2011 it was under moratorium. From 2011 through 2014 we were coming out of all long recession. Meaningful activity began from 2015 to 2018. In the middle of 2017 is fundamental shift in council will began and stymied the town center through the end of 2022. For reasons that are unclear to me Council majorities in 2022 2023 and 2024 slow rolled town center. Finally in 2025 a few more townhomes are under construction roughly 38 units.

It is interesting to note that significant town center applications began in 2016 and they were held at Bay by the political means for nearly 8 years. In general, I believe this is nonsense and removing a filter of being courteous it was purely political has nothing to do with market demand and even FAR LESS to do with alleviating decades old massive citywide housing imbalances.

Pages 45-48 (41-44). Is four pages have figure 16 17,18 and 19. These pages are unreasonable in my view. There is some language stating these are basically projections of past trend but what's not here is all of the background information that I put in the comment on page 44/40. I believe a better approach for the no action alternative would have been to integrate virtually all townhome development with almost no mixed use at a much faster pace. This is completely inappropriate in my view relative to meeting housing types A, B and C needs. However, would be more genuine if there's informed majority of residents that only wants townhomes. I don't believe this is the case. It's high time to gather all Citywide Housing Imbalance (CHI) housing shortage need factors and quantify needs. The in a fair, even comprehensive way evaluate what happens from meeting none to these needs to most of them. Then get resident inputs AFTER they know authentic/genuine NEEDS over life/legacy, and CONSEQUENES of meeting portions of CHI needs, or not. This has never been done. Now is the time.

Page 49 (45). The red oval at the top of this page has a statement that increases in both market rate housing and affordable housing will make retail services and amenities more viable. I'm happy this statement is here. However, there are no concrete metrics as to what market rate housing needs are from within our community hence my recommendation to study quantified housing factors for all economic segments, demographics groups, and workforce jobs. From the study set targets to be added to our 2025 - 2044 comprehensive plan for type B and type C housing supply #'s to be added.

Pages 50-56. (46-52). I did not put any red oval on these pages I think my notes above don't need to be repeated on these pages. There are figures here comparing current to proposed zoning and other relevant details that I think for the most part are well done for the two alternatives in play. After new alternatives are added that incorporate meeting CHI B and C housing types, amend these pages.

Page 57 (53). The top oval here has many measures with the action alternative. What's missing is the term housing affordability targets for type B and type C housing.

Page 57 (53). In the second overall in the middle of the page it states ensure projects contribute to Sammamish supply of affordable housing. This should change and reverse these words to housing affordability over time which includes market rate housing needs and affordable housing needs.

Page 57 (53). The third oval at the bottom of the page basically states **the proposed action alternative would not be considered adverse from a land-use perspective**.

Page 58 (54). The first oval and only Over on this page is part of the 4.1 overview section of transportation let me start with something I haven't seen before the last sentence says mitigation measures for supporting **the town centers growth targets** while managing transportation demands I've never heard of town center having a separate growth target. What precisely is this how is it tied to the comprehensive plan Growth target? How is it not tied to the comprehensive growth target question? What precisely does this term mean? What % of this target is market rate? What % is affordable? This paragraph also says it studied existing street intersection level of service, transit and multi modal operations and assassins impacts under the no action and action alternatives

Page 59 (55). The figure on this page number 25 shows intersection level of service for 228th Ave. and Southeast eighth and 228th Ave. in Southeast fourth shows the level of service standard and the 2023 AM and p.m. peak trips.

Page 62-65 (58-61). This is Page 4.3 impacts the city developed three alternatives for the action alternative A, B and C. A is used the transportation master plan, B is transportation master plan without the Southeast quadrant connector. C is based on Network version A in transportation master plan but assumes a new road at Crusader way up to Southeast eighth which is known as the SE. Connector Rd. There's a page for each of the three alternatives that follow.

Page 66-67 (62-63). Transportation analysis zone map on two pages. In summary one transportation analysis zone in town center was part in town center and part out of town center that was zone number 263. Zone 238 and 258 or expand it in town center and 263 was shrunk. I counted the TAZ areas and it looks like there are some 21 in the entire town center plan. Highly refined traffic factors to quantify car trips. Lacking in plan is highly quantified EDW housing need factors and target #'s.

Page 68-69 (64-65). On these two pages are tables for level of service going out to 2044. These are the levels of service for the no action alternatives. One thing I notice is a section called control there are four different words under various intersections. One is signal which I understand. Another is RAB I do not know what that is. Another is TWSC. And Another is AWSC. I don't know either of these.
Seyed= RAB roundabout. TWSC. Partial stop signs. AWSC. All ways stop sign.
I noticed on page 69/65 there are some intersection shown outside of the city limits about seven intersections are a show that are grey (instead of showing as black) only one intersection fails concurrency and it's only exceeded by point four seconds this is at 2/12 and Southeast eighth

Page 69-76 (65-72). At the bottom of page 69/65 there is a section that begins impact of the action alternative. Table 8 and p show Network level of service. For network option A, net work option B and net work option C. On page 70/66 there's a summary that states trips to and from town Center use a wide variety of routes including northeast Inglewood Hill Rd., North E. 8th St., 2 28th Ave., to 16th/217/2 18th Ave., 12th Avenue southeast, SE. 8th St., 2 44th Ave. NE, S. East Windsor Blvd., Issaquah Pinelake Rd., Southeast, and South E. 32nd St. The conclusion was that was several options available trips are spread out across many routes and **appears to prevent any one corridor or intersection from experience a significant increase**. This also mentions referencing appendix six for more detail. On page 74/70 there's a summary of the findings in general.

Page 77 (73). In a future transit discussion with a red oval around it it's stated that near 228th near the town center is a location for a large mobility hub. I believe that should be expanded up the hill and have it be part of the main part on 228 but have a connection to a second hub up on top of Southeast fourth. There are two other smaller ovals on this page near the bottom of the page showing two projects that are funded in the 2025 to 2030 TIP. This is TR 126 Northeast Connector Rd. and TR 130 for the sixth Street improvement project.

Page 78-82 (74-79). These pages have future multi model level of service. The Maps on the following pages show both bicycle and pedestrian stress is very low to low for both alternatives.

Page 83-84 (79-80). The conclusion at the top of page 83/79 **states there are no new future deficiency is caused by town center project**. This does state that the 212 SE. eight intersection does not meet LOS standards under any scenario including the no action alternative call bicycle and pedestrian facilities

Operate at acceptable levels. Mitigation measures section 4.4 are discussed and there are no medications needed. Regardless traffic volume is expected to increase around the area.

Categories for reducing volume in general include reducing vehicle of demand; require certain uses in town center to adopt transportation of demand management; parking management; enhancing transit service and accessibility; and PSRC regional growth center (RGC) designation (I'm not in favor of this)

Page 84-86 (80-82). On these pages there is a distribution list of all parties that were involved in crafting and or receiving a copy of this EIS to study. Also there is a list of appendices in supporting documentation with seven items listed on page 86/82.

Town Center SEIS Draft Notes By Page. 6.23.25 to 7.9.25. Paul Stickney Sammamish

Thank you for your comment; it has been noted for the record. Based on your comment, you may want to review the sections below in the General Comment Themes & Responses section of the FSEIS:

- Traffic and Roads.
- Transit Needs.
- Parking
- Ecology & Wildlife.
- Stormwater.
- Affordable Housing.
- Emergency Services and Evacuation.
- Water & Sewer Services.

TOWN CENTER PLAN & CODE AMENDMENT

Oval Remarks on Draft PLAN by Paul Stickney. 7.9.25

DRAFT PLAN

DRAFT DATE
JUNE 2025

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Draft Plan

Introduction

Overview

Sammamish Town Center (Town Center) has long been envisioned as the civic and cultural heart of the community, a place that welcomes residents and visitors for shopping, gathering, working, learning, and living. The 2008 Town Center Plan (2008 Plan) documented this vision for transformative growth, concentrating new housing and employment in a walkable area while protecting Sammamish's scenic character and environmental assets.

In the years since the adoption of the 2008 Plan, Sammamish has evolved considerably. Changing market dynamics, a regional housing crisis, and responsive state housing mandates require a fresh approach to land use, housing, and transportation. Today, Sammamish faces pressing needs for affordable and diverse housing, better mobility options, improved climate resilience, and streamlined regulations that incentivize high-quality development.

The 2025 Town Center Plan & Code Amendment Project (2025 Update) responds to these changes. Building on the positive elements and guiding principles established in 2008, this updated Plan modernizes the Town Center's regulatory framework so that implementation can remain aligned with Sammamish's community values while responding to the new challenges faced by the city.

Specifically, the Plan emphasizes:

1. **Housing Affordability and Diversity**. With a renewed focus on meeting both local and regional housing needs, this Plan introduces refined strategies to encourage more types of homes, from middle housing and multi-family apartments to senior housing and mixed-income developments.
2. **Regulatory Streamlining**. The 2008 Town Center Code introduced administrative tools such as the Unified Zone Development Plan (UZDP) process that have proven redundant and cumbersome in practice. This update streamlines administrative practices, clarifies incentives, and removes duplicative or conflicting regulations. Moving to a new form-based code will better align City regulations with current goals and development feasibility and reduce uncertainty for applicants. This in turn can shorten development timelines while ensuring that any new development meets high-quality urban design and environmental benchmarks.
3. **Mobility and Street Design**. The 2008 Plan laid the groundwork for a pedestrian- and bicycle-friendly network, but never solidified its approach with permanent street standards or requirements for dedicated non-motorized infrastructure. The 2025 Update will adopt new permanent street standards that expand on designs for pedestrian walkways and trails, and

renew the City's emphasis on safe, separated bicycle and multimodal facilities within Town Center.

4. **Community Identity and Public Spaces**. Town Center is envisioned as a major gathering place for public life in Sammamish. Features like the Sammamish Commons, the future Town Square, the library, the Community and Aquatic Center, and other civic destinations form a nexus of community activity. The 2025 Plan Update looks for ways to strengthen these civic anchors by encouraging more programmed community events, creating flexible outdoor spaces, and integrating more public art, seating, wayfinding, and additional amenities.
5. **Environmental Stewardship**. Sammamish's wetlands, forested hillsides, and rich wildlife habitats remain integral to the city's identity. The 2025 Update continues to protect Town Center's approximately 83 acres of critical areas and critical area buffers, and encourages new development to incorporate low-impact development strategies. The updated plan further aims to improve the connection between these environmental elements and the Town Center development code. Goals for climate resilience, such as green infrastructure and energy-efficient building standards, are woven throughout, reflecting Sammamish's commitment to a healthy ecosystem.

The 2025 Update builds on the foundation laid by the 2008 Plan, reflecting new input from a wide range of community members, property owners, local and state agencies, and other parties. The Town Center Plan Update process began in Fall 2023,and since that time, the effort has been shaped by continual input from the Sammamish City Council and Planning Commission, multiple workshops held with property owners and developers, outreach to neighboring residents, public comment received during project scoping, and a community Open House on Town Center.

Purpose and Scope

The 2025 Update represents a strategy change to improve outcomes and address changing needs while keeping the vision, goals, and policies largely intact from the 2008 Town Center Plan.[1] Nearly two decades of community feedback, planning, development data, and environmental analysis have been incorporated into the update project, to help ensure that Sammamish remains a livable and inclusive city. Catalysts for this Plan update include:

- **Changing Housing Needs** - New state legislation including recent housing and affordability bills and Sammamish's updated housing affordability targets underscore the need for greater variety and affordability in the city's available housing options.
- **Evolving Market Conditions** - Commercial space remains underdeveloped in parts of Town Center, partly due to regulatory complexity and shifting consumer trends. Some housing types are not currently feasible due to challenges with the Town Center code and changing market conditions.

[1] The 2008 Town Center Plan as amended in 2020 is incorporated as Appendix 1 to this document.

- **Infrastructure Goals** - An improved street, sidewalk, and trail network, along with regional transit expansions, presents new opportunities to better connect Town Center while reducing vehicle miles traveled and transportation-related greenhouse gas emissions.
- **Climate Adaptation** - Extreme weather events, changing rainfall patterns, and ongoing habitat pressures have broadened the City's approach to environmental management, stormwater, and public open spaces.

The 2025 Update functions as a subarea plan of the City's Comprehensive Plan, bridging citywide policies and on-the-ground development in the Town Center. As such, it aligns with the goals and policies found in the Comprehensive Plan's land use, housing, and transportation elements, and incorporates many more objectives from other elements.

Objectives

Draft Document Note: Underlined text represents key updates made to Vision statements

Vision for Town Center

This chapter includes an updated Town Center Vision Statement, a summary of public input received throughout the planning process, and a description of the desired path forward for Town Center (identified in the Supplementary Environmental Impact Statement as the "Preferred Alternative") as adopted by the City Council.

Vision Statement: Urban and Natural

The Sammamish Town Center is a vibrant, urban, family-friendly gathering place in a healthy natural setting. The city's sense of community reflects a balance between its natural and urban characteristics.

The Town Center is **urban** in that it:

- Welcomes city residents and visitors seeking a unique place to live, work, learn, create, and play.
- Offers the range of commercial, recreational, cultural, educational, and personal services and activities that provide local citizens what they need for a full life, reflecting and embracing the increasingly diverse mixture of Sammamish's residents.
- Creates opportunities for more affordable housing types, including apartments, condominiums, and "missing-middle" housing, that give households of all income levels the ability to live in the community.
- Offers a unique sense of place reflected by its building forms, development patterns, and public realm, which are oriented to take advantage of the city's topography and natural assets.
- Is a central gathering place that increases social interaction and enhances art and cultural opportunities by providing for those functions, open spaces, and facilities that bring people together.

- Establishes a lively economic hub for Sammamish residents, providing opportunities for activities and social connections both day and night, rain or shine.
- Features well-designed mixed-use development that is compatible with surrounding neighborhoods.
- Is eminently walkable, with accessible sidewalks, trails, and pathways.
- Is linked to the rest of the city by an expansive pedestrian and multi-use trail network, and to the rest of the region with excellent transit service and bikeways.

The Town Center's **natural setting** is preserved and enhanced by:

- Focusing growth into a compact, walkable core, reducing pressure on natural resources and critical areas by limiting suburban sprawl.
- Incorporating natural resources and sensitive site characteristics as amenities, highlighting these features as design elements that reflect the natural beauty of Town Center.
- Featuring a hierarchy of interconnected public and private open spaces, ranging from an active Town Square to informal gathering areas and natural open spaces with native vegetation.
- Featuring new buildings and structures that, while urban in their function, reflect a "Northwest character," human scale, and welcoming aspect.
- Creating opportunities for climate-resilient infrastructure development and incentivizing green building design and construction practices.
- Employing a variety of environmental enhancements and sustainable stormwater management techniques to improve ecological functions, such as protections for groundwater, surface water hydrology, and wildlife habitat.

Recognizing that this vision represents an ambitious challenge, the City is prepared to take **concerted action** toward its goals by:

- Refining existing development regulations to direct new growth in a way that meets public objectives in a controlled and environmentally friendly manner.
- Fostering a public understanding and consensus for concerted action through a participatory planning process.
- Pursuing a strategic, fiscally responsible, multifaceted plan identifying public and private actions to undertake over time.
- Constructing the necessary capital improvements and "green infrastructure" to frame and support the Town Center's growth.
- Engaging property owners and developers in partnerships and programs that produce superior new development and that meet public and private objectives.
- Integrating Town Center development efforts with other City activities in a way that equitably benefits all Sammamish residents.

Guiding Principles

Together with the Town Center Vision, the following Guiding Principles shaped the City's approach to the Town Center Plan Update:

Provide Diverse and Affordable Housing

Make Sammamish a welcoming community for people of all ages by providing diverse housing options across various income levels, expanding opportunities for those who work here to also call Sammamish home.

Streamline the Town Center Code

Align Town Center's development code with market realities for housing and mixed-use projects, providing both flexibility and predictability to residents, property owners, and developers.

Create a Walkable and Safe Neighborhood

Emphasize Town Center's sustainable character and walkable appeal with an attractive streetscape, connectivity to parks and plazas, and safe, comfortable pedestrian and bicycle facilities.

Create a Civic Identity in Town Center

Strengthen the civic presence of Town Center by building a Town Square for community gathering, providing flexible outdoor spaces, and integrating public art, wayfinding, and experiential amenities.

Steward the Natural Environment

Town Center is, by its nature, a sustainable neighborhood. Implement mixed-use development to create a compact and walkable district that will reduce Sammamish's dependency on vehicular travel and associated carbon emissions.

From Vision to Reality

The goals and principles articulated in the Vision form the nucleus of every subsequent chapter in this Plan. Each policy, whether related to affordable housing, updated street standards, or open space design, arises from these core vision elements.

Refining the Regulatory Approach. The Land Use and Housing chapters detail how new zoning districts and building form standards accomplish the City's vision of a welcoming and walkable urban core that integrates seamlessly with the natural environment.

Directing Infrastructure Investments. The Mobility, Community Design, Civic, Public Space, and Capital Facilities chapters detail the improvements necessary to realize a pedestrian-friendly district with reliable public services and robust amenities.

Ensuring Accountability and Progress. Finally, the Implementation chapter includes performance metrics and strategies to measure how effectively Sammamish is achieving its vision for Town Center year after year.

Town Center Today

Figure 1. Town Center District Map

City of Sammamish and Framework, 2025

The Town Center boundary (see Figure 1), defined in the original 2008 Plan and unchanged in the 2025 Update, encompasses 240 acres and is bisected by 228th Avenue Southeast as the major north-south arterial through the district. The planning area is surrounded by wooded steep slopes and single-family residences. The Town Center Plan calls for a graduated density approach, with the most intense land uses concentrated in the Urban Core Area north of the Sammamish Commons,

tapering down to low-rise multifamily and mixed-use development at the perimeter of the district to provide a natural transition to the surrounding neighborhoods. Approximately 83 acres of Town Center have been identified as protected wetlands, streams, and other critical areas and associated buffers. These critical areas limit development on many sites, but provide opportunities for civic enhancement and passive uses such as open spaces and trails.

In the years since the adoption of the original Town Center Plan, development of The Sammamish Commons, the civic campus, housing, shops, and services all represent progress towards realizing the broader community vision for Town Center. However, much work remains. Major pillars of the plan, such as the development of multiple mixed-use centers in each "quadrant" of Town Center, have proven unworkable for a variety of reasons. The originally envisioned street network, the "Green Spine," and regional stormwater strategies have not been realized either. The 2008 Plan also called for reevaluation of the residential and commercial development caps, which the 2025 Update aims to do. New challenges, particularly related to housing diversity and affordability, must also be addressed in the update as conditions have changed significantly since the 2008 Plan was adopted.

Planning Process and Community Engagement

The 2025 Town Center Plan Update reflects input from a wide range of community members, property owners, local and state agencies, the Sammamish City Council and Planning Commission, and other parties.

Community Events

A Town Center Open House was held in early 2024 as a holistic public engagement introductory event for the Town Center Amendment Project. The event brought together members of the community to engage with staff, advocates, regional policy bodies, and private developers to share ideas and gain insights into the different possible futures for Sammamish and Town Center. A standalone video presentation was created specifically for the Open House, and is available as part of the video of the full event, including the presentation and subsequent Q&A session.

Civic Meetings

City Council approved the Town Center Plan & Code Amendment project in October 2023, and many Council and Planning Commission meetings were held during the first phase of the project to build awareness and gather information to understand what has positively contributed to growth and development in the Town Center to date. These meetings also helped identify improvements that would facilitate more affordable housing construction and the creation of a wider variety of housing types. Each meeting has agendas and videos of accessible through the City's website, and dates are as follows:

- City Council Meeting - October 3, 2023
- Planning Commission Meeting - February 15, 2024
- Open House Presentation - February 28, 2024

- City Council Meeting - March 5, 2024
- Planning Commission Meeting - June 20, 2024
- City Council Meeting - July 16, 2024
- City Council Meeting - October 1, 2024
- Planning Commission Meeting - October 17, 2024
- Human Services Commission Meeting - April 9, 2025
- Sustainability Commission Meeting - April 10, 2025
- Sammamish Youth Board Meeting - April 21, 2025
- Sammamish Arts Commission Meeting - April 28, 2025

The following three meetings were held specifically addressing the Environmental Impact Statement (EIS) process and the appropriate scope for the Supplemental EIS (SEIS).[2]

- City Council Meeting - February 18, 2025
- Planning Commission Meeting - February 20, 2025
- City Council Meeting - April 1, 2025

Community Events

- Town Center Open House - February 28, 2024 [link]

Stakeholder Workshops

The project team interviewed local property owners, housing advocates, and real estate developers to gather detailed perspectives on the challenges and opportunities in the Town Center, and held two dedicated workshops in Summer 2024. From these efforts emerged a shared vision for a more flexible, user-friendly code structure, which balances the City's emphasis on design quality, environmental stewardship, and housing affordability with the practical realities of real estate investment and construction.

- Property Owner Workshops
- Individual stakeholder meetings including Eastside Fire & Rescue, Sammamish Police Department, Sammamish Plateau Water, Lake Washington School District, the Sammamish Chamber of Commerce, the Snoqualmie Tribe, and others.
- Presentations with Sammamish Rotary and Sammamish Chamber of Commerce.

[2] The Draft SEIS document is released and available concurrently with this Draft Plan, and is accessible on the City's project webpage: https://www.sammamish.us/projects/tcamendment/

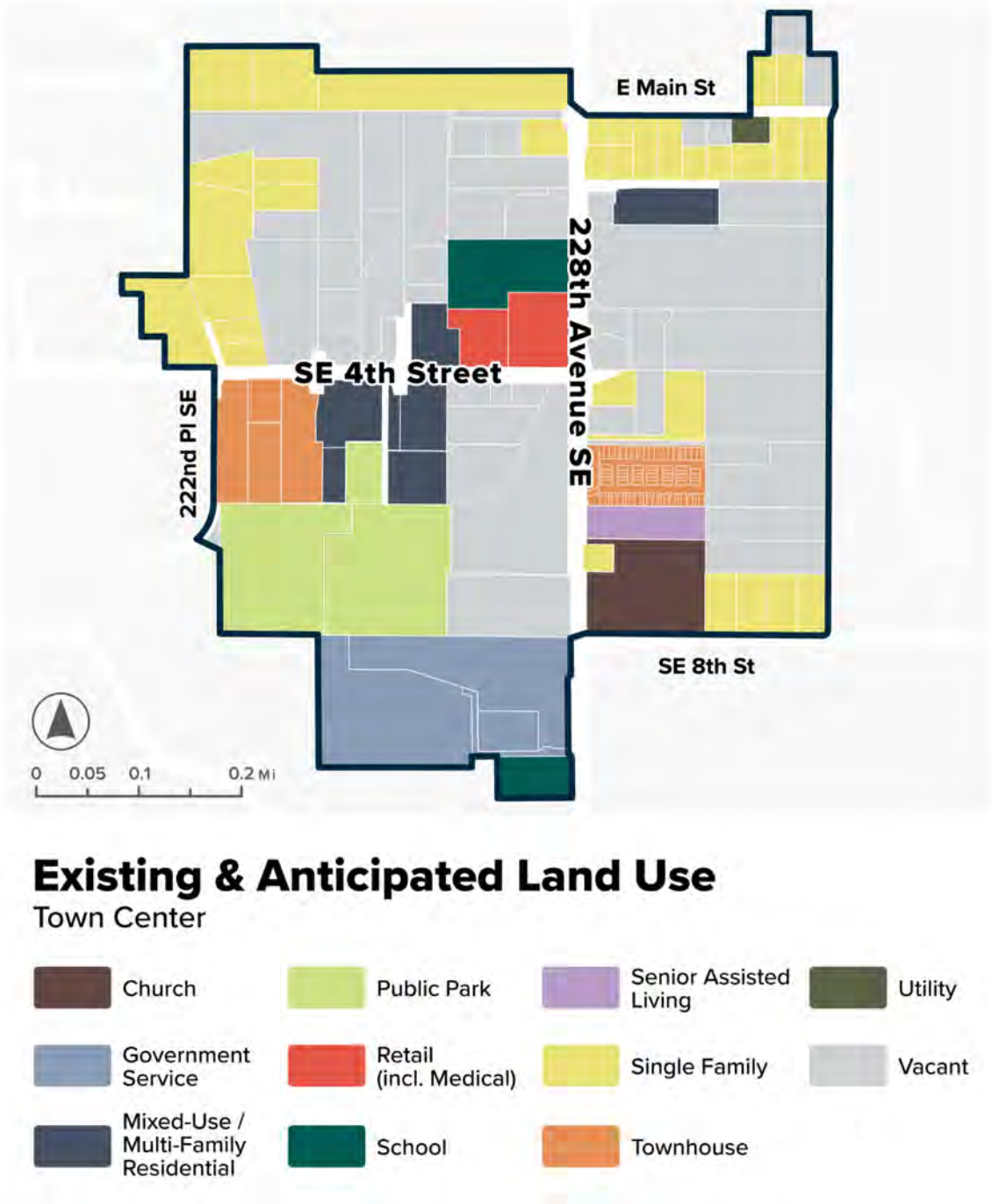
Existing Land Uses and Urban Form

After the adoption of the 2008 Town Center Plan, many properties that were once single-family homes or purely vacant have moved to higher densities and different uses. All of the land use conversions to date have occurred either along SE 4th Street, or along or near 228th Avenue Southeast. Medium-density housing, townhouses, and assisted living uses occupy lots to the east of 228th Avenue Southeast. Sammamish Village, located at the northwest corner of SE 4th Street and 228th Avenue Southeast, is the only retail development to date, transitioning to mixed-use apartment buildings moving west along SE 4th Street.

The transformation to lower-intensity residential uses continues at the western boundary of Town Center on SE 4th Street, stepping down to townhouse development with the recent groundbreaking of the Brownstones West project. Government services, church, school, and park uses remain unchanged.

Figure 2 below depicts the pattern of existing land use in the Town Center subarea. Despite the new and anticipated development undergoing review, underutilized land still predominates Town Center today.

Figure 2. Town Center Existing and Anticipated Land Use[3]



City of Sammamish and Framework, 2025

[3] Mixed-use and Townhouse development south of SE 4th Street is currently under construction/review.

Adjacent Uses

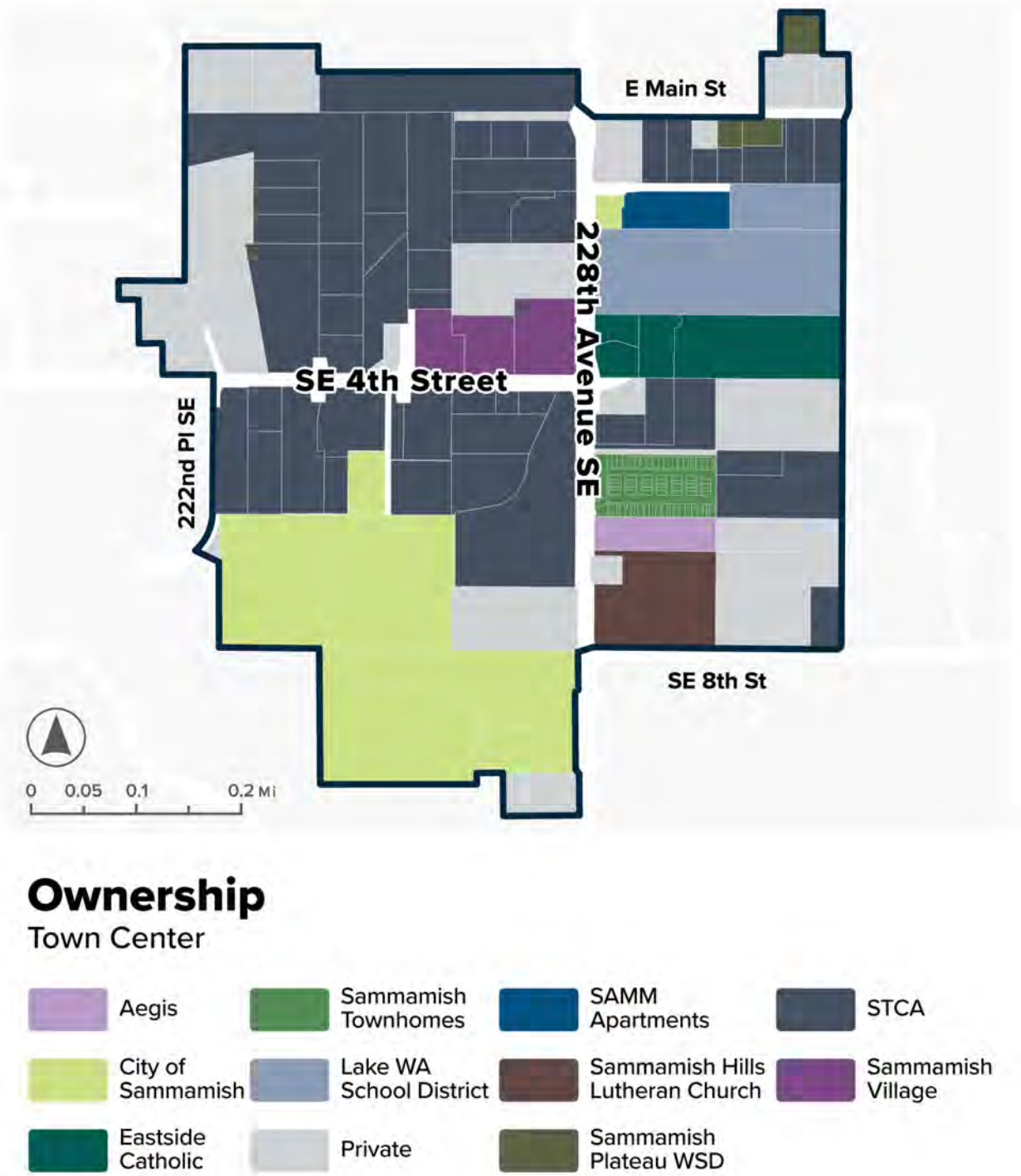
Beyond Town Center's boundaries lie high school campuses such as Eastside Catholic School and Skyline High School, religious institutions, and other lower-density residential neighborhoods. These adjacencies highlight the importance of thoughtful transitions in building scale and land use, ensuring new construction within Town Center remains compatible with existing surrounding contexts. Notably, much of the area's periphery includes large, partially forested lands with topographical constraints and informal pedestrian connections that could integrate into future Town Center trail systems or environmental buffers (see Development Constraints, pg. 15).

Ownership Patterns

Ownership patterns within the Town Center area have evolved considerably since the 2008 Plan's adoption. At that time, the numerous, relatively small property ownerships in the area posed planning and regulatory difficulties that the 2008 Plan sought to overcome through extensive master planning processes. The intervening years have seen extensive assembly of these disparate parcels by Innovation Realty Partners, LLC through STCA and affiliated companies, which were organized in 2010 to undertake development within the Town Center through a sequence of coordinated projects. STCA has advanced a number of development projects and proposals in Town Center through various ventures and partnerships, including with Merrill Gardens. However, much of its property remains undeveloped.

Figure 3 below depicts the broad ownership pattern of property in the Town Center.

Figure 3. Town Center Ownership



City of Sammamish and Framework, 2025

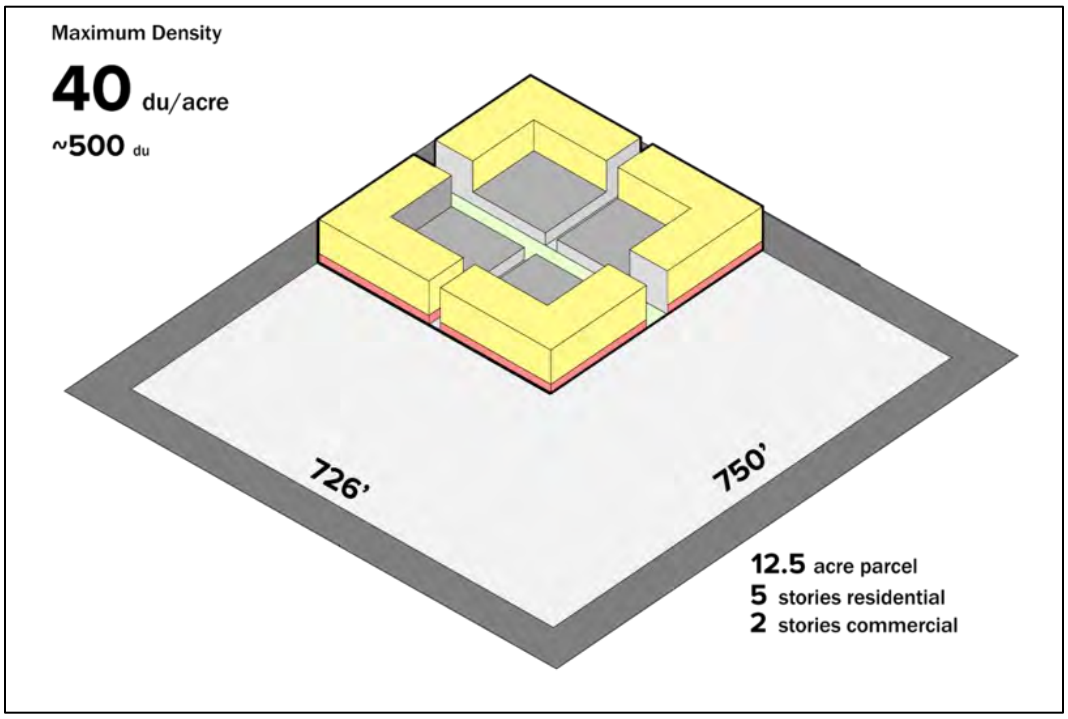
Code Audit Overview

The Town Center Code (Code), contained in Chapter 21.07 of the Sammamish Municipal Code, was developed following adoption of the 2008 Town Center Plan and the 2007 Final EIS, and took many of its regulatory cues directly from the 2008 Plan itself. Since then, planning goals for the City, region, and state have shifted, along with economic and real estate conditions that warrant an audit of the code and recommendations for better alignment with current conditions.

As part of the 2025 Update process, and in response to feedback and observations from City staff and property owners, a Code Audit was prepared that identifies key issues to be addressed as part of this amendment project. Overall, the Audit found that the current code inhibits the development envisioned by the community-led Town Center Plan. A selection of key takeaways from the Code Audit can be found below:

- The current Town Center Code is overly complex and relies on vague language that forces excessive discretion on City staff, resulting in inconsistent interpretations and outcomes.
- Overly prescriptive, area-wide residential and commercial allocations stifle practical development choices, making it hard to respond to market conditions and to achieve community goals.
- Incentive tools such as the Affordable Housing Bonus Pool or King County Transfer of Development Rights (TDR) credits are either depleted or stymied, and the Unified Zone Development Plan (UZDP) adds complexity without clear connections to desired outcomes. Together this makes the development approval process costly, contentious, and uncertain.
- Numerous standards duplicate citywide regulations, rely on outdated illustrations and incomplete documents (such as the concepts found in the Town Center Infrastructure Plan), or simply fail to incorporate objective design standards required by recent legislation.
- Development standards (dimensional standards and density caps) are misaligned, and feasible building types do not match residential densities allowed in code. This is particularly true for smaller sites. Furthermore, residential allocations often clash with affordable housing production. See Figure 4 for a diagram that shows the amount of land required to construct a modern mixed-use building allowable under current development standards without the use of incentives. The building massing represented is similar to the Sky Apartments building in Town Center.

Figure 4. Code Audit Density Analysis Graphic



Framework, 2025

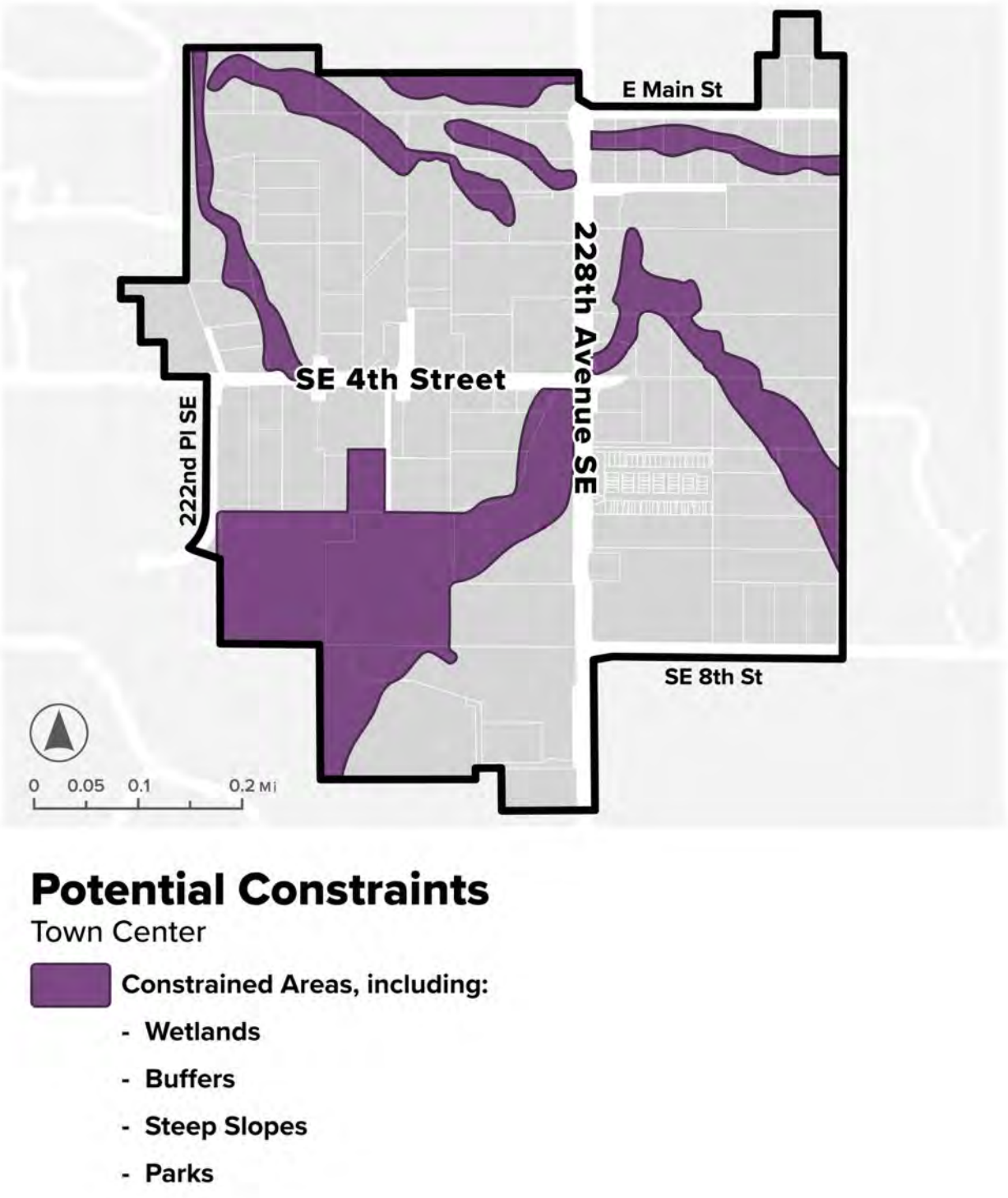
The Code Audit recommends a simplified, form-based approach that clarifies building form, street types, and site design. The Audit also urges an update to incentive programs to promote affordable housing, public open space, and feasible commercial uses. It also recommends that the City overhauls and simplifies the approval processes to remove ambiguities, given the disproportionate regulatory and administrative burden it places on staff resources. The full text of the Code Audit is available in Appendix 3.

Development Constraints

Many natural constraints on undeveloped land exist that impact the feasibility of developing new street infrastructure and buildings, including wetlands, streams, and other critical areas found in Town Center. Furthermore, the steep slopes found in upland areas result in high construction costs for both street and building construction, often rendering one or the other infeasible, if not both. Land designated for public parks further limits the amount of pragmatically buildable land in Town Center. Altogether, these factors impact the extent and type of development that may be feasibly constructed. Updates made to the Town Center Plan and Code will take the protection of critical areas and open spaces into account, providing a framework for building a successful community in Town Center without major negative impacts to the quality of the environment.

The following map (Figure 5) illustrates the environmental constraints that will pose limitations to the development of new streets and buildings that support the goals of the Town Center Plan.

Figure 5. Environment Constraints on Development in Town Center



City of Sammamish and Framework, 2025

Market and Economic Context

Many of the public benefits sought in Town Center are dependent upon private sector developers to fund, build, provide, or contribute. These public benefits include the provision of affordable housing units, as well as other public amenities and benefits including creating public open space, providing for certain mix of uses, designing projects with specific amenities or features, and creating new infrastructure such as streets and utility networks. Private development must be financially feasible to be greenlit, and in order to contribute so many required amenities, development must be even more profitable so it can divert potential profits towards affordable housing, street construction, or other public benefits.

As part of the consulting team for the Town Center amendment project, Kidder Mathews prepared a review of relevant real estate market conditions that will be useful in recalibrating provisions for affordable housing and other aspects of the 2025 Plan Update. The full memorandum, *Sammamish Town Center - Real Estate Market Conditions Summary*, is contained in Appendix 4. Key takeaways are as follows:

- **Strong demographics and for-sale housing market** - Sammamish's continued population growth and high household incomes drive robust demand for single-family homes and townhomes. However, a regional housing crisis perpetuated by limited inventory and rising interest rates continues to push home prices even higher.
- **Mixed outlook for rentals** - While absorption and occupancy of existing apartments remain healthy, prevailing construction costs and high interest rates make new rental projects less feasible. Moreover, the gap between renting and owning is so large that most renters cannot easily become homeowners.
- **Growing need for specialized housing -** An aging population underpins strong demand for senior housing options (independent living, assisted living, memory care). Meanwhile, creating affordable housing depends on scarce subsidies and favorable conditions that have recently become more challenging to secure.
- **Retail performs best with visibility and access -** Demand for auto-oriented retail is solid, particularly along 228th Avenue Southeast. Though not unlimited, well-sited spaces can also accommodate medical office uses, which are an important segment of Sammamish's small, specialized office market.

Land Use

The Town Center Vision Statement calls for a Town Center that is a gathering place for social interaction, with well-designed mixed-use development, cultural and recreational opportunities, and a variety of housing types within a walkable, pleasantly landscaped setting. These objectives support the City's Comprehensive Plan goals, encouraging land use patterns that promote walkability and diversity and reinforce a sense of community. This 2025 Update to the Town Center Plan seeks to re-align the plan goals with the development code itself, in response to the many new challenges and legislative mandates faced by the City.

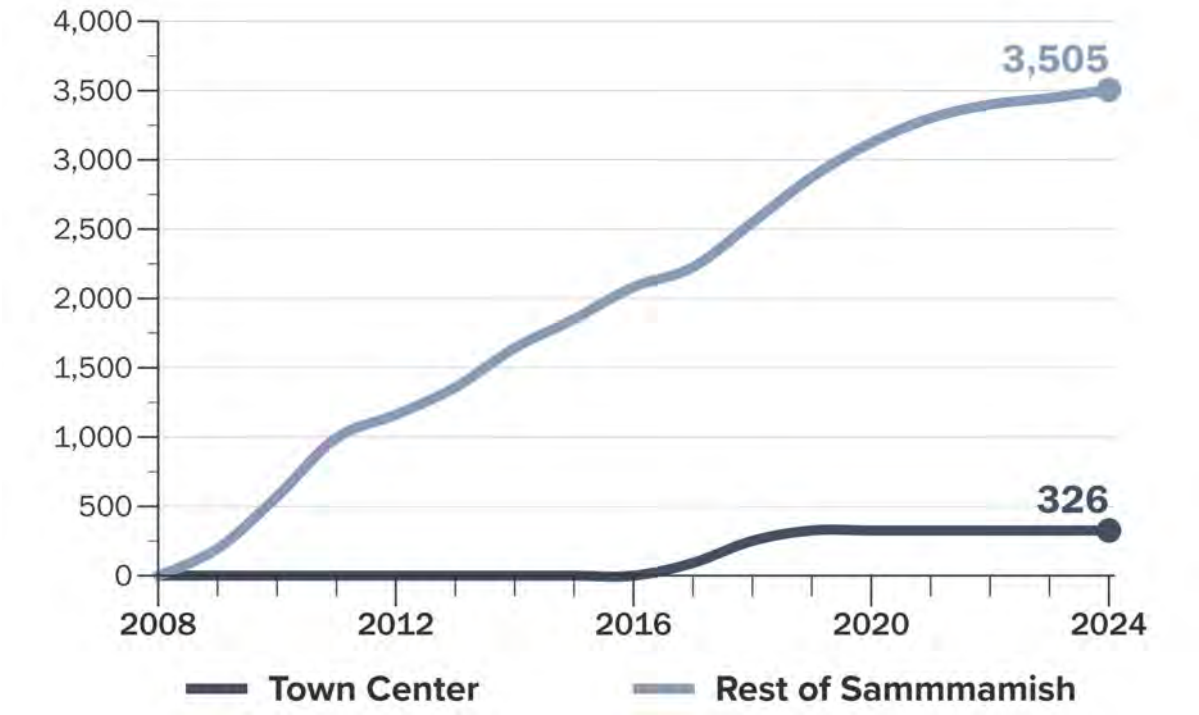
Conditions, Challenges, and Opportunities

In the years since the adoption of the original Town Center Plan, development has brought significant new land uses that are generally aligned with the Plan's vision. The Sammamish Community & Aquatic Center/YMCA has been added to the municipal campus, and mixed-use developments have brought housing, stores, service establishments, and office spaces to the area. Since the Town Center Plan was first adopted in 2008, 326 housing units and 134,000 square feet of commercial space has been built in Town Center, with 38 additional townhomes currently underway in the Brownstones West development.

Looking ahead, a series of additional projects are either undergoing review, preparing for construction, or are fully underway. These include 730 proposed housing units (inclusive of the 38 townhomes currently undergoing construction in Brownstones West), assisted living for seniors, and an additional 100,000 square feet of commercial space. Other projects are in the earlier stages of public introduction and design.

However, a substantial amount of land in Town Center remains undeveloped or underdeveloped relative to its currently zoned capacity. At the same time, growth across the rest of Sammamish has far outpaced development in Town Center itself (See Figure 6). This current reality is in stark contrast to the original goals of the 2008 Plan, which held that Town Center would be the epicenter of future growth in Sammamish, protecting Sammamish's natural beauty and ecological function from further encroachment by low-density single-family development.

Figure 6. Sammamish Housing Production in the City of Sammamish and in Town Center



WA Office of Financial Management (OFM), City of Sammamish and Framework, 2025[4]

This mismatch between stated goals and actual outcomes can be traced back to a complex and overwrought development code and permitting process, with diffuse land ownership further complicating the path towards major development in Town Center.[5] Instead, development projects gravitated towards Sammamish's residential areas, where zoning regulations were minimal and single-family construction remained highly profitable. Ultimately, the original goals of the 2008 Plan remain unfulfilled, and the resulting land use patterns arising since that time negatively contribute to many items of collective concern, including traffic, stormwater, and infrastructure issues.

While much of Town Center was once much more sparsely developed, with some residential and agricultural uses and a mosaic of parcels and owners, in recent years land ownership has seen significant consolidation. The 2025 Update establishes a new land use regulating plan that acknowledges this new reality, aligning existing development standards with housing and building types that are financially feasible and consistent with those already in Town Center, while simultaneously adding a middle housing district in alignment with HB 1110 around the district's

[4] Housing data for the City of Sammamish comes from OFM estimates (current and historical), and accounts for the annexation effects from the Klahanie area using OFM data cited in the City's 2014 "Comprehensive Fiscal Study of the Klahanie Area PAA." Housing data for Town Center are derived from permitting documents, and subtracted from the OFM estimates of the wider city to avoid duplication.

[5] Many of these issues are detailed in the Code Audit, located in Appendix 3.

periphery.[6] Additional changes to the Town Center Development Code will ensure that new development is better coordinated to realize the adopted vision for Town Center, incorporating requirements for the integration of landscape and trees, the design of safe and walkable streets, street frontages, green infrastructure, and solar access.

Existing and Planned Land Use and Development

The total current amount and distribution of development in Town Center is summarized in Figure 7. Relative to the current planned development capacity, a modest amount of housing has been constructed along with commercial development along 228th Avenue Southeast. Considerable expansion in housing, ~~including affordable housing, senior living, commercial,~~ and school development, may be anticipated, as a series of proposals are at various stages of submission, review, and permitting that could add another 700 housing units and 100,000 square feet of ~~commercial~~ space.

Figure 7. Existing and Planned Development in Town Center

Project	Total Units	Market-Rate	Affordable (80% AMI)[7]	Affordable (50% AMI)[7]
Built	**364**	**306**	**58**	**0**
Samm Apartments	92	74	18	0
Sammamish Townhomes	75	68	7	0
SKY Sammamish	159	129	30	0
Brownstones West (Under Construction)	38	35	3	0
Proposed	**692**	**612**	**80**	**0**
Brownstones East	48	45	3	0
STC Phase I	300	226	74	0
STC Phase II	344	341	3	0
Grand Total	**1056**	**924**	**132**	**0**

City of Sammamish and Framework, 2025

The existing and anticipated land use in Town Center (Figure 2) is a mix of mostly low-intensity residential uses that existed before the Town Center Plan in 2008, recent development, and development in the pipeline that has received permit approval. A townhouse project (Brownstones

[6] While the City of Sammamish did establish a middle housing overlay for all residential zones as part of the 2024 Comprehensive Plan Update process, implementation was held back in Town Center for evaluation and inclusion in this Plan and Code Update.

[7] AMI, or Area Median Income, is the midpoint of the income distribution of all households within a defined region. A household making 80% AMI would therefore have an annual income equal to 80% of the median income for that region. This also varies by household size. In King County, a family of four at the 80% AMI threshold would have an annual household income of $110,950; at 50% AMI, a family of four would make $75,350. A single person at 80% AMI would make ~~$77,700; at~~ 50% AMI, they would make $52,700. [link]

Based on $111,000 being 80% AMI. 100% AMI would equa $139,000±.

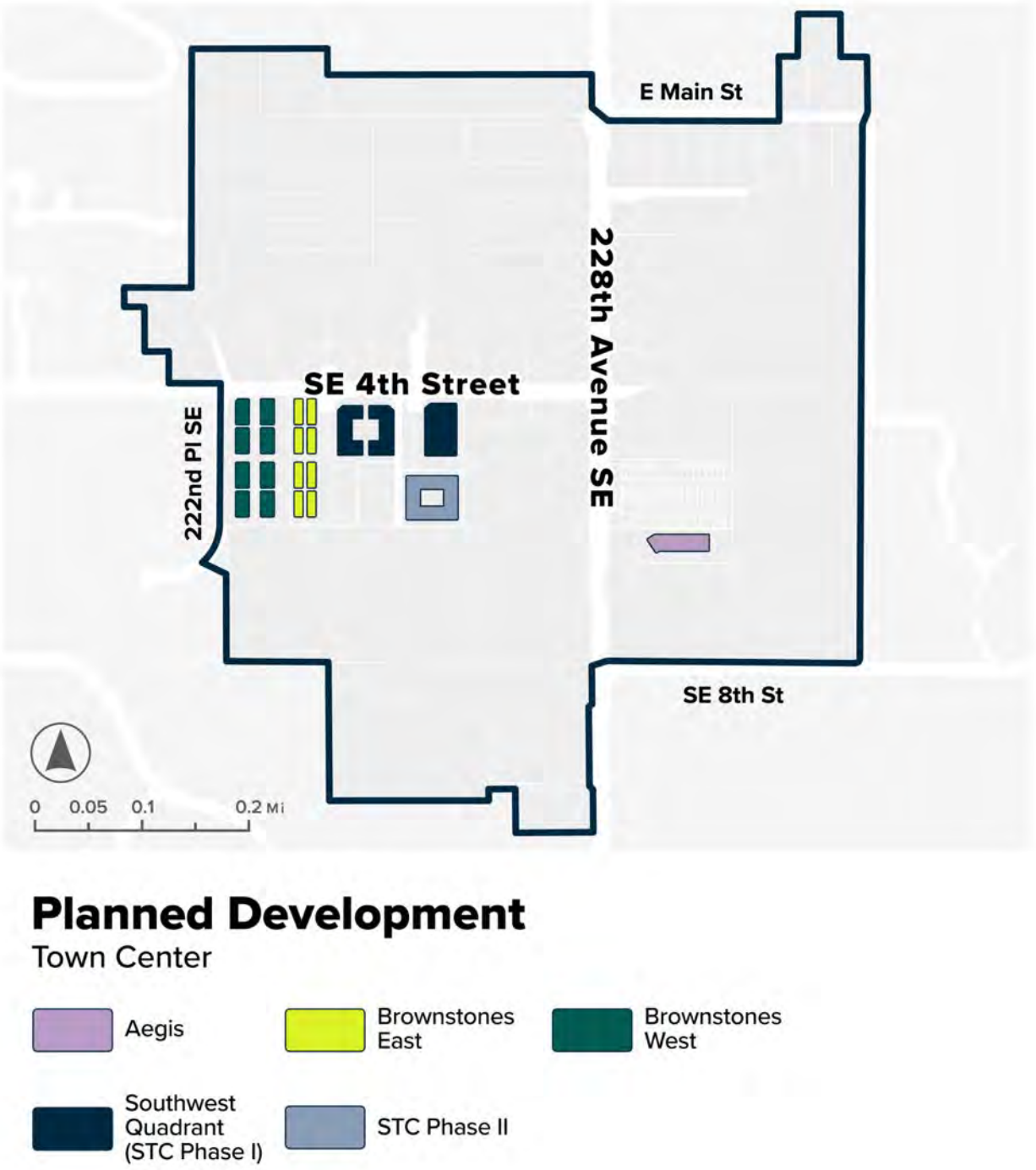
West) is currently under construction, and mixed-use development has been entitled in the core but has not moved forward to construction. Several projects are planned but have not moved to the construction phase, in part due to challenges with real estate market conditions compounded by limitations and barriers in the Town Center Code. Other sites that remain undeveloped are not able to take advantage of any further development incentives, as all have been either exhausted, like the Affordable Housing Bonus Pool, or already allocated, like the TDR Credits through the City's Interlocal Agreement (ILA) with King County.

Figure 8 shows the locations for the five planned projects under construction or in some form of development review in Town Center. These projects are:

- **Aegis of Sammamish** - One four-story building with 86,000 square feet of assisted living, memory care facilities with 94 residential units.
- **Southwest Quadrant (STC Phase I)** - Four six-story mixed-use buildings with 82,000 square feet of commercial and 348 residential units, including apartments, senior living units, and townhouses.
- **Brownstones East** - Part of the Southwest Quadrant, these 48 townhomes help transition to the higher-density mixed-use community proposed for the rest of the STC Phase I project.
- **Brownstones West** - 38 attached single-family townhouses.
- **STC Phase II** - One six-story mixed-use building with 18,000 square feet of commercial space and 344 residential units.

The proposed building footprints shown in Figure 8 are simplified forms based on available plans for proposed projects as of Spring 2025. Implementation of these plans or final layouts may vary.

Figure 8. Proposed Development in Town Center



City of Sammamish and Framework, 2025

Recent development in Town Center such as the six-story mixed-use Sky Apartments building (See Figure 9) represents the approximate intensity of development intended by the 2008 Plan for the core of Town Center. Updated development regulations in the highest intensity areas of Town Center will maintain the same height limit of 70 feet (approximately 6 stories), but will shift to form-based standards to allow for more development flexibility and better accommodate the community's desired increase in affordable housing production. Updated incentives for development could allow for an additional 15 feet of height, bringing the tallest buildings in the heart of Town Center to approximately 8 stories (85 feet). For example, a project like Heartwood Apartments (Figure 10) as an all-affordable-housing, mass-timber building represents the types of housing projects the City would like to see in Town Center. These projects would qualify for additional height under affordable housing incentives.

Figure 9. Sky Apartments in Sammamish Town Center

Sky Apartments by MainStreet, 2024

Figure 10. Heartwood Apartments in Seattle

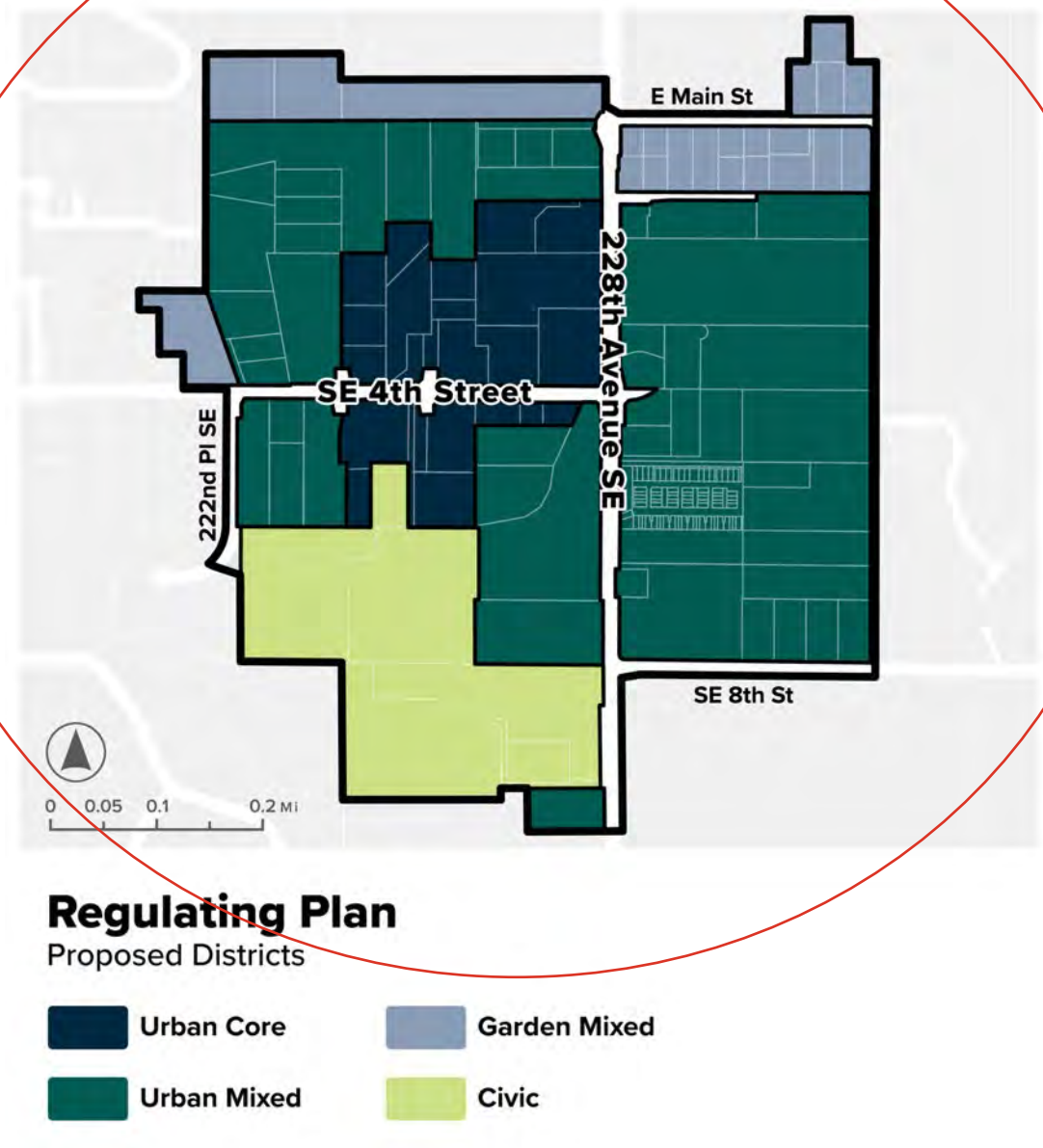
Atelier Jones, 2024

Strategy

Updated Land Use Concept & Regulating Plan

The land use concept shown in Figure 11 establishes three proposed districts in Town Center: the Urban Core district, Urban Mixed district, and Garden Mixed Residential district.

Figure 11. Land Use Concept

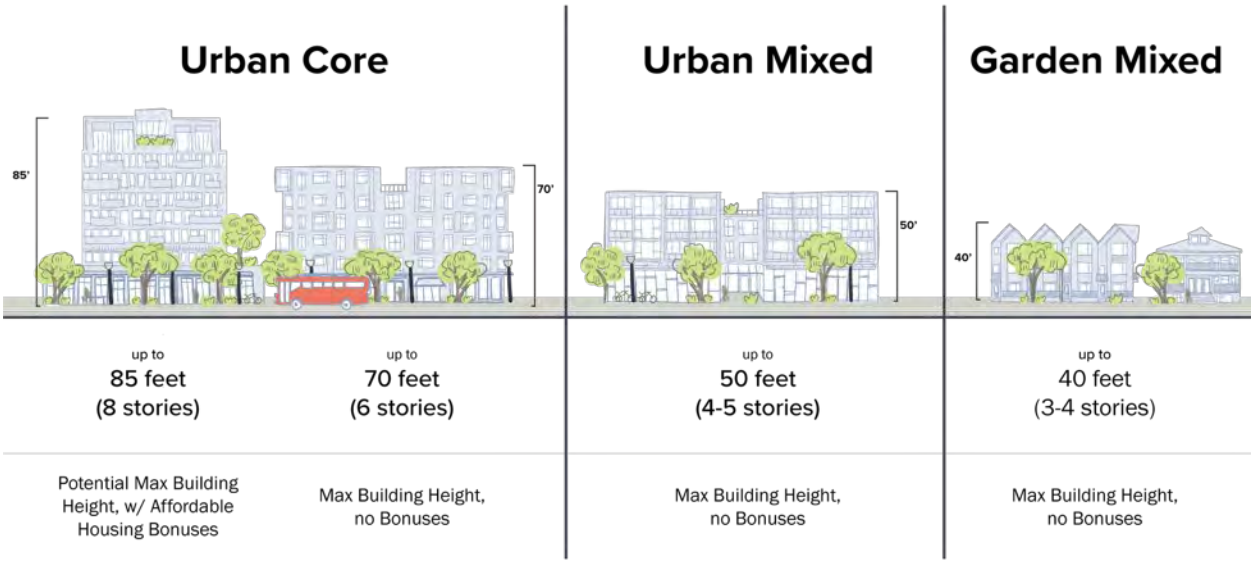


Framework, 2025

The Urban Core district functions similarly to the previous TC-A1 zone, and allows the greatest development intensity, prioritizing mixed-use development and allowing buildings up to 70 feet high by right, and up to 85 feet high through affordable-housing incentives. The Urban Mixed district is less intense, allowing buildings up to 50 feet high and accommodating both mixed-used and residential buildings, as well as limited commercial development. Finally, the Garden Mixed district only allows residential buildings, and is focused primarily on middle housing types including low-rise apartment buildings, multi-plex units, and attached townhouses.

The Land Use Development Intensity graphic (Figure 12) illustrates the relative sizes and general forms that characterize each district, and highlights the transitional development pattern that steps down in intensity when moving outward from Town Center's Urban Core.

Figure 12. Land Use Development Intensity



City of Sammamish and Framework, 2025

A short summary of each zoning district appears below.

Urban Core

Figure 13. Urban Core District Intensity

The Urban Core is intended to be the heart of Sammamish. The highest level of development intensity will be confined to the Urban Core area, and for residential projects, mixed-use-ready development will be a required component.

Urban Mixed

Figure 14. Urban Mixed District Intensity

Framework, 2025

Most of the land area in Town Center is designated as Urban Mixed. This is also the district where the majority of redevelopable land exists. Midrise buildings up to 50 feet in height are allowed in the Urban Mixed district, with either mixed-use or solely residential buildings permitted. Also appearing here is middle housing development.

Garden Mixed

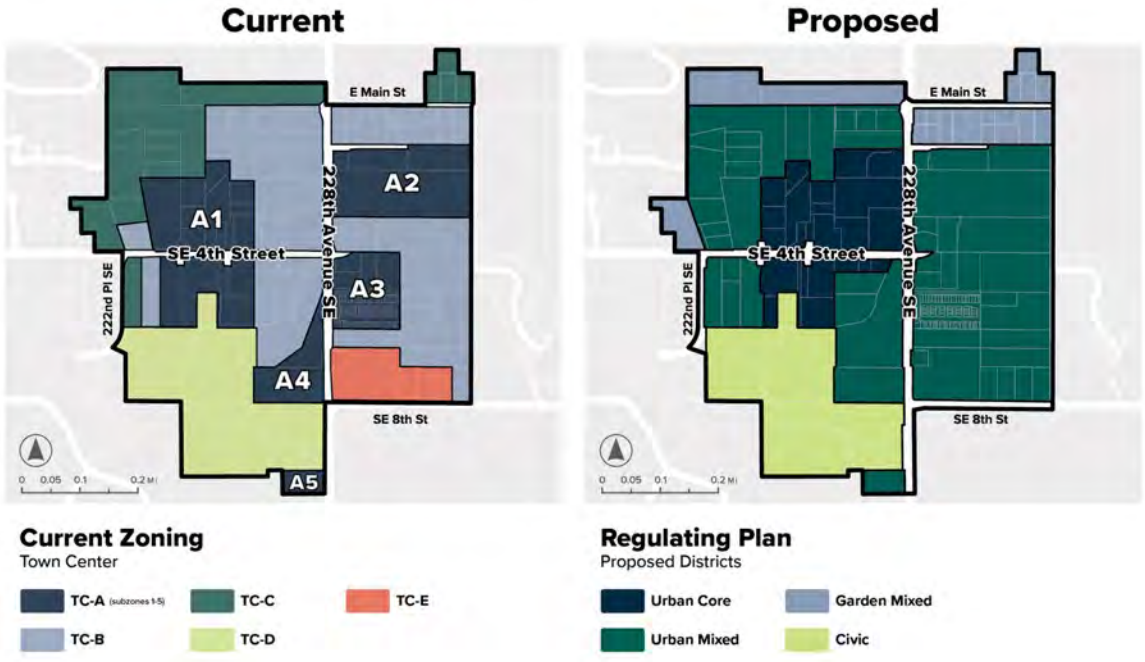
Figure 15. Garden Mixed District Intensity

Framework, 2025

The Garden Mixed district appears on the northern and western edges of Town Center, easing the active and visual transition towards other adjacent neighborhoods.

This three-district approach distinguishes itself from prior iterations of the Code by greatly simplifying Town Center's zoning. The current zoning scheme, shown in Figure 16, consists of five zones and five sub-zones, totaling nine distinct regulating zones in Town Center.

Figure 16. Town Center Current vs Proposed Zoning



City of Sammamish and Framework, 2025

Current zones make use of varying high-level regulations, complex and conditional relationships for allowable uses, and shared development capacity pools for the whole area in conjunction with development limits on individual zoning districts. The 2025 Update aims to greatly reduce this level of complexity, and provide clarity and predictability for both private developers and the public at large.

Envisioned Land Use Pattern

The Town Center's updated land use development pattern consists of a principal mixed-use center on the level plateau north and south of Southeast 4th Street, west of 228th Avenue Southeast. This Urban Core area will emphasize pedestrian-oriented retail on the ground floor, residential and office uses, and structured parking. Adjacent to the Urban Core district is the Urban Mixed district, consisting of smaller mixed-use and multi-family buildings of three to five stories, ample open space, and an emphasis on pedestrian connectivity to the Core. Lower intensity "missing middle" housing, including low-rise apartment buildings, multiplex housing ranging from triplexes to six-plexes, and townhomes, will be developed in the Garden Area at the north end of Town Center.

Civic uses, including City Hall, the library, and the Community and Aquatic Center, will remain at their locations adjacent to the Sammamish Commons, with retail services allowed near the intersection of 228th Avenue Southeast & Southeast 8th Street intersection and other facilities located just north of the Commons.

The Urban Core area west of 228th Avenue Southeast will prioritize retail-oriented commercial and mixed-use development that supports and creates active people-friendly streetscapes and community gathering areas. Mixed-use areas east of 228th Avenue Southeast in the Urban Mixed district will emphasize complementary localized retail to support the office uses. The updated development regulations will address specific ways to accomplish these goals to ensure a specific and appropriate mix of uses.

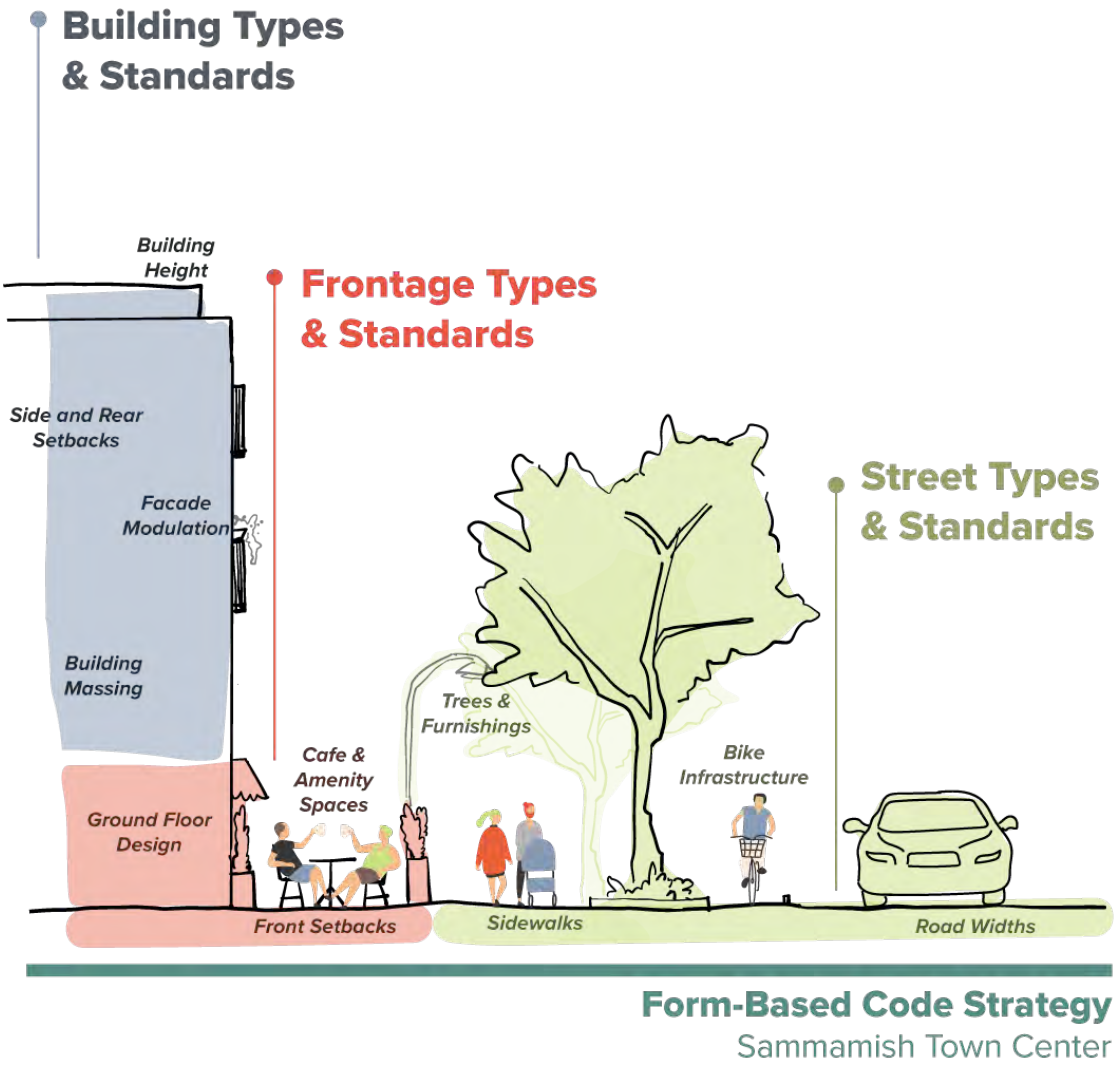
All areas of Town Center would permit public schools or civic structures for public benefit, following the required review process for such projects. Civic uses west of 228th Avenue Southeast must complement the retail core as determined by development regulations and the applicable approval process.

Code Updates

Town Center's updated land use concept will be implemented through a new form-based code, emphasizing the overall form and quality of development over the prior regulatory framework of prescriptive density caps and more rigid use standards. Figure 17 highlights the elements of a form-based code, including the development frontage, street types, and building standards and types.

While a standard form-based code does not directly regulate uses like traditional zoning does, Town Center will employ a "hybrid" form-based code. This hybrid form-based code will approach uses from a broad lens, simplifying use categories greatly while including a list of prohibited uses. Permitted frontage and building types will vary based on the district and street type for a given property or development project.

Figure 17. Components of a Form-Based Code Strategy



Framework, 2025

Frontage Types & Standards

Frontage types are used to regulate development, and permitted types vary based on the street type and street-level uses (street types are summarized in the Mobility & Streets section of the Plan). A summary of the frontage types that will be permitted in Town Center follows below, accompanied by conceptual drawings to illustrate the elements that differentiate the various frontages.

Shopfront/Linear

A shopfront or linear frontage is most appropriate for active street-level uses such as retail or restaurants, and typically includes no setback from the sidewalk, as shown in the illustration below, or at most a modest setback of up to 10 feet.

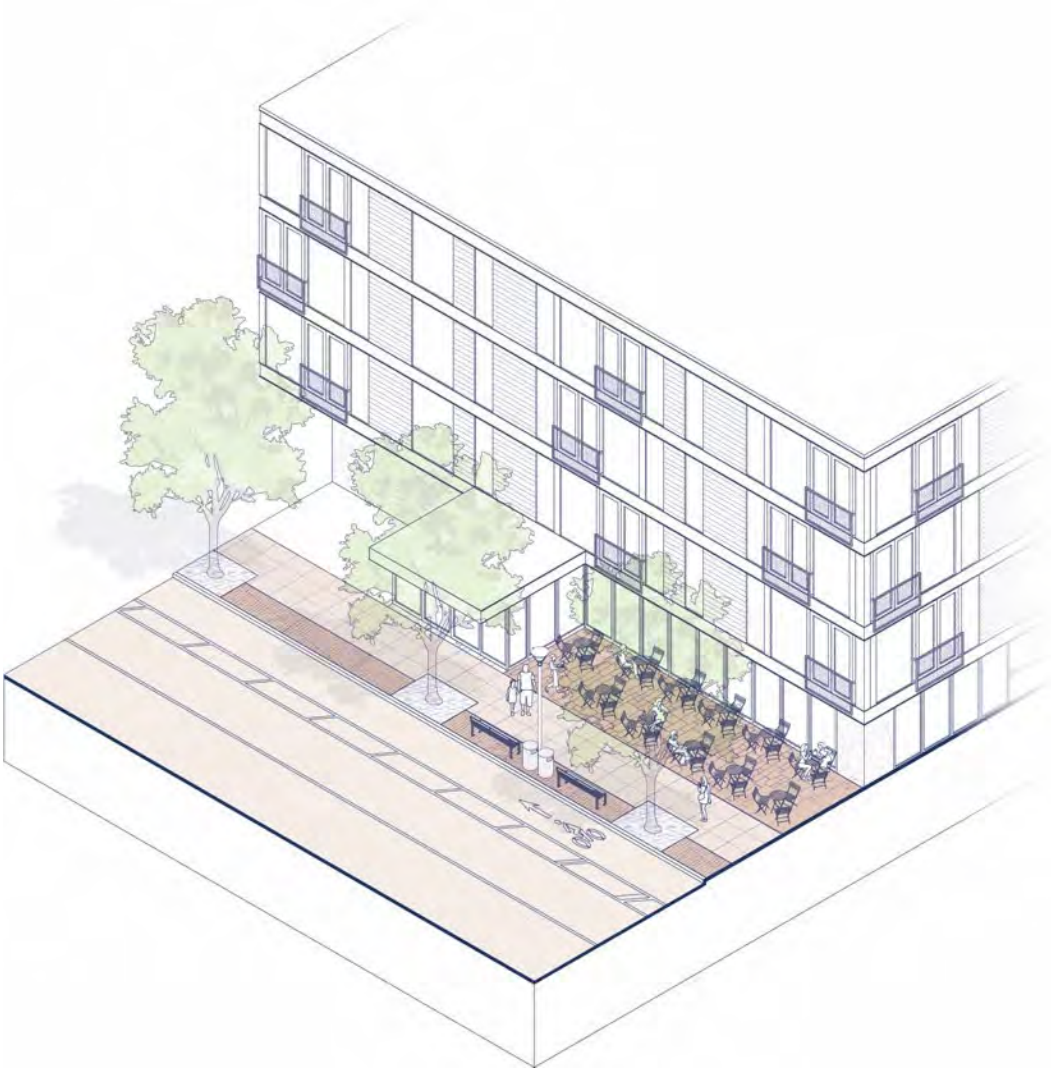
Figure 18. Linear Frontage

Framework, 2025

Plaza

A Plaza frontage works best when combined with an active street-level use such as retail, restaurants, and cultural uses. The plaza frontage should include a variety of design elements and programming to entice passersby to linger, including seating, artistic lighting, pavers, landscaping, and interactive features. The plaza shown in Figure 19 below has a depth of 18' from the sidewalk.

Figure 19. Plaza Frontage



Framework, 2025

Forecourt

A forecourt frontage is typically associated with street-level residential or office uses, and is characterized by a central courtyard open to the street.

Figure 20. Forecourt Frontage

Framework, 2025

Landscape

A landscape frontage is typically associated with residential, office, or civic uses at the street level, and includes landscaped areas with plantings and street trees that buffer the building from the street.

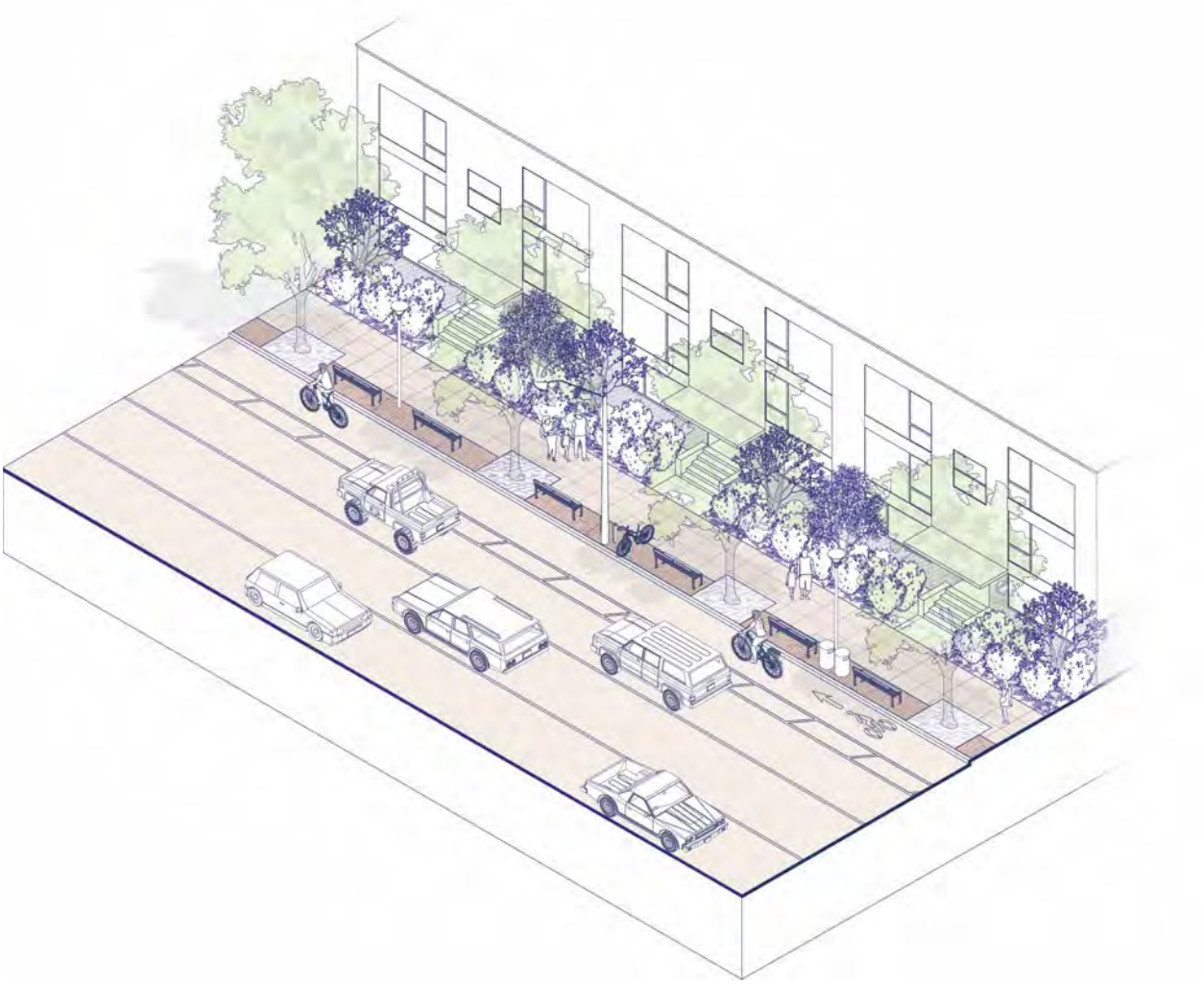
Figure 21. Landscape Frontage

Framework, 2025

Porch/Stoop/Terrace

A porch, stoop, or terrace frontage is associated with small-scale ground-related residential uses where each unit has direct access to the street.

Figure 22. Porch / Stoop / Terrace Frontage

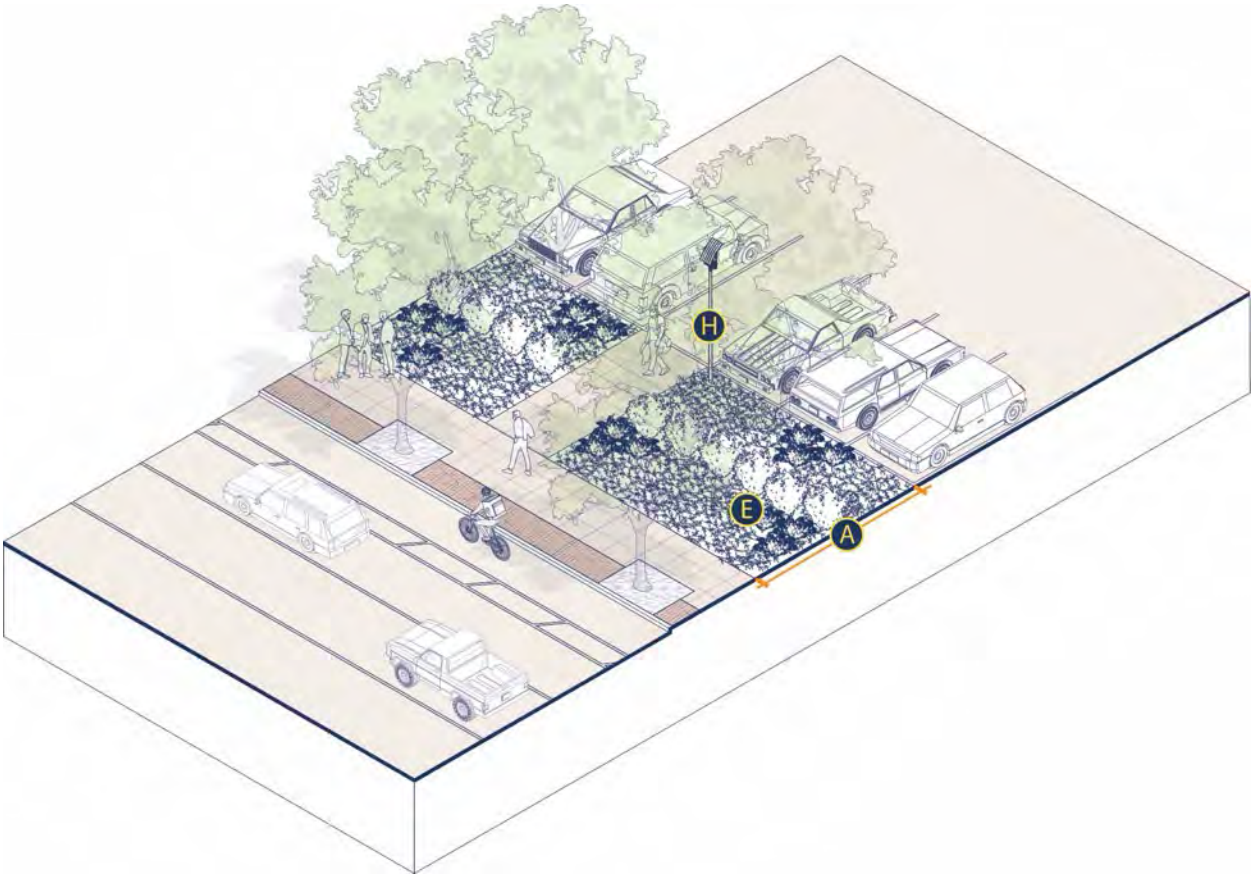


Framework, 2025

Parking

Parking frontages are associated with surface or structured parking as a street-level use, and may include a setback from the street with street trees and landscaping. Updates to the code will aim to minimize excessive surface parking, particularly in the higher-intensity areas of Town Center, and provide incentives for the provision of electric vehicle (EV) charging stations.

Figure 23. Parking Frontage



Framework, 2025

Goals and Policies

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

The 2008 Town Center Plan included many Goals, Policies, and Recommended Implementation Actions in each element, to the extent that oftentimes the Plan resembled a comprehensive plan more than a subarea plan. This approach, while thorough, leads to both repetitiveness and opportunities for accidental contradiction when taking into account other City plans and policies. To enhance their clarity, the Goals, Policies, and Recommended Implementation Actions found in the 2025 Update have been updated to advance Town Center-specific outcomes, not to rehash City policy that already impacts the area, nor restate current regulations that already govern the Town Center such as Sammamish's Critical Area Ordinance.

Other City plans that provide direction to Town Center include:

- The 2024 Sammamish Comprehensive Plan
- The 2024 Transportation Master Plan
- The 2024 Parks, Recreation, and Open Space Plan
- The 2023 Climate Action Plan
- The 2023 Housing Diversification Toolkit
- The 2019 Urban Forest Management Plan
- The 2016 Storm and Surface Water Comprehensive Plan
- The 2025 *Draft* Bicycle & Pedestrian Master Plan

Land Use Goals and Policies

Goal TLU-1: Promote development that respects Town Center's natural surroundings and sense of place while allowing for a range of building scales - from intimate, human-scaled design in peripheral areas to higher-density, mixed-use development in the Urban Core.

TLU-1.1 New development should be located and designed to reduce impacts to residential neighborhoods adjacent to the Town Center.

TLU-1.2 Access to 228th Avenue Southeast should be managed to ensure safe multimodal circulation, increasing opportunities for pedestrians, cyclists, and those using transit, while preserving neighborhood quality.

TLU-1.3 Parking impacts should be minimized by centralizing parking and using structured, underground, or shared facilities.

TLU-1.4 Design standards direct new development to achieve a high level of quality, promoting human scale and landscape integration in public realms while allowing for higher development intensity in designated core areas.

TLU-1.5 Landscaping and natural area retention should be an essential part of new development.

TLU-1.6 Utilize multiple integrated measures of the preferred storm water management techniques as the standard within the Town Center.

Goal TLU-2: Establish a land use pattern that increases social interaction, creates central gathering places, and encourages walkability, diversity, sustainability, and creativity.

TLU-2.1 Locate Town Center's highest-intensity development in the Urban Core area north of the Sammamish Commons, transitioning to mid- and lower-intensity development moving outwards from this centralized core.

TLU-2.2a Mixed-use areas in the Urban Core should emphasize office-oriented commercial uses 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.

TLU-2.2b Mixed-use areas in the Urban Mixed area should emphasize local retail-oriented commercial use that supports and creates active people-friendly streetscapes and community gathering areas.

TLU-2.2c All areas of Town Center should permit public schools or civic structures for public benefit after the required review for such projects. Civic uses should be complementary to the retail core as determined by development regulations and the approval process.

TLU-2.3 A central Town Square should be provided in the Civic District, drawing residents from Town Center and across Sammamish for a wide variety of community and cultural activity.

TLU-2.4 Town Center should be interconnected with a well-planned and designed system of sidewalks, trails, and pathways.

TLU-2.5 Opportunities for art and cultural activities should be focused in the Urban Core and Urban Mixed areas.

Goal TLU-3: Provide a full range of commercial, recreational, cultural, and educational services that provide for the daily needs of all Sammamish residents.

TLU-3.1 Town Center retail uses should primarily serve Sammamish residents and not act as a regional destination. A mid-sized grocery store and a theater are acceptable, but "big box" retailers are not appropriate.

TLU-3.2 Public facilities and amenities should be highly accessible uses, with services and amenities located primarily adjacent to or near the Sammamish Commons.

Goal TLU-4: Encourage employment and business development opportunities in the Town Center.

TLU-4.1 Allow a wide range of business and services opportunities to facilitate an eminently walkable and welcoming community hub. Examples may include:

- Local cafes, specialty retail, and restaurants

- Healthcare services

- Professional services

- Institutional facilities

- Small- to medium-scale grocers

- Lodging and hotels

TLU-4.2 Development should take into account the needs of local businesses and employees, including remote workers, home-based businesses, and entrepreneurs. New development should integrate modern internet infrastructure such as high-speed fiber internet, and new mixed-use and office buildings in particular should consider coworking or flexible workspaces to create opportunities for gathering and knowledge sharing.

Goal TLU-5: Develop a regulatory program and other implementation measures that are timely, flexible, predictable, fair to all, and that result in superior development.

TLU-5.1 The plan should include an implementation strategy that provides a clear path to realizing the goals of the plan.

TLU-5.2 Recognizing that market dynamics shift over time, the implementation strategy (including development regulations) should afford a reasonable degree of flexibility while addressing important public policy issues and citywide objectives.

TLU-5.3 The implementation strategy should address transition strategies such as landscape buffers and setbacks to mitigate environmental impacts, including noise and light pollution, within the planning area.

TLU-5.4 The regulatory system for directing new development should include a collaborative planning process that encourages property owners and the City to work together for mutual benefit, without compromising on the objectives of the Town Center Plan.

TLU-5.5 The City should implement a hybrid form-based code, directing development in a way that is consistent with the Town Center Plan and the community's vision, while also eliminating any unjustified restrictions or limitations on new development.

Recommended Implementation Actions

1. **Adopt a Town Center Form-Based Code.** This Code will amend the existing regulatory scheme to address current issues identified through the Code Audit process and through community and stakeholder engagement. The updated code will include:

    a. Simplification of the number of districts (zones and sub-zones) within Town Center.

b. Establishment of permanent street design standards.

c. Regulation of street frontages, building types, and broad categories of uses.

d. Implementation of sustainable development and design standards that simplify property owners' approaches to development.

2. **Evaluate existing Transfer of Development Rights (TDR) Programs.** To date, the TDR programs have done little to advance the construction of varied housing types across Town Center. The City should improve the effectiveness of the current programs and provisions to determine the best way to integrate this tool moving forward.

3. **Update the Town Center Code to comply with HB 1110.** The following changes should be made to the Town Center Code for consistency with HB 1110:

   a. Remove single-family detached housing as an allowable form of new development in Town Center.

   b. Create a new Garden Mixed Residential District that prioritizes middle housing.

   c. Assess procedures (such as the UZDP process) for modification, or for removal and replacement, to simplify and speed up the development approval process while maintaining meaningful public outreach.

   d. Remove density limits and update affordable housing requirements for new development. Track residential unit counts so as to not exceed the limits imposed by the State Environmental Protection Act (SEPA) SEIS.

4. **Pursue Puget Sound Regional Council (PSRC) Regional Growth Center designation.** Per the 2024 Comprehensive Plan, the City should pursue PSRC Regional Growth Center designation for Town Center, as it is the primary center for planned residential and economic development in the city. This status prioritizes Town Center for consideration in funding allocated through the PSRC's planning processes, including grants for transit improvements, multimodal network upgrades, and infrastructure projects to support housing and job growth.

5. **Pursue a Planned Action Ordinance for Town Center.** A Planned Action Ordinance (PAO) will streamline SEPA review for projects conforming to the updated Town Center Plan and Code. By setting clear thresholds (e.g. maximum dwelling units, traffic generation, and/or environmental standards), future site-specific proposals that meet these conditions can proceed with minimal additional SEPA documentation. This approach increases predictability for developers, facilitates timely project approvals, and ensures strong environmental protections remaining in place through mitigation measures determined by the City.

Housing

Housing choices and increased affordability are essential components of the City's vision for the Town Center. Sammamish is currently one of the least affordable cities in King County, in terms of housing cost, and it contains one of the lowest ratios of multi-family housing to single-family housing in the county. Consistent with trends throughout the region and nation, there is strong interest in providing opportunities for people to live in the Town Center, where they can be within walking distance of shops, restaurants, parks, and other amenities. Ultimately, the desired amount, mix, and configuration of housing in the Town Center will be shaped by the community's environmental, vehicular circulation, economic, social, and community character goals and challenges.

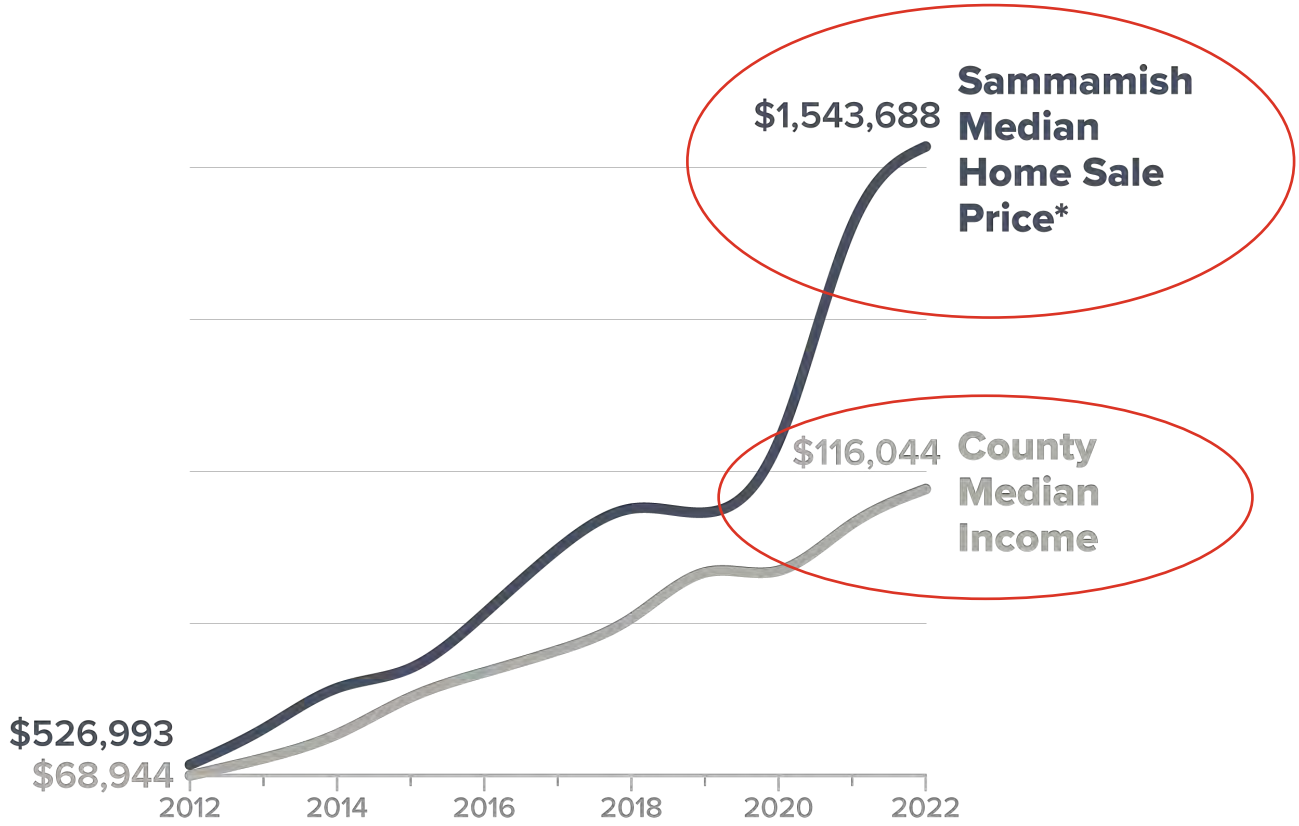
Conditions, Challenges, and Opportunities

Sammamish's housing stock is relatively young, suburban, expensive, and predominantly single-family. Recent Census data estimates that 83.4 percent of all homes in the city are detached single-family housing (US Census Bureau, ACS 2018-2022). When comparing the city to its neighbors to the north and south, this figure is well over double that of Redmond (40.9 percent) and Issaquah (37.4 percent), and represents the highest overall percentage of detached single-family homes for cities with populations over 30,000 in King County.

The predominance of single-family dwellings is reflected in the city's high rate of homeownership, which is much higher in Sammamish (84.2 percent) than across King County (56.2 percent). This too is the highest percentage of homeowning households in all cities in King County with populations over 30,000. The median home sales price in Sammamish is also the highest in the county at $1,647,500, compared to $844,975 countywide (Redfin, 2024).

Condominiums in Sammamish provide a less expensive form of ownership housing given their median sales price of $625,000, but this type still requires a household income greater than the county median ($116,044). Additionally, condominium homes in Sammamish are only a small portion of the overall housing stock. For the remaining non-homeowning households (15.8 percent), rental units in Sammamish are highly concentrated in the Klahanie neighborhood in the city's southeast. Most of these rental units were constructed well prior to the area's annexation in 2016.

Figure 24. Sammamish Home Prices vs Median Incomes



ACS 2018-2022, Redfin, Framework, 2025

* Median Home Sale Price does not equal the 2024 number cited above as the available ACS data on income used for comparison ends in 2022.

Taken together, these conditions make Sammamish currently one of the least affordable cities in King County. There are several factors affecting the diversity and cost of housing in both the city and the Town Center:

- **High land costs** - Land is becoming increasingly expensive in the city and in the region. The average home price in Sammamish is now well beyond the means of most county residents in terms of income levels and monthly payments. While the high land cost creates an immense challenge for providing affordable housing, it's a strong incentive for increasing the intensity and diversity of housing types.
- **Environmental constraints** - Approximately one half of Town Center's open and available acreage is not useable for housing construction due to wetlands and other environmental restrictions. Steep topography also provides a considerable constraint on housing development. However, these factors are also opportunities, as these attributes will tend to be amenities for residents of the area. The nature of these constraints tends to support clustered housing patterns, in which less constrained lands support a higher intensity of development and possibly a greater diversity of housing types. These environmental concerns also tend to make multi-family housing types more acceptable than single-family

uses due to their smaller footprint on the land where structured parking can feasibly be provided.

- **Development intensity contrasts** - Since Sammamish historically developed as a predominantly low-density suburb, there are naturally concerns that more intensive multi-family development will change the character of the community. The stark contrast between the visual character of Town Center's currently undeveloped properties versus images of the higher-intensity mixed-use development envisioned for the Urban Core can be difficult for long-time residents to imagine positively. This issue is particularly important to address at the edges of the Town Center, where new development is adjacent to single-family neighborhoods. Greater residential development intensities are more acceptable in the core mixed-use areas away from the Town Center boundaries.
- **Traffic congestion** - Sammamish's limited citywide roadway network and public transit options, combined with increasing traffic congestion, have often contributed to arguments in favor of limiting new residential development. These concerns include congestion to new and existing roads within the Town Center and increasing difficulties for Sammamish residents in getting on and off the plateau. On the other hand, considering the city's deficiency in retail uses, the concentration of housing in a mixed-use configuration offers an opportunity to reduce the need for vehicular trips off the plateau.
- **Property ownership configuration** - Outside of the Urban Core, Town Center's numerous and relatively small property ownerships present a challenge to coordinated residential development. The need to cost-effectively provide necessary infrastructure, however, provides a strong incentive for property owners wishing to develop to coordinate with nearby property owners. Coordination typically provides greater opportunities for a higher intensity of development and, subsequently, a greater profit for current property owners. Care needs to be taken in how these developments are coordinated and phased, how the infrastructure is connected, and how the new development transitions to adjacent properties.
- **Changing demographics and urban interests** - While Sammamish's population is relatively young and the average household size is large (3.0 compared to a county average of 2.4 per the ACS 2018-2022 estimates), there is strong interest in providing for a greater diversity of housing types from a multitude of viewpoints.
- **Downsizing empty nesters** - Sammamish will see an increasing number of empty-nest residents. Regional trends show that empty nesters are increasingly interested in downsizing to dwelling units in locations that are close to restaurants, parks, and amenities, and without large yards to maintain.
- **Opportunities for young adults to settle in Sammamish** - Given current housing prices and expected trends, few of the students now in Sammamish will be able to afford a place of their own in the city once they leave their parents' house without financial assistance. Furthermore, young adults are increasingly favoring higher-amenity environments over traditional suburban neighborhoods.
- **Sammamish workers** - Many people who work in Sammamish - such as teachers, firefighters, police officers, grocery workers, and other service industry employees - want to live here but cannot afford to. Without a diversity of housing options, Sammamish risks a future where the workers who make the city function are forced to live increasingly far away,

leading to longer commutes, potential labor shortages, and a loss of connection and community.

Strategy

Amount, Type, and Configuration of Housing

Town Center is anticipated to play a major role in accommodating Sammamish's long-term housing growth, particularly when it comes to providing opportunities for affordable housing. As such, the Plan's strategy for creating sustainable housing growth hinges on the alignment of development standards with financial feasibility. By aligning the updated Town Center Code with desired and permitted housing types, the overall capacity for housing, including affordable units, can increase significantly.

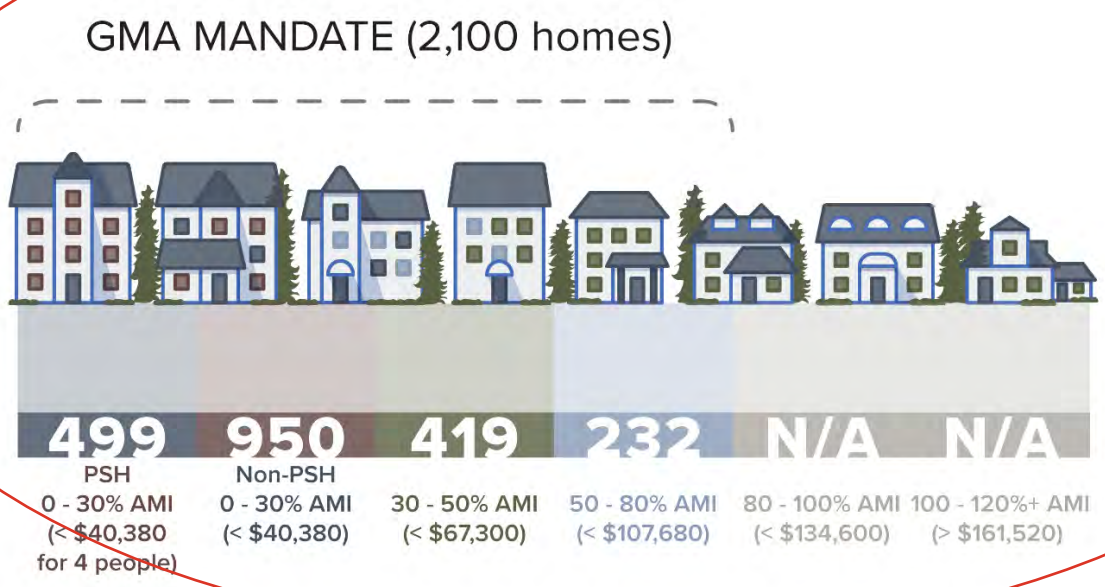
The Plan also calls for land use regulations that facilitate implementation of the 2024 Comprehensive Plan. The Comprehensive Plan's Housing element goals include the provision of a diversity of housing types and densities to meet changing population needs and preferences (Goal HG-3), and development of housing in the city that serves the needs of all economic segments of the community (Goal HG-6).

Because many parts of the Town Center allow for both residential and non-residential uses, it is difficult to precisely predict the exact configuration of housing units that will ultimately be built. To address this, the Town Center Plan will align development standards with desired and feasible project types through a form-based code, aiming for predictability and flexibility for developers and clarity for City staff and the public.

Affordable Housing

Washington's ongoing housing crisis led the state legislature to amend the Growth Management Act (GMA) in 2021. These amendments now require cities and counties to actively support the development of housing for all income levels below the prevailing Area Median Income (AMI), including permanent supportive housing and emergency housing. As part of implementing these goals, a regional planning process identifies the number of housing units across varying income levels that would be needed to equitably distribute affordable housing development across the region. Cities must ensure that their zoning laws allow for construction of projects and types of housing that can contribute to the supply of affordable housing, such as apartment buildings in certain areas. Sammamish's targeted provision of housing units through 2044 appears below in Figure 25.

Figure 25. 2044 Housing Growth by Income Band in Sammamish



City of Sammamish and Framework, 2025

Town Center will play a critical role in accommodating Sammamish's long-term housing growth, especially in providing affordable housing opportunities. The updated Town Center Plan focuses on aligning development standards with market feasibility, ensuring sustainable housing growth. By updating the Town Center Code to reflect desired and feasible housing types, the City aims to significantly increase housing capacity, including affordable housing units.

Due to land availability, real estate market conditions, and increasing labor and materials costs, market-rate and affordable housing construction has been slow to take off in Town Center. However, moving forward, residential development within Town Center is expected to accommodate a significant amount of housing affordable to low- and moderate-income residents - more than 1,000 affordable units over the next 20 years, as stated in the adopted 2024 Comprehensive Plan. A development feasibility analysis conducted early in the update process determined that requiring 10% of all new housing units built in Town Center to be affordable at 80% AMI is achievable, based on current and projected market conditions.

The goals, policies, and recommended implementation actions of the Town Center Plan aim to:

- Address the shortage of housing for low- and moderate-income households, including local employees.
- Promote development of diverse types of housing to accommodate households at all life stages (downsizing empty nesters, young renters, senior living, and more).
- Preserve opportunities for affordable housing as the community continues to grow.
- Support the creation of a vibrant, sustainable, pedestrian-oriented community in Town Center.

Goals and Policies

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

Housing Amount, Type, and Location

Goal TH-1: Facilitate additional growth in Town Center through environmental study, regulatory amendment, and adoption of a form-based code.

TH-1.1 Accommodate a meaningful portion of Sammamish's anticipated population and employment growth within the Town Center, consistent with Sammamish's Comprehensive Plan, Washington's Growth Management Act, and regional goals established by the PSRC.

TH-1.2 Adopt a form-based code for Town Center that emphasizes higher-intensity mixed-use development in the Urban Core zone, mid-intensity development in the Urban Mixed zone, and middle housing development in the Garden Mixed zone.

TH-1.3 Adopt development regulations that support the community's goal for a pedestrian-friendly Town Center, with mixed uses and more intensive residential development than in other areas of Sammamish.

Housing Design

Goal TH-2: Encourage quality housing design that is sensitive to the desired intensities of the Urban Core, Urban Mixed, and Garden Mixed areas in Town Center.

TH-2.1 Through the new Town Center form-based code, ensure that public objectives for thoughtful and varied building design, open space, environmental quality, trails, access, and walkability are achieved.

TH-2.2 Incentivize sustainable housing design and construction, encouraging energy efficiency, integration of renewable energy, water conservation, and other "green building" characteristics.

Affordable Housing

Goal TH-3: Ensure the provision of housing that is affordable for low- and moderate-income households, offered in a wide variety of forms, and well integrated into development projects.

TH-3.1 Require a minimum of 10 percent of housing be affordable to low- and moderate-income households for all new housing development in Town Center.

TH-3.2 Provide density, economic, or other regulatory incentives that encourage developments to include more than the minimum amount of required affordable housing in the Town Center (20 percent or more of housing affordable to low- and moderate-income households).

TH-3.3 Long-term affordability, and other requirements of affordable units, shall be secured through a recorded agreement with the City and restrictive covenants recorded on title.

TH-3.4 Regulations shall have provisions that allow satisfying all or part of the affordable housing requirements with alternative compliance methods proposed by the applicant (such as a fee-in-lieu), provided such method achieves a result equal to or better than providing affordable housing on-site and meets the intent of this Affordable Housing section.

TH-3.5 Affordable dwelling units shall be comparable in design, tenure, and mix to nearby market-rate dwellings.

Recommended Implementation Actions

1. **Align development standards and housing capacity to increase the feasibility of market and affordable housing.** This includes supporting up to the maximum residential capacity thresholds established by the SEIS through an updated form-based code. Any increase in capacity does not require significant increases to building heights or any major departures from current development standards or allowed uses in Town Center.

2. **Adopt a form-based code.** Together, design standards established by the updates to a form-based code will simplify the design review process and guide residential development consistent with the vision, goals, and policies of the Town Center plan.

3. **Adopt development regulations requiring all residential developments to provide housing affordable to persons of low and moderate income.** Specifically, each development shall include or otherwise provide an amount of housing equal to 10 percent of the units in new housing developments that is affordable to persons of low- or moderate-income levels. Specific allowances for alternative affordability levels will be established in the updated development regulations for Town Center. These may include different affordability thresholds for rental and ownership housing, and may differ from the provisions of the citywide Mandatory Affordable Housing Program.

4. **Establish incentives and a development agreement process for additional affordable housing and other public benefits.** The development regulations may include additional incentives for development that provide more than the minimum required affordability. Non-regulatory incentives such as the multi-family tax exemption should also be considered.

5. **Adopt development regulations that allow affordable dwelling units to be provided off-site, provided they are still within or near the Town Center boundaries.** Applicant proposals to develop separate affordable dwelling units must achieve a result equal to or better than providing required affordable housing onsite, and shall be submitted to the City for consideration and approval. Locating housing within ¼ mile of transit for example may improve household budgets and affordability.

6. **Require a recorded agreement ensuring sustained affordability for required affordable housing units.** Prior to issuing a building permit, an agreement in a form acceptable to the City that addresses price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the affordable housing units shall be recorded against title with King County Department of Records and Elections. For projects approved for off-site affordable housing, there will be a recorded agreement on both the "sending" property and the "receiving" property. The covenant on the sending site will be released once the affordable housing is completed on the receiving property.

7. **Restructure the TDR Program as an optional incentive program.** The current TDR program credits have already been allocated, which limits overall housing production under the Town Center code. The TDR program should be restructured to be an optional incentive program but not be required for feasible development in Town Center. All development in Town Center will require affordable housing regardless of the use of TDRs.

8. **Explore additional incentives.** Explore the adoption of other incentives such as a Multi-Family Tax Exemption (MFTE) program or a green building incentive program for the Town Center, as a way to encourage affordable housing.

Mobility & Streets

Transportation improvements are a critical element of the Town Center Plan. They are intended to provide safe and attractive connections to Town Center uses and amenities, and to help the City achieve its Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) reduction goals. The plan promotes bicycle and pedestrian access, both as a means of transportation and recreation, and provides for development that is conducive to walking, biking, and transit use.

Conditions, Challenges, and Opportunities

Pedestrian and Bicycle Access

The sidewalks along 228th Avenue Southeast, Southeast 4th Street, Southeast 8th Street, and the pathways through the City Hall complex and new Sammamish Commons together comprise the designated pedestrian areas currently in the Town Center. The 12-foot-wide sidewalk on the east side of 228th Avenue Southeast is intended to function as a combined bicycle and pedestrian trail. Painted bicycle lanes on Southeast 8th Street and Southeast 4th Street form additional bicycle infrastructure, though the lanes on Southeast 4th Street blend into the sidewalks at the roundabout intersections.

Topography, the incomplete street grid, and the separation of uses pose substantial challenges to bicycle and pedestrian access for getting to and around the Town Center. 228th Avenue Southeast itself can be a formidable pedestrian barrier due to its traffic volume and width. Nevertheless, the Town Center's terrain offers tremendous opportunities for a recreational trail system that can be planned and developed in conjunction with new Town Center development. This could be a combination of soft surface nature trails along the various wetland buffers to urban multi-use trails connecting developments. The topography may also allow for opportunities for trail configurations that run parallel to the slopes.

The street grid discussed above provides opportunities for bicycle and pedestrian traffic within separated bicycle lanes, shared lanes, and wide sidewalks. Community feedback has emphasized the important of separating vehicles from walking and biking traffic in Town Center, providing a sense of safety for pedestrians of all ages and abilities. Compact and coordinated mixed-use development as discussed in the Vision Statement also provides an opportunity to reduce vehicular trips by locating uses close to one another and encouraging walking and bicycling.

Transit Service

All fixed-route transit service in Town Center is located along 228th Avenue Southeast. King County Metro provides one weekday all-day bus route, #269, with headways generally every 30 minutes (two other King County Metro routes have been suspended in recent years). Sound Transit provides a weekday limited-service bus route #554 for service between Redmond and Seattle. There are no weekend fixed-route service options in Sammamish; route #554 does operate on weekends, but only between Seattle and Issaquah.

King County's on-demand "Metro Flex" service provides rides for the same cost as a bus trip, and is available between 7am and 6pm Monday through Friday, and between 9am and 6pm on Saturdays. The service area is limited to a portion of Sammamish, and in Town Center service is focused on the eastern half, with other coverage extending along 228th Avenue Southeast, including City Hall.

Vehicular Access

The primary elements of the Town Center's current circulation network include 228th Avenue Southeast (functioning as the central north-south spine) and three east-west streets (East Main Street and Southeast 4th and Southeast 8th Streets). Planning carefully for the 228th Avenue Southeast corridor is necessary for the Town Center's development and success.

- **East of 228th Avenue Southeast**

  East Main Street and Southeast 8th frame the northern and southern boundaries of Town Center, respectively, east of 228th Avenue Southeast. East Main Street is a substandard local roadway that only provides access to a few houses and ends before reaching the eastern boundary of the Town Center. With a signalized intersection at 228th Avenue Southeast, East Main Street provides a good opportunity to access development in the northeastern quadrant of the Town Center. Southeast 8th Street is a designated minor arterial that separates Skyline High School from the Town Center and connects with neighborhoods to the east. While Southeast 4th Street currently ends just east of 228th Avenue Southeast, it offers an opportunity to extend the street to serve the eastern portions of Town Center.

- **West of 228th Avenue Southeast**

  Southeast 4th Street is the primary access road for most of the Town Center properties west of 228th Avenue Southeast. The two-lane roadway (designated "collector") connects neighborhoods to the west with the Town Center. Distinct challenges for the development of the western quadrants include the steep hill off 228th Avenue Southeast and a substandard, indirect route to neighborhoods to the west of the Town Center (via 218th Avenue Southeast and Southeast 8th Street).

A series of small private roadways currently provide access to many of the existing homes in the Town Center. Most, if not all, will be insufficient to serve the desired Town Center development. Topography and the fragmented pattern of property ownership will pose significant challenges to the development of a connected local roadway system. Topography could make the roadways more expensive, require routes that do not correspond with land ownership patterns, create visibility challenges, and present bicycle and pedestrian access challenges. At the same time, the topography will likely help keep speeds lower and create a roadway system that will be unique to the Town Center.

Parking for existing uses in the Town Center Plan is provided by off-street parking lots and individual garages. The civic campus south of the Sammamish Commons, which includes City Hall, the library, and the Sammamish Community & Aquatic Center/YMCA, features underground parking. The increase in development intensity desired as part of the plan will require substantial parking. Much of this will need to be within and underneath structures. While this is more

expensive, it provides for more compact, walkable development, and the reduced impervious areas provide substantial environmental benefits. Furthermore, structured parking provides greater opportunity for broadening the city's future electric vehicle charging network. The new roadways needed for the Town Center's development also provide a good opportunity for on-street parking.

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 follows a summary of the overarching strategy for the various elements related to circulation.

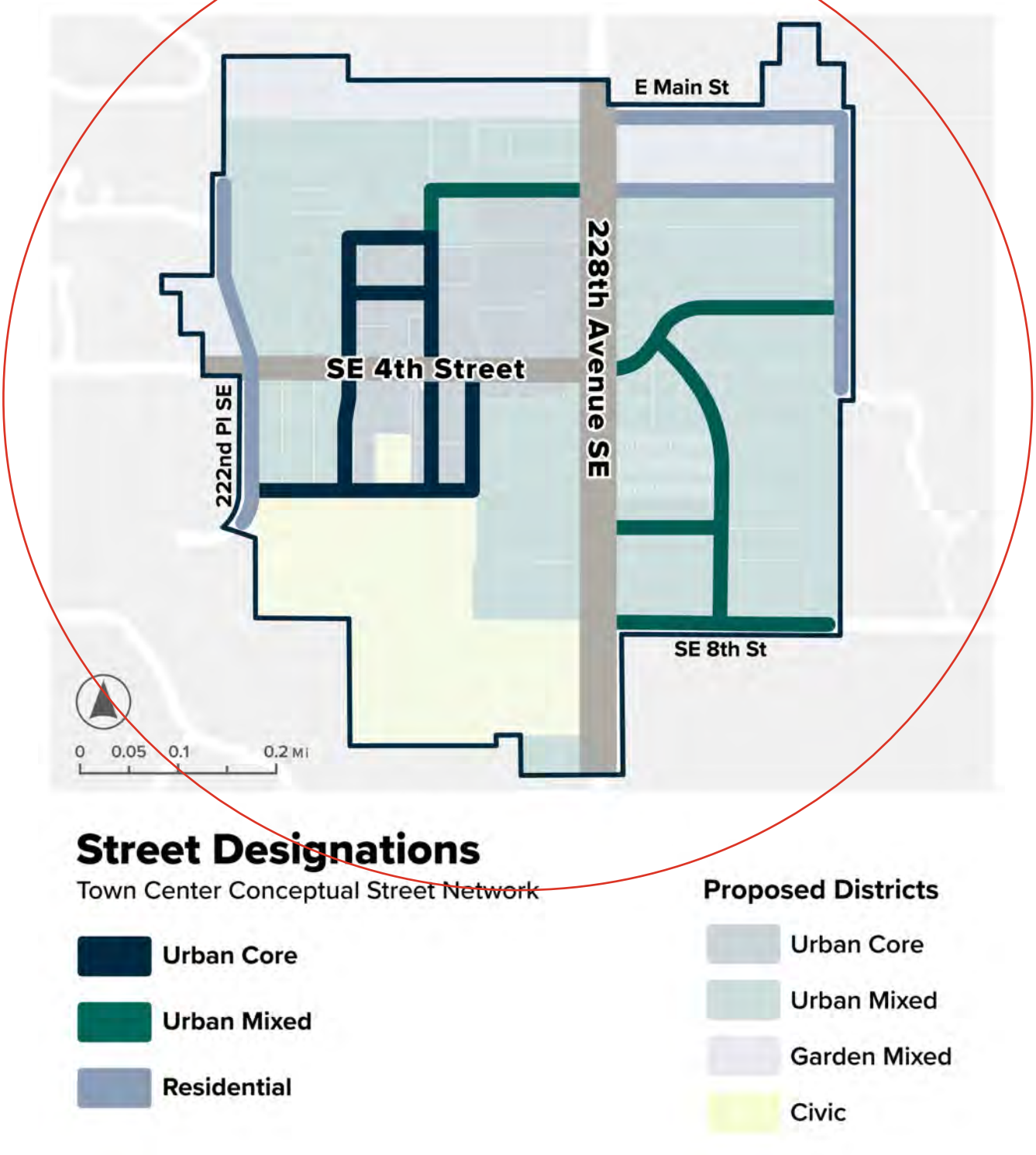
Figure 26. Baseline Street Network 2044

Sammamish Transportation Master Plan (TMP), 2024

Street Type Designations

New street type designations introduced in the updated Town Center Plan will be used, in conjunction with the updated Districts, to regulate design elements of the streets, sidewalks, landscaping, and frontages allowed in Town Center. Each street type includes a design cross section(s), illustrated below, that shows the locations and dimensions of sidewalks, bike facilities, on-street parking, loading zones, vehicle lanes, street furniture, and landscaping and stormwater areas. These Street Designations and possible locations are shown below in Figure 27, and each type is described and illustrated in detail in subsequent sections.

Figure 27. Proposed Street Network Designations



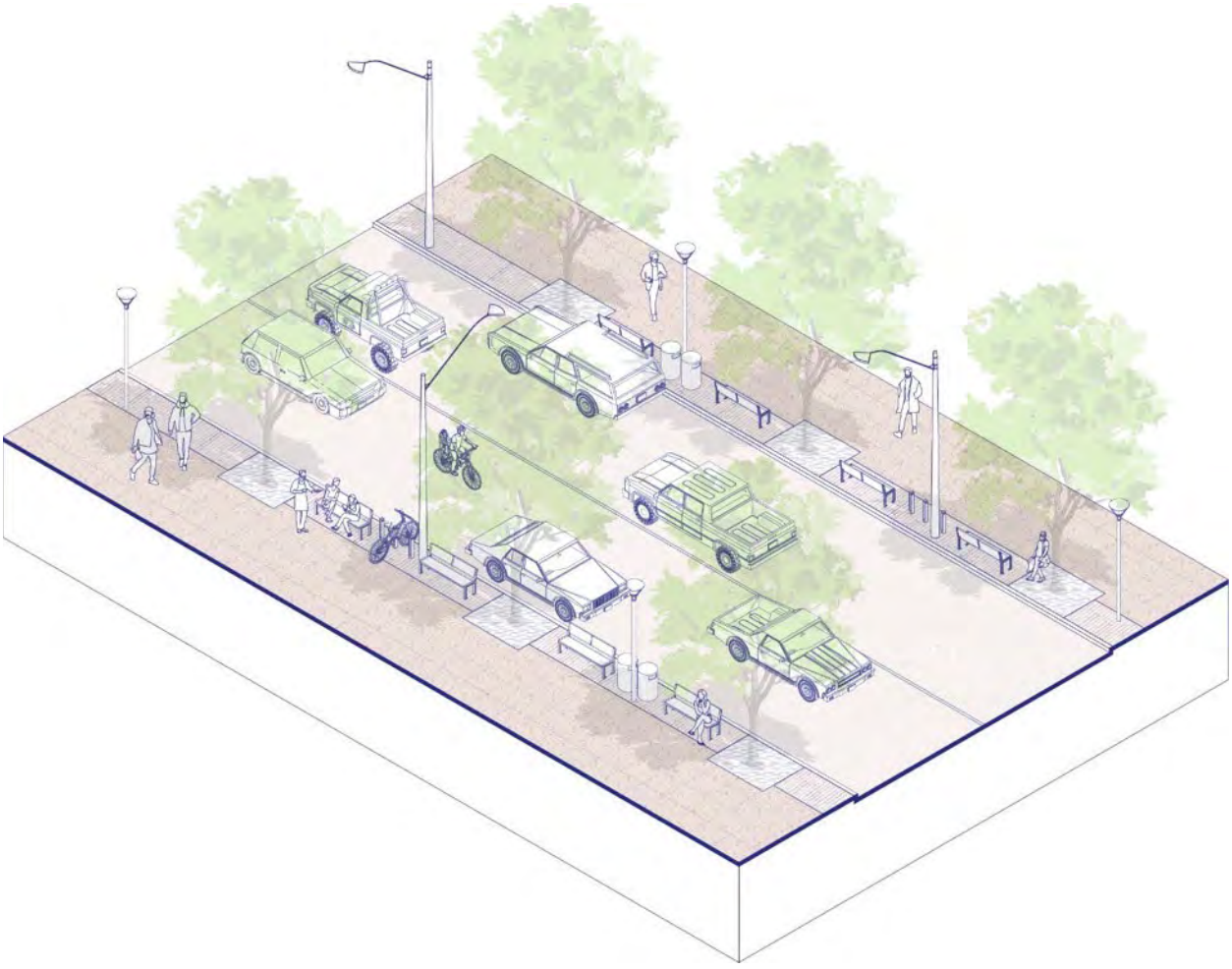
Framework, 2025

Urban Core

The Urban Core street designation will be applied to streets primarily within the Urban Core District. Design standards regulating Urban Core streets will include:

- Implementing wide sidewalks to support active street-level uses;
- Providing on-street parking for short-term access to retail, restaurants, and parks;
- Adding pedestrian-scale lighting;
- Planting street trees in a variety of forms and species;
- Requiring weather protection, seating, and other pedestrian amenities;
- Installing public art and/or sculpture; and
- Employing sustainable stormwater treatment through the use of Silva Cells, structural soils, or other means to support healthy vegetation and trees.

Figure 28. Conceptual diagram illustrating features of an Urban Core street

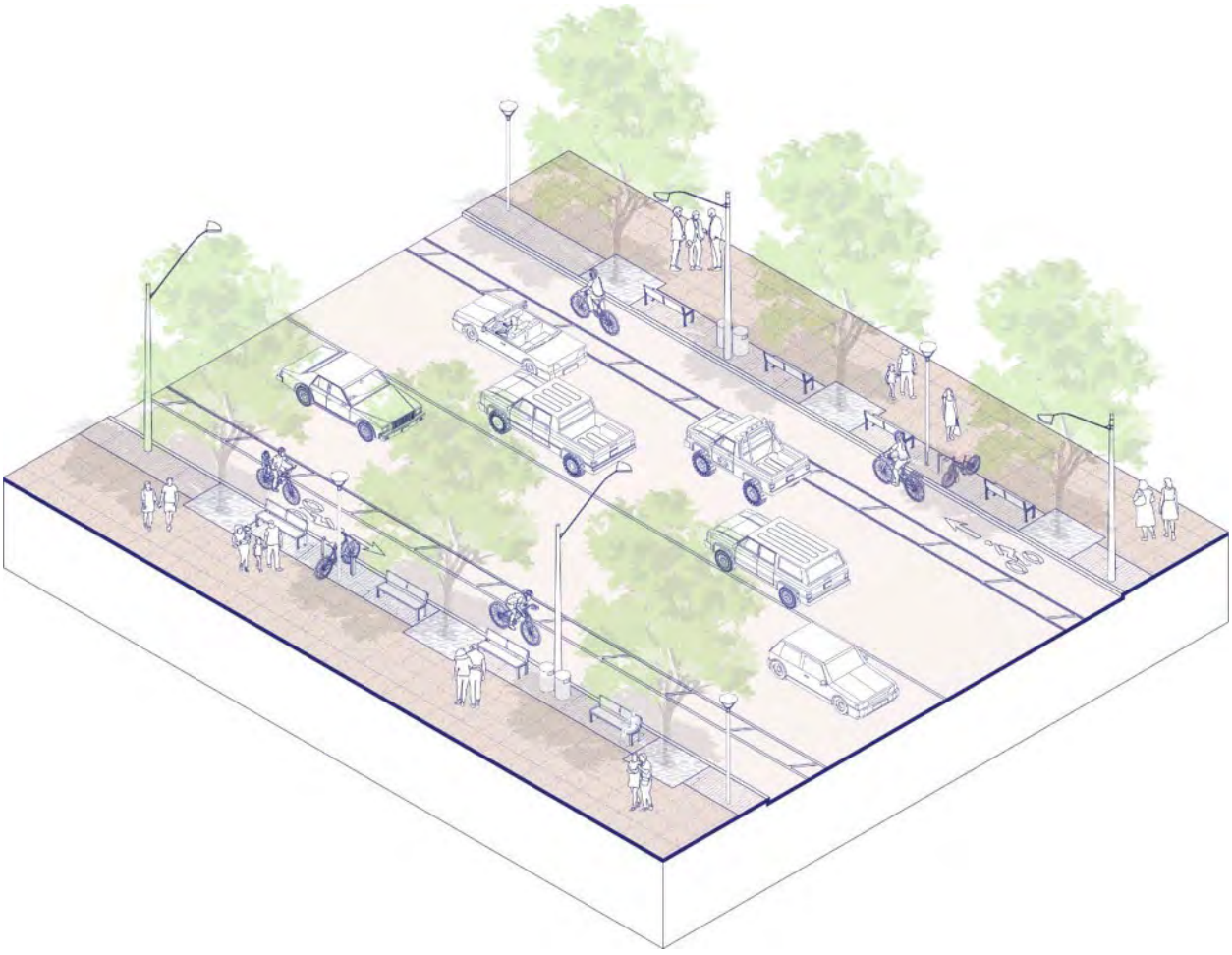


Framework, 2025

Urban Core - Multimodal

The Urban Core - Multimodal street designation maintains the same design and features on the sidewalk as an Urban Core street, but adds protected bicycle lanes in each direction. This multimodal street type is an option that may be used on streets that provide important connections where dedicated bike facilities are warranted. The same frontage types will apply in both the urban core and urban core multimodal street types.

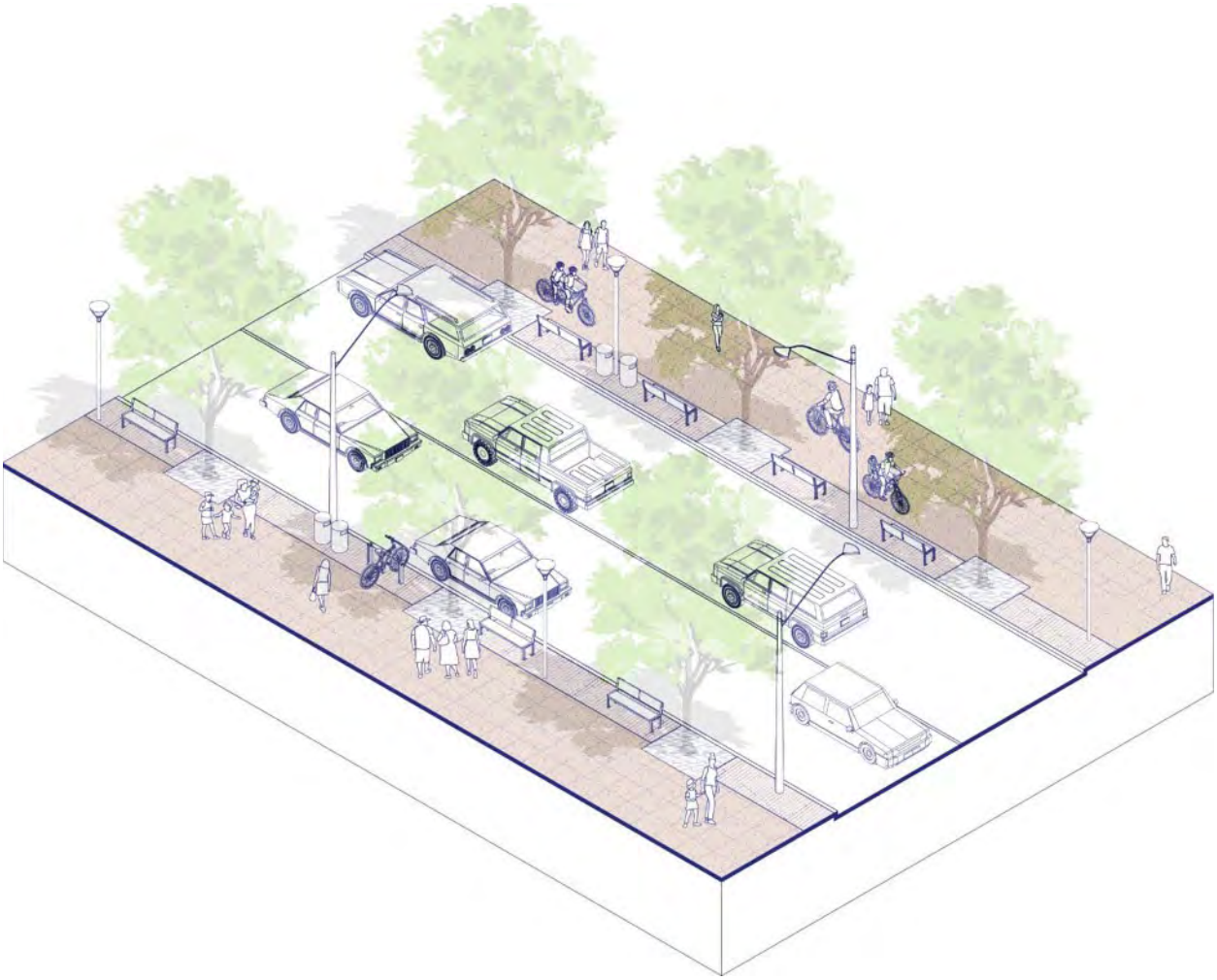
Figure 29. Conceptual diagram illustrating features of an Urban Core Multimodal street



Framework, 2025

Another variation on the Urban Core - Multimodal street type incorporates a shared-use path rather than protected bike lanes. The shared-use path allows for two-way travel for pedestrians and bicycles on one side of the street (See Figure 30).

Figure 30. An Urban Core - Multimodal street with the Shared-Use Path option

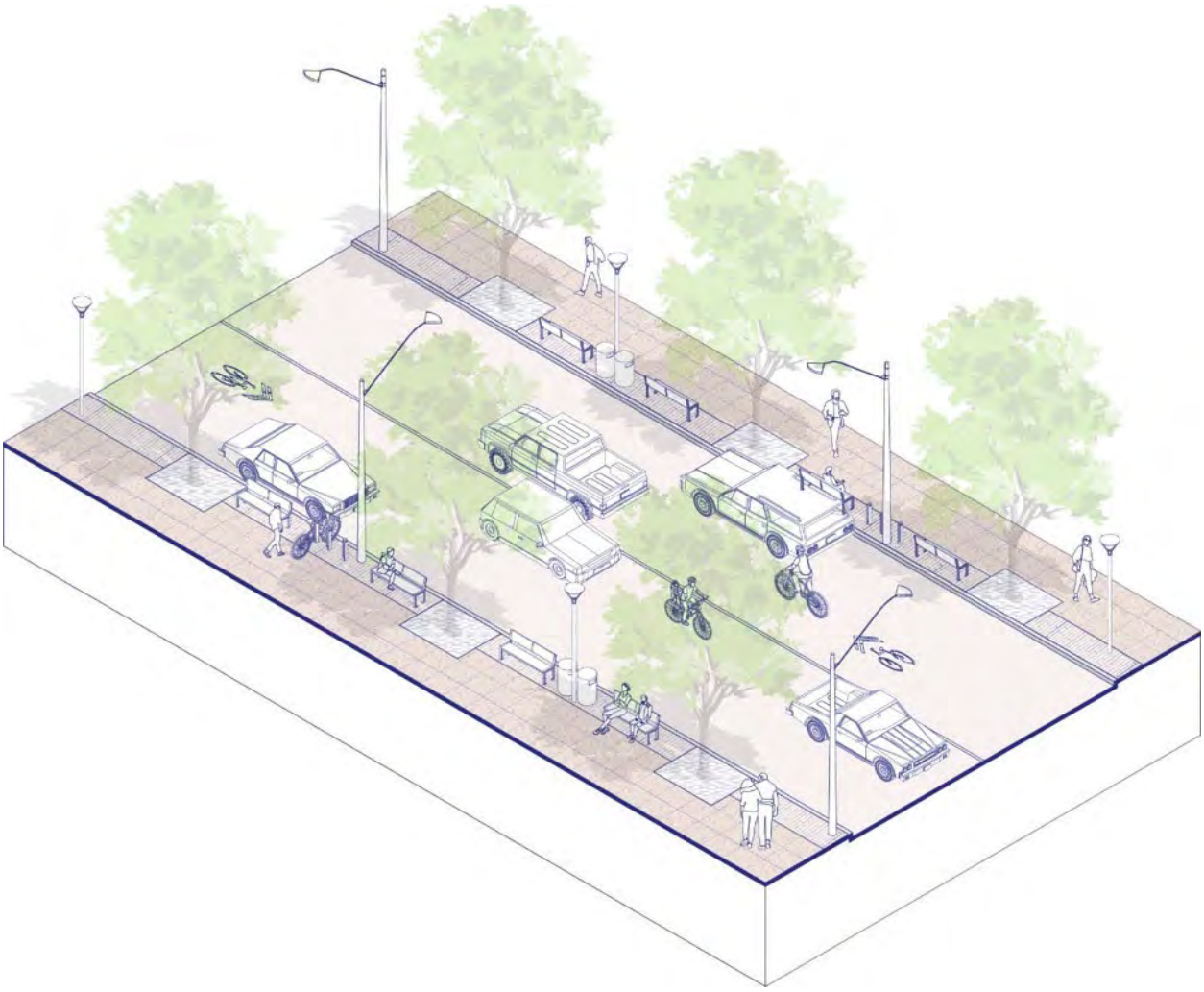


Framework, 2025

Urban Mixed

The Urban Mixed street designation will be used primarily in the Urban Mixed District and is intended to accommodate a variety of frontage types and street level uses, including street level residential use with individual entries, retail spaces, small scale offices, and service providers (See Figure 31).

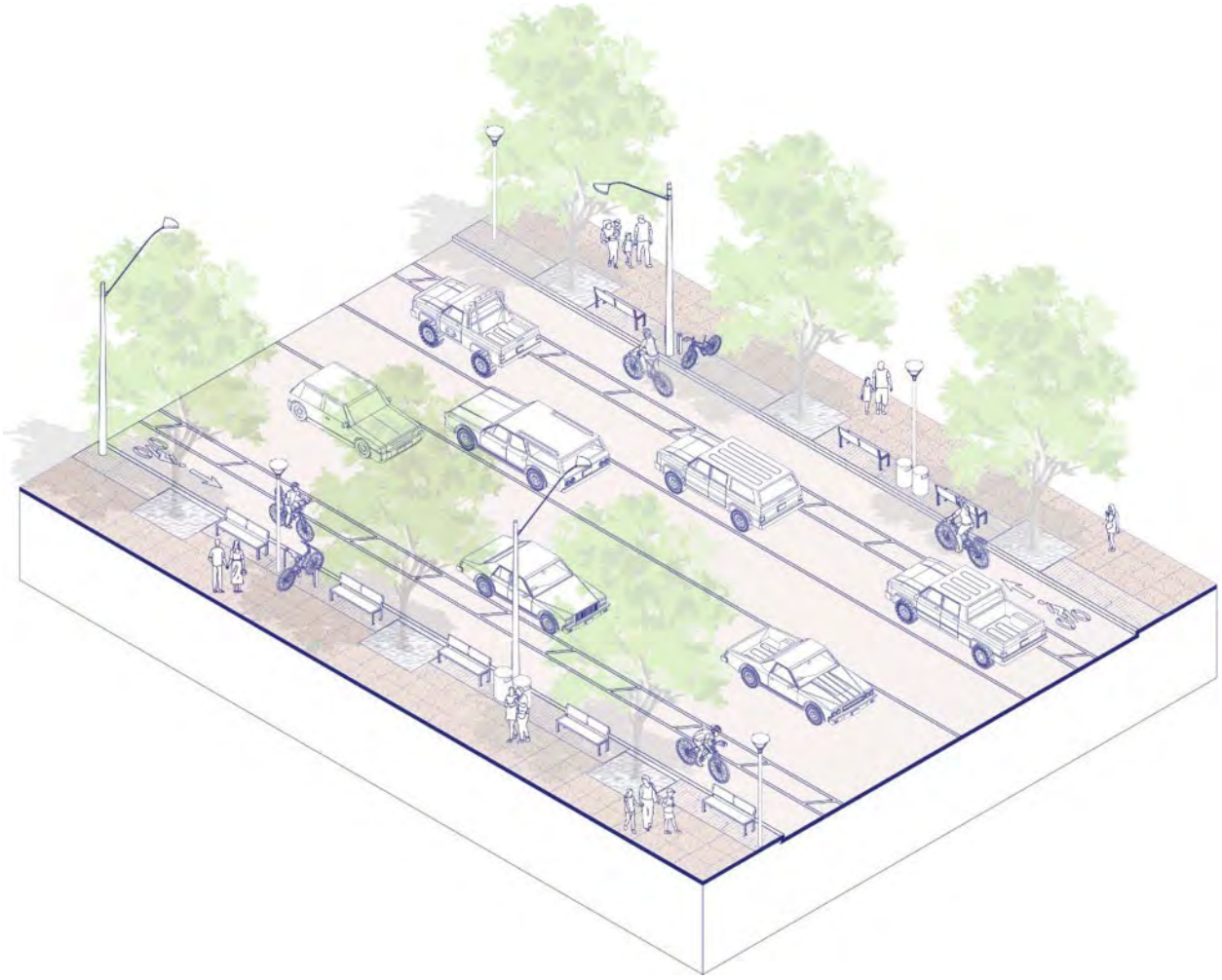
Figure 31. Conceptual diagram illustrating features of an Urban Mixed street



Framework, 2025

A possible variation on the Urban Mixed street type includes protected bike lanes in each direction, similar to the Urban Core – Multimodal street. This street type would likely be used in limited circumstances where an important connection warrants dedicated bike facilities.

Figure 32. Conceptual diagram illustrating features of an Urban Mixed - Multimodal street

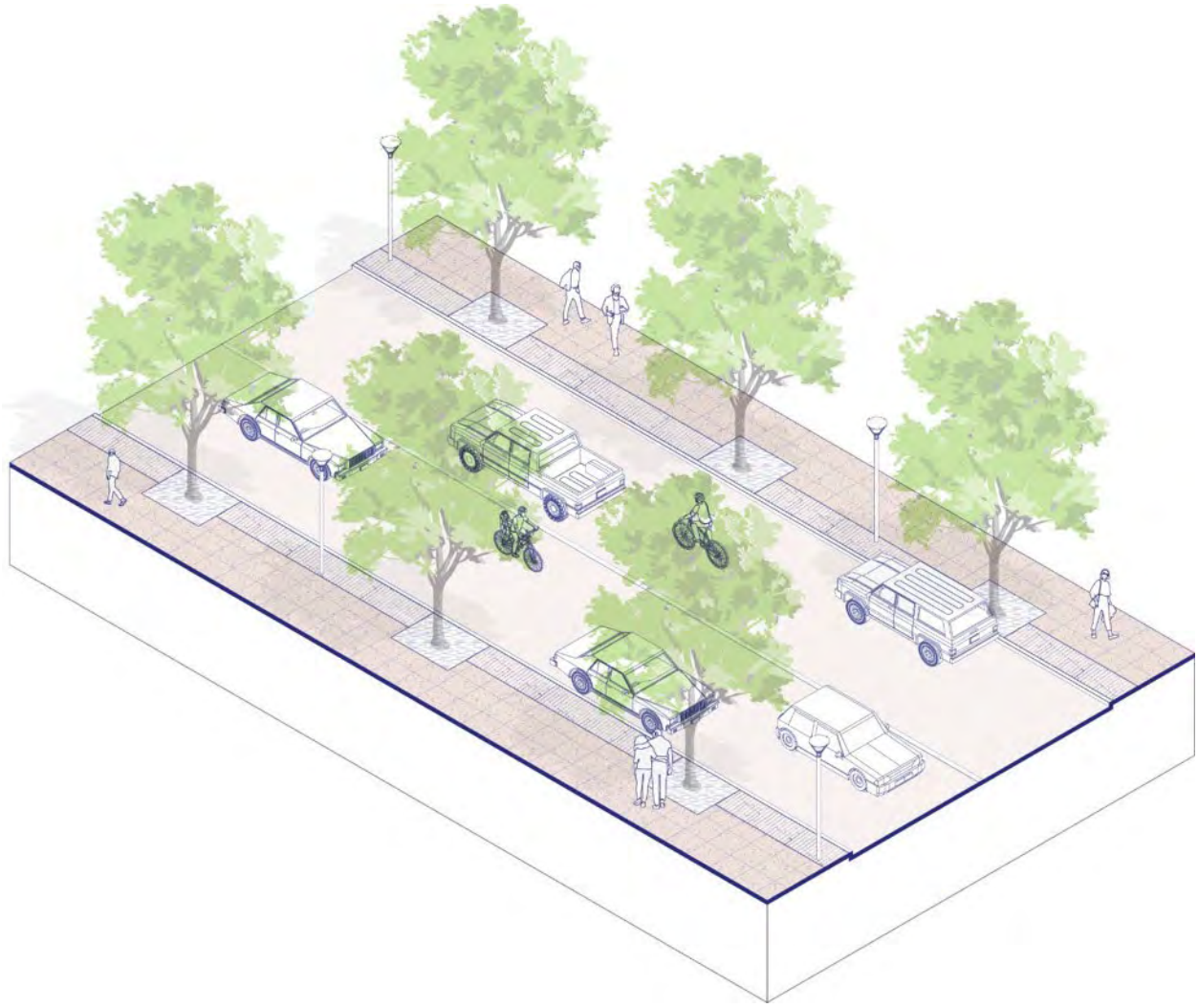


Framework, 2025

Residential Street

The Residential street type appears primarily in the Garden Mixed District to support a variety of middle housing types. The street type may also be deployed in the Urban Mixed District on streets planned for residential development rather than mixed-use. The Residential street type includes on-street parking on both sides, street trees, sidewalks scaled to residential use, and stormwater facilities (See Figure 33).

Figure 33. Conceptual diagram illustrating features of Residential street

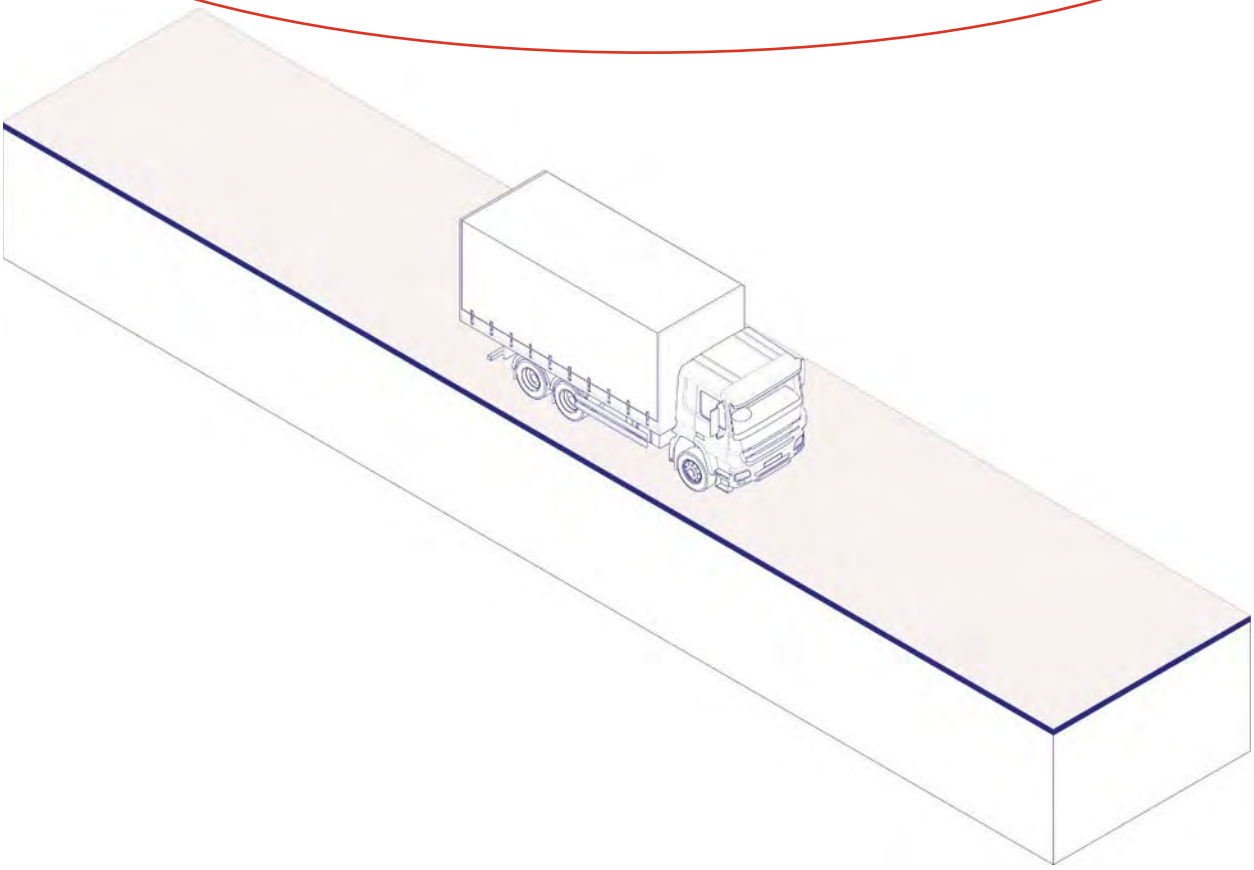


Framework, 2025

Alley

Alleys are an important feature for the Town Center across all the districts. Alleys are typically at least 20’ in width and may vary depending on whether they accommodate higher-intensity mixed-use development or middle housing in residential areas. Alleys can provide opportunities to limit direct access from streets to individual properties, which will make Town Center safer and more comfortable for walking and biking by minimizing potential conflicts with vehicles (See Figure 34)

Figure 34. Alley Street Type

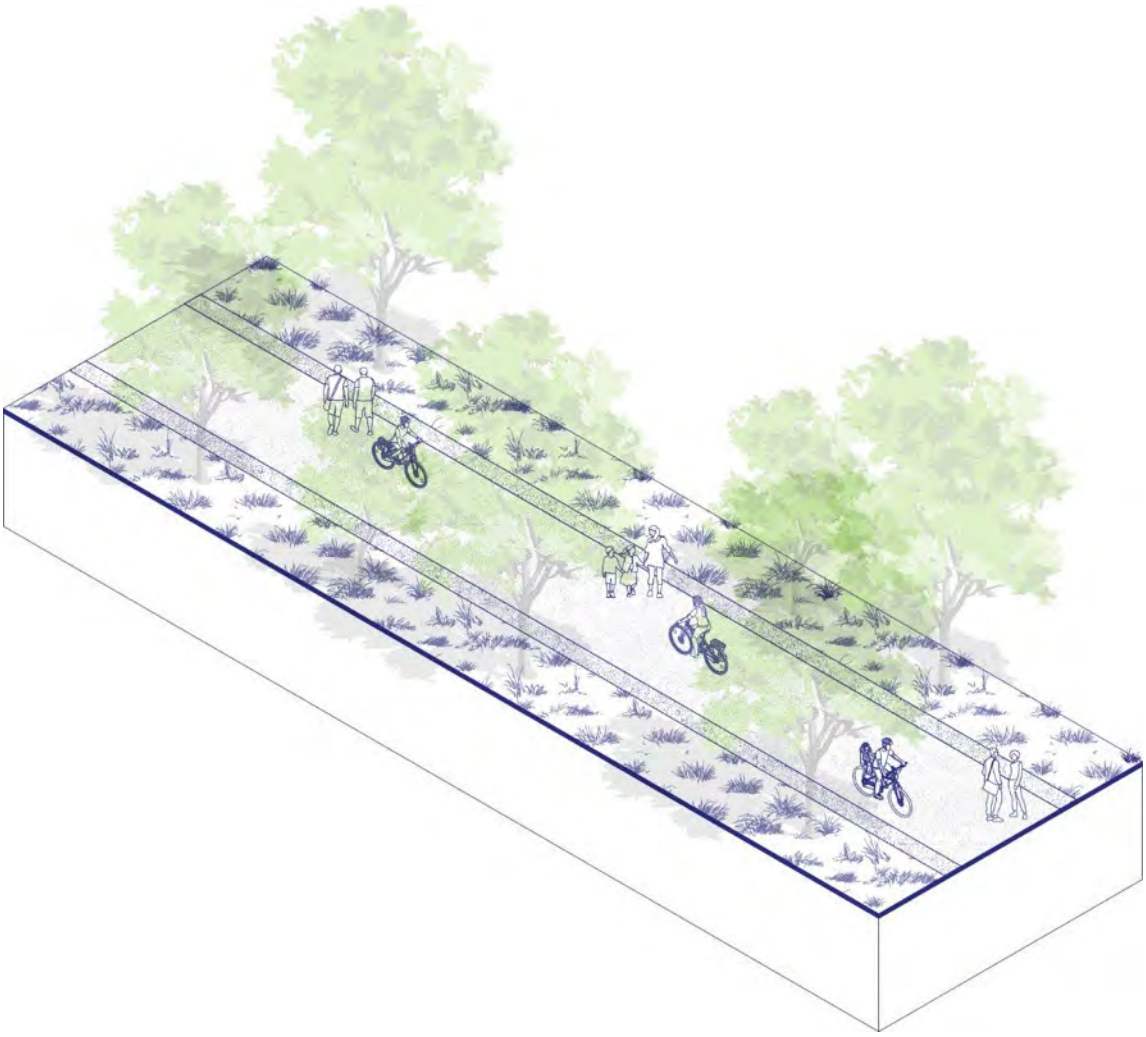


Framework, 2025

Trail s

Trails are an important feature in the Town Center and are desired by the community. Trails can take a variety of forms and functions such as wooded trails in areas not suitable for other development or urban trails that may front along active uses such as restaurants and cafes (See Figure 35).

Figure 35. Trail Street Type



Framework, 2025

Multimodal Access

Based on the intensity and configuration of development planned for the Town Center, a range of improvements will be necessary to serve development and mitigate multimodal impacts on the city's roadway network. This includes substantial improvements already made to existing roads (particularly SE 4th Street) and the creation of new roads. To relieve pressure on 228th Avenue, new connector roads will be needed to serve development in the northwest, northeast, and southeast quadrants. Additional local access roads will also be needed to serve new development and provide for a connected circulation system. These improvements, together with a connected system of trails, will allow Town Center residents and visitors a variety of choices in how to get around the area.

Parking

Parking will be accommodated through a combination of off- and on-street spaces/lots. Compact and coordinated mixed-use development will provide opportunities for shared parking facilities and electric vehicle charging stations. Such facilities may be shared between public and private uses, or between different private entities through shared-use agreements. Most of the required off-street parking will be underground or within structures due to the level of density anticipated in the Town Center and to address environmental and aesthetic concerns.

Non-Motorized Transportation

A critical element of the non-motorized transportation strategy involves the compact and coordinated nature of development. The Town Center's configuration will reduce walking distances between uses and amenities and reduce the dependency on automobiles.

Complementing compact development, a safe, efficient, and attractive pedestrian and bicycle network is one of the top priorities for Town Center's development. Sidewalks should be provided on all public streets, with the widest sidewalks in the mixed-use areas, and dedicated bicycle lanes are recommended for key connector streets. The City is currently developing a Bike and Pedestrian Mobility Plan, and future updates to the Town Center's non-motorized network should be aligned with the goals and projects recommended by that plan.

Transit Mobility Hub

Increased growth and activity envisioned in the Town Center Plan will likely provide enough development to justify increased transit access, frequency, and service. In the future, Town Center would benefit from the addition of a "mobility hub" along 228th Avenue Southeast, which would integrate transit connections with parking, electric vehicle charging, and other potential amenities..

Transportation Demand Management

Transportation Demand Management, or TDM, refers to a variety of strategies that reduce congestion on transportation corridors. TDM emphasizes commute options, including the use of carpools, vanpools, buses, bicycling, walking, compressed or varied work hours, or working from home. Sammamish's low number of local employment options and high cost of living means that most residents commute elsewhere to work, and the relatively few employees who work in the city must commute in from elsewhere, creating lopsided pressure on the system and exacerbating existing bottlenecks during peak commute times. TDM strategies will be particularly critical in Sammamish given the constraints of the city and region's roadway network and the cost to add capacity to the roadway network.

Transportation Demand Management

Transportation-demand management, or TDM, is described as "the art of influencing traveler behavior for the purpose of reducing or redistributing travel demand." The primary purpose of TDM is to reduce the number of vehicles using highway facilities while providing a wide variety of mobility options for those who wish to travel. Although the acronym "TDM" has been in use only since the mid-1980s, the concept of demand management first appeared during World War II, when drivers were urged to carpool and conserve gasoline. In 1974 the concept became institutionalized as part of the transportation management system (TMS) requirement promoted by joint planning regulations set by the Federal Highway Administration and the Urban Mass Transportation Administration (now the Federal Transit Administration).

Transit-Oriented Development

Transit-oriented development (also called TOD) refers to pedestrian-friendly land development activities that are built within easy walking distance of a major transit station. TODs generally include a compact mix of different land uses that are oriented to public walkways, while automobile parking is minimized to promote pedestrian activity.

Goals and Policies

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

Streets

Goal TT-1: Establish and maintain a connected hierarchy of streets that accommodates desired Town Center land uses and human activities.

TT-1.1 Upgrade SE 4th Street and Eastside Catholic High School's private access road as the primary east-west roadway connection within the Town Center.

TT-1.2 Coordinate the construction of new multimodal connector roads in tandem with new development to expand access options throughout Town Center.

TT-1.3 Enhance westerly roadway connections to and from the Town Center via SE 4th Street, 218th Avenue SE, 217th Avenue NE, and SE 8th Street.

TT-1.4 Enhance easterly roadway connections to and from the Town Center via an extension of 232nd Avenue Southeast.

Goal TT-2: Develop transportation facilities that support multimodal travel and reinforce Town Center's natural setting and identity, reinforcing the community's commitment to environmental sustainability.

TT-2.1 Design and configure roadways to protect ecologically critical areas by integrating sustainable design practice and resilient infrastructure.

TT-2.2 Establish street design standards to create vibrant streetscapes through integrated lighting, accessible crosswalks, resilient landscaping utilizing native plants, and distinctive street furniture.

TT-2.3 Emphasize the existing (and future) trail network as an opportunity to establish a distinctive identity for Town Center, through a blend of environmentally sensitive features, wayfinding and public art opportunities, and connections to the wider city.

Goal TT-3: Provide for a safe and accessible network of roadways to serve Town Center development.

TT-3.1 Site buildings and other development features in a manner that enhances Town Center's integrated circulation network.

TT-3.2 Minimize new access points off of 228th Avenue.

TT-3.3 Incorporate traffic-calming road design into the street standards for Town Center, integrating natural elements with speed-reducing and safety-enhancing measures.

Goal TT-4: Minimize transportation impacts on the natural environment, air quality, noise quality, and fuel consumption.

TT-4.1 Implement traffic management strategies that facilitate efficient vehicular flow, such as Transportation Demand Management activities, while safeguarding pedestrians, cyclists, and other non-vehicular network users.

TT-4.2 Design and construct roadways and parking areas to minimize the amount of impervious surface.

TT-4.3 Emphasize sustainable development techniques in the design and construction of streets.

Non-Motorized Transportation

Goal TT-5: Create an attractive, safe, and accessible road and trail network that promotes walking, bicycling, and other non-motorized forms of transportation.

TT-5.1 Develop a connected street/sidewalk and trail system (see also the Public Space, Parks, and Trails Element, pg. 80).

TT-5.2 Establish street standards that encourage and safeguard pedestrian and bicycle use.

Parking

Goal TT-6: Provide right-sized parking that is appropriate for desired uses in Town Center, minimizing the impacts of parking facilities on the Town Center's visual environment.

TT-6.1 Implement parking maximums and shared parking standards for land uses in Town Center.

TT-6.2 Use parking design standards to incentivize structured parking over surface parking.

TT-6.3 Configure land uses and development to encourage forms of non-motorized transportation and transit use, thus reducing the need for vehicular parking.

TT-6.4 Use parking facilities as opportunities to expand the city's electric vehicle charging network.

Transit

Goal TT-8: Promote the use of transit and the expansion of transit service to serve Town Center development.

TT-8.1 Through street design standards in the updated Town Center Code, design collectors and arterials to accommodate transit use.

TT-8.2 Work with local transit agencies to enhance transit service to and from the Town Center, including the creation of a mobility hub along 228th Avenue Southeast.

Recommended Implementation Actions

Multimodal Access

1. **Require development of key connector roads.** These roads will provide better circulation within the Town Center as development occurs across the district, and are intended to reduce pressure on 228th Avenue Southeast and Southeast 4th Street. These roads are likely to be built in phases parallel to development activity in the Town Center. The exact location and configuration of these roads may vary, but will conform to the street standards developed as part of the new Town Center Code. A conceptual proposal for such connectors is shown in Figure 27.

2. **Convert Eastside Catholic's access road to a public street.** While this road is currently only used to access Eastside Catholic High School, it will become a key access point for future development within the eastern half of Town Center. Thus, this link is expected to facilitate a substantial amount of vehicular, bicycle, pedestrian, and bus traffic. The plan calls for converting this road to a public street (the extension of Southeast 4th Street) in phases.

3. **Extend 232nd Avenue Southeast.** While this connection is intended primarily to serve new development to the east of the Town Center, extending this segment further to the southeast will provide more circulation options for uses within the Town Center and thus reduce pressure on both 228th Avenue Southeast and Southeast 4th Street.

4. **Develop local access roads.** Develop local access roads. Additional public and private streets will be necessary to facilitate planned Town Center development. While the configuration of local access roads shown in Figure 26 is only an example, it was developed for the 2008 Plan to provide appropriate connections to the arterial and connector streets.

5. **Establish an intersection at the southern end of the future Southeast Quadrant connector road along Southeast 8th Street, north of Skyline High School.** This access point may require special design considerations to accommodate adequate sight distances and intersection design.

Parking

6. **Adopt parking standards emphasizing structured parking.** Specifically, at least 80 percent of all off-street parking spaces for new development in the Urban Core shall be within or underneath a structure.

7. **Establish minimum and maximum parking requirements.** Set minimum requirements in accordance with SB 5184 to align with state regulation while providing the flexibility to encourage desired development. Set an appropriate cap on parking to minimize visual and environmental impacts of excessively large parking facilities on the Town Center.

8. **Explore options for a public parking garage.** Explore options for a public/private parking garage in the mixed-use core area to facilitate park use and retail activity.

Non -Motorized Transportation

14. **Construct sidewalks on all Town Center streets.** All Town center streets should be provided with comfortable and attractive sidewalks. Sidewalks will be designed to contribute to the character of the Town Center and include pedestrian amenities, including landscaping, seating, and other street furniture.

15. **Plan and construct a non-motorized trail network.** Create a new trail system plan in alignment with the City's Parks, Recreation and Open Space (PROS) Plan, Transportation Master Plan (TMP), and Bike and Pedestrian Mobility Plan (BPMP). Prepare a proposal to construct primary trails.

16. **Construct on-street bicycle facilities.** Facilities identified in this plan include a combination of bike lanes and shared auto/bike lanes on new and enhanced Town Center roadways.

Transit

19. **Coordinate transit with King County Metro and Sound Transit.** Increasing transit service on existing routes serving Town Center and adjusting existing and/or creating new transit routes to effectively serve Town Center should be coordinated with King County Metro and Sound Transit.

20. **Encourage transit use by local high schools.** Continue to promote transit use by students to reduce traffic stress on 228th Avenue Southeast and achieve Climate Action Plan goals including reductions to VMT and GHGs.

21. **Pursue the projects identified in the Citywide Transit Plan**. Anticipated residential and commercial growth in Town Center will provide better conditions for transit access for a wider number of residents and commuters. With the planned development of a large mobility hub on 228th Avenue Southeast to provide increased transit access, the crosswalk study, bus stop amenity improvements, transit signal priority system, and general operations improvements identified in the Citywide Transit Plan will all contribute to establishing Town Center as the epicenter of transit in Sammamish.

Recommended Mitigation Actions

Below are recommended actions to mitigate the off-site impacts of the planned development within the Town Center. At this stage of the planning process, potential improvements have been identified but the feasibility and cost analyses have not been completed. In general, mitigating impacts to roadway and intersection segments can either be done through completing improvements that add capacity, through measures that reduce demand, or through adopting new policies that allow for higher levels of congestion.

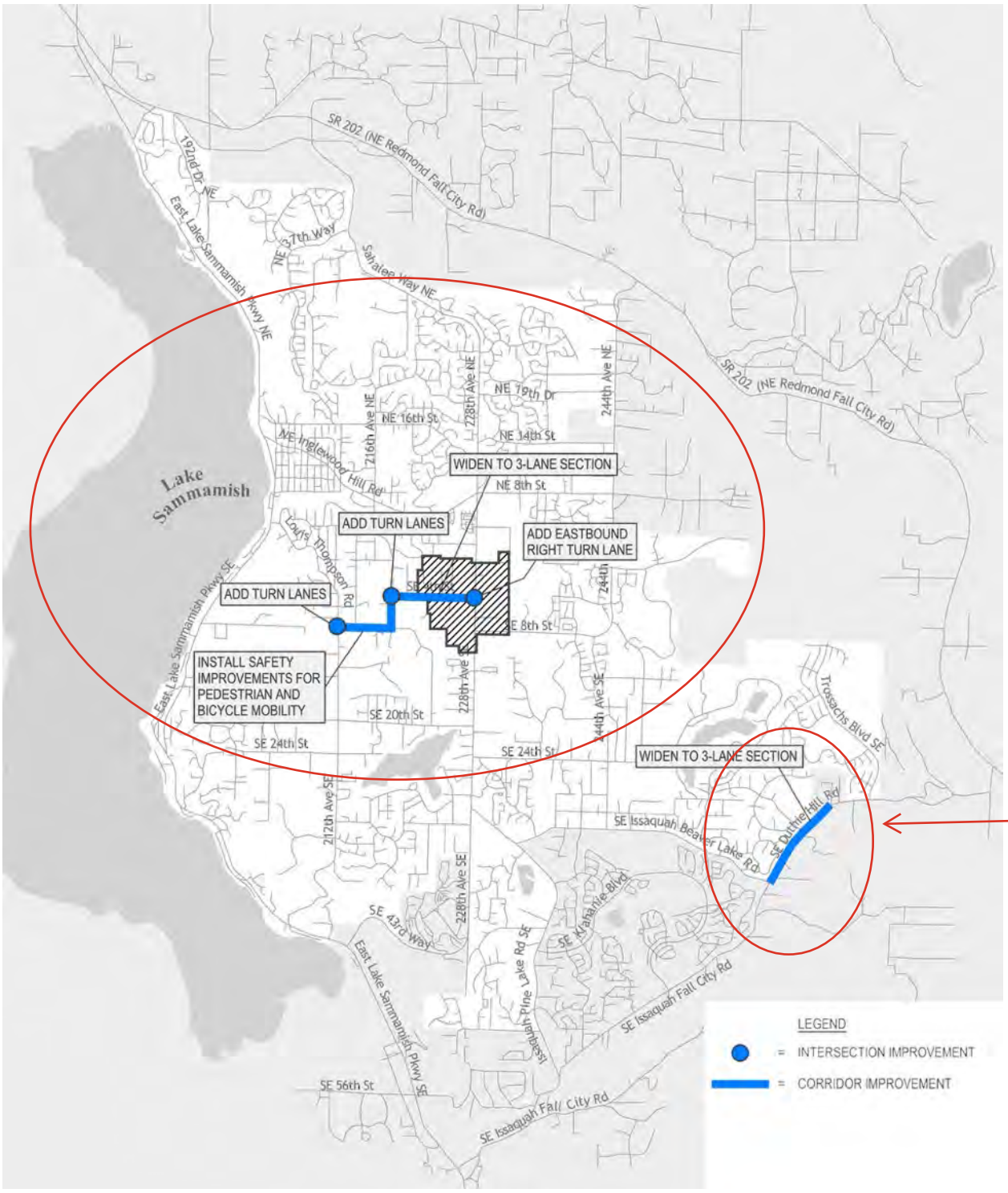
1. **Improve the non-motorized transportation network.** Planning, designing, and building well-connected walking and biking facilities in a compact Town Center will contribute to a vibrant, healthy, and accessible neighborhood.

2. **Improve 212th Avenue Southeast/Southeast 8th Street intersection.** This intersection will require separated turn lanes for the south and east approaches of the intersection. This would provide a dedicated northbound right-turn lane and separated westbound left- and right-turn lanes. This would improve intersection operations to acceptable levels as outlined in the TMP. It may be desirable to provide turn lanes for all approaches and make this intersection an all-way stop-controlled intersection to be consistent with the 212th Avenue Southeast/Southeast 20th Street intersection to the south.

3. **Upgrade the 218th Avenue Southeast/Southeast 8th Street Corridor.** This route comprises the main road corridor west of Town Center, and is comprised of two-lane roads with minimal shoulders or no shoulders. The corridor is not built to current City standards given the lack of shoulders and pedestrian facilities. This roadway currently has a relatively low volume with capacity to accommodate the additional traffic from the Town Center, but with the anticipated increase in vehicular traffic, consideration should be given to improving pedestrian and bicycle safety along this roadway. This could include providing paved shoulders, sidewalks or pedestrian paths, and bicycle lanes to allow safe and efficient mobility for pedestrian and bicycle travel.

4. **Promote sustainable transportation options.** Promoting a variety of strategies for getting around Sammamish will help to mitigate the fully-built-out Town Center's impacts on 228th Avenue Southeast and other relevant off-site transportation corridors. The City's Climate Action Plan emphasizes a reduction in vehicle miles traveled, and encourages non-motorized transportation investment through targeted community outreach, engagement, and education.

Figure 36. Recommended Mitigation Actions



Community Design

Community design is the visual and experiential glue that unites differing land uses, buildings, public spaces, and natural features into a cohesive and welcoming Town Center. This section of the Plan outlines approaches for achieving the appropriate balance of these elements that will ultimately lead to development that feels harmonious, people-centered, and reflective of local identity.

Conditions, Challenges, and Opportunities

Since the adoption of the 2008 Plan, a limited number of apartments, retail establishments, open spaces, and public amenities have been constructed. Yet disparate ownership patterns across the wider Town Center and lengthy development times have left large physical gaps between these projects, preventing a unified urban design scheme from taking hold.

Most new development in the Town Center has occurred on or near the intersection of 228th Avenue Southeast and Southeast 4th Street. This includes the streetscape improvements to Southeast 4th Street, the SKY Sammamish apartments, and Sammamish Village retail center. The Sammamish Townhomes to the south and SAMM apartments to the north round out the new development to date, and the Brownstones West townhomes at the west end of Southeast 4th Street have recently broken ground. However, much of the Town Center area remains unbuilt, and major gaps exist between what has already been constructed. With so much undeveloped area, evaluating the design of recent improvements can provide a limited amount of insight into the overall design of Town Center.

Figure 37. Setbacks from 228th Avenue Southeast

Google, 2024

Most developments are set back a significant distance from 228th Avenue Southeast. While this may mitigate the noise and pollution from vehicular traffic, this also contributes to a less-than-ideal pedestrian experience, particularly when walking or biking alongside the city's main arterial. The Sammamish Townhomes, for example, sit almost 100 feet back from the sidewalk. The horseshoe-like street that loops through the Townhomes does not interface with any other roadways, and live-work units all face the interior of the development. Meanwhile, pedestrians and cyclists are routed towards the busy and noisy 228th Avenue Southeast for access to the rest of Town Center.

Similarly, most retail entries within the mixed-use Sammamish Village development face inward, towards the surface parking that forms its heart, and do not engage with the street. Sammamish Village is home to many businesses, including a major grocer, medical pavilion, and a handful of smaller chain and local restaurants and retailers, yet only one of these directly faces SE 4th, and none face 228th. Pedestrians on SE 4th at 228th are instead faced with large blank walls, utility boxes, and double-width driveways, as opposed to the variety of uses and textures that would support a walkable pedestrian district.

Figure 38. Northwest corner of SE 4th St and 228th Avenue Southeast

Google, 2024

Many diagrams and renderings in the 2008 Town Center Plan and 2009 Town Center Infrastructure Plan were conceptual in nature. They were not intended to represent specific designs, land plan layouts, or layouts and locations of the street infrastructure that would emerge in concert with development. Often, general planning concepts in the 2008 Plan tended to use illustrative photos and general inferences rather than objective standards, and as a result, they are difficult to consistently interpret or apply.

Furthermore, many concepts are not achievable in full, particularly given the topography, sensitive areas, and costs associated with engineering and construction. This mismatch has contributed to the

lack of consistency and predictability in reviews and approvals, including at times the UZDP process, which has caused confusion and delay of the project permitting process. Today, these diagrams and renderings are outdated and no longer align with the new priorities being addressed by this plan update.

Strategy

Because the vision for the Town Center encompasses design objectives at the center, district, and human scales, the design strategy for creating an attractive, vibrant heart for the city includes measures to address all three levels. This Town Center Plan establishes the structural framework and large-scale design elements necessary to produce an inviting and walkable central district and identifies the general location and character of the various public facilities, parks and open spaces, streets, and trails.

Urban Form

Many attractive and successful downtown areas are developed over time, changing organically alongside the needs of the community. A rich mix of architectural styles, adaptable uses, and local history and identity all become ingrained in these places as they evolve. One major challenge facing Town Center, or any urban center built from scratch, is the feeling of "sameness" that can arise without a history of incremental growth. The Plan therefore seeks to find an appropriate balance between architectural flexibility, aesthetic variety, and visual consistency that contributes to a distinct identity for Town Center. To achieve this, the Plan emphasizes the following design principles:

- **Visual Cohesion -** Even though architectural diversity is encouraged, the Town Center's overall design should appear coordinated, balancing creativity with consistency in scale, materials, storefront design, and integration into the natural environment.
- **Pedestrian-Scale Frontages -** From sidewalk widths to entryways, frontages must affirm that Town Center is a safe and welcoming place for pedestrians first and foremost. Large blank walls and uniformly massive structures are discouraged, especially at street level.
- **Cultural Identity -** Public art, interpretive signage, and historical references help preserve Sammamish's heritage, particularly the legacy of the Sammamish and Snoqualmie peoples, and create pride of place for current residents.

Architectural Styles and Materials

The Sammamish Plateau, a tranquil environment set amid forests and lakes, lends itself to natural materials and warmer color palettes. While the City does not mandate a single architectural style, the updated code offers design standards that require:

- **Façade Articulation** - Breaking down larger buildings into segments, with variations in rooflines, setbacks, and material transitions, can sculpt them into more visually interesting and digestible components at the pedestrian scale. This approach enriches Town Center's

streetscape while providing opportunities for individual buildings to express their identities through shifts in color, texture, and geometry.

- **Active Frontages** - Requiring appropriate frontage treatments at the street level, especially in the Urban Core, creates visual interest and engagement for pedestrians. Storefronts act as important interfaces between public and private space, and should make use of display windows, recessed entries, and other engaging treatments to draw people in.
- **Stepbacks at Upper Floors** - Recognizing the need for a comfortable human scale, taller buildings must employ upper-level stepbacks to bring them away from the street edge. Stepping back these upper floors avoids overwhelming the street and reduces overshadowing on the sidewalks below.
- **Appropriate Ground-Floor Height** - At the street level, ground floors must be designed with generous floor-to-ceiling heights (e.g., 14-16 feet clear) to provide the flexibility needed for interior layouts and uses to evolve over time. Regulations for ground-level use will allow both residential and retail spaces, and this increased height will accommodate signage, mechanical equipment, and potential future adaptive reuse for these spaces should market conditions shift.
- **Durable, Sustainable Materials** - The use of natural materials such as wood or stone accentuates Northwest design traditions and reflects the community's love of the environment. These can be used in combination with modern high-performance materials that reduce environmental impact, including mass timber, and come together through sustainable construction and green building standards and incentives.

Streetscape Activation

One of the most visible aspects of community design is how building façades and storefronts engage the sidewalk. The Town Center's form-based code includes provisions for:

- **Frequent Entrances** - Requiring doors at regular intervals along commercial façades helps avoid long, monotonous walls. Where walls are unavoidable, they should be treated with murals, vines, windows, or architectural detailing to add visual interest.
- **Signage and Awnings** - Thoughtful sign regulations encourage pedestrian-scale signage, while incorporating awnings or canopies provides both weather protection and architectural variation.
- **Natural Landscaping** - Incorporating sustainable landscaping into the streetscape, through native plantings and treatments like bioswales and rain gardens, can beautify sidewalks while providing natural stormwater management. These living elements anchor buildings and streets into the surrounding environment, and underscore Town Center's commitment to environmental resilience.

Figure 39. University Village provides a lively mix of active uses and storefronts to engage passersby

Google, 2021

To further enliven Town Center, the Plan advocates for sidewalk cafés, street vendors, plazas, and flexible open-air retail:

- **Sidewalk Width and Café Zones** - Where pedestrian streets or greenways shave expanded sidewalk widths, a small outdoor seating zone can be accommodated without impeding pedestrian circulation.
- **Parklets and Temporary Activations** - The City may permit conversion of a few on-street parking spaces into temporary parklets - small, elevated platforms offering seating, greenery, and social space.
- **Plazas** – A centrally-located Town Square will provide both programmed and unprogrammed activity, and act as a community living room for small gatherings and large-scale events alike.

Figure 40. Open-air retail helps to activate the pedestrian corridors in the Woodinville Schoolhouse District

Woodinville Schoolhouse District

Transitions to Surrounding Neighborhoods

While the Urban Core can allow taller, denser development, the Plan acknowledges the need to ease the visual and experiential transition towards Town Center's adjacent single-family neighborhoods. Specifically, updates to the Plan and Code include:

- **Green Buffers and Setbacks** - Near the boundaries of Town Center, vegetation strips, landscaping, and other mitigation strategies can reduce noise, improve privacy, and visually blend new multi-family buildings into existing areas to create a sense of transition.
- **Building Height Step-Downs** - Taller structures abutting low-density residential uses can utilize a building height "step down" within a defined buffer distance to provide transition to adjacent neighborhoods.
- **Tree Retention** - Thoughtful tree retention requirement updates for areas outside of the Urban Core will help better maintain Sammamish's forested identity.
- **Lower-Intensity Uses** - At a district-wide scale, the Garden Mixed and Urban Mixed zones help transition the intensity of uses away from large-format commercial buildings and towards neighborhood-scale retail and middle housing areas directly adjacent to lower-density residential neighborhoods.

Public Art and Cultural Expression

Public art in the Town Center offers a chance to showcase Sammamish's heritage and contribute to the story of the city. Instead of treating arts and culture as an afterthought, the Plan aims to integrate creative works into building designs, plazas, and everyday infrastructure. Possible initiatives include:

- **Art Walks and Sculptures** - Key pedestrian corridors can act as places of discovery, where small-scale sculptures, murals, or artistic street furnishings can foster interest and identity for Town Center.
- **Functional Art** - Examples include artist-designed benches, bike racks, or wayfinding signs that enhance aesthetic appeal while serving practical purposes.
- **Tribal Collaboration** - Partnership with the Snoqualmie Indian Tribe can showcase culturally relevant art, interpretive signs, or landscape features that celebrate local Indigenous history.

Figure 41. Public art and sculpture, such as Synergy Rising, can act as distinguishing features that ground Town Center and contribute to its identity.

Google, 2024

Ensuring Quality

Updated Guidelines and Standards

The City is shifting from a discretionary approach to clearer, form-based code that regulates facade modulation, building entries, site landscaping, and other physical design elements. These reduce uncertainty, as applicants can anticipate the design expectations and creative options that meet City objectives, but also maintain flexibility, as applicants could propose alternative solutions if they align with the guideline's intent (e.g., "equivalent or better" design approaches).

Streamlined Process

Replacing the cumbersome Unified Zone Development Plan (UZDP) for small sites with a simpler administrative design review helps promote quicker approvals and more creativity in project types. Larger, multi-phase developments still undergo a master plan review, but with clearer design metrics around public realm enhancements, transitions, and environmental considerations.

A Town Center That Feels Like Home

Great urban design is about more than aesthetics; it directly shapes residents' sense of safety, comfort, and belonging. As Sammamish continues to evolve, thoughtful community design ensures that new development meshes with the city's cherished character. Tree-lined corridors, inviting storefronts, and thoughtful transitions out from the Urban Core form the building blocks of a place that supports daily life, where families can shop and dine, neighbors gather in pocket parks, and everyone feels at home strolling along safe, attractive streets.

Goals and Policies

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

Goal TCD-1 - Create a "sense of place" reflected in building forms, development patterns, and the public realm.

TCD-1.1 - The City should adopt design and development standards for the Town Center consistent with this plan, addressing the following:

- Promoting a variety of housing types across a range of affordability levels.
- Emphasizing human scale, fine detailing, quality building materials, and an inviting appearance in new buildings.
- Providing for appropriate transitions between dissimilar uses and intensities.
- Orienting development to adjacent streets and public open spaces by providing inviting entries and transparent windows facing the street/public open space.
- Emphasizing landscaping as a prominent design element of development.
- Providing an attractive and connected system of sidewalks, trails, and pathways throughout the Town Center.
- Restricting the amount of surface parking permitted for all development types.
- Promoting convenient vehicular circulation without negatively impacting the pedestrian environment and visual character of the area.
- Emphasizing design techniques that enhance personal safety.
- Providing for a hierarchy of open spaces throughout the Town Center.

TCD-1.2 - Landscaping and natural elements should play a prominent role in the Town Center's overall identity, and landscape design standards should be an important part of public facilities, streets, and private development.

TCD-1.3 - Aesthetics should be an important consideration for public infrastructure, including streets, utilities, and public facilities. Service elements and mechanical equipment should be sited and designed to minimize impacts on the visual environment and surrounding uses.

TCD-1.4 - Foster design excellence by incentivizing high standards in the design, sustainability, and construction quality of buildings.

TCD-1.5 - Establish a master plan concept review process through which community members, developers, architects, and City staff can work together to ensure that new projects contribute positively to the Town Center.

Goal TCD-2 - Maximize the benefits of natural assets, including topography, vegetation, and views, to enhance Town Center's sense of place and environmental resilience.

TCD-2.1 - Encourage building forms and site layouts that capitalize on natural topography, respect native vegetation, and take advantage of prominent views. Where appropriate, incentivize the installation of renewable energy technology such as solar panels to enhance resilience and reduce GHG emissions.

TCD-2.2 - Plan for cultural events and community gathering spaces that emphasize inclusion and accessibility by limiting topographic challenges, with particular emphasis on the future Town Square.

TCD-2.3 - Incentivize retention of existing trees for development projects. If tree retention is not possible, use thoughtful mitigation techniques including replanting or median greening to proactively remediate the urban canopy.

TCD-2.4 - Prioritize planting of native or climate resilient plant and tree species. Consider plant growth and life cycles to ensure healthy and mature-looking planted areas, and support planted vegetation with adequate irrigation and drainage, root space, and nutrient rich soil.

Recommended Implementation Actions

Adopt a form-based code - Emphasize functional and aesthetic excellence for new Town Center development through adoption of a form-based code. Use design standards to regulate implementation of the elements described above in this chapter.

Develop roadway standards with streetscape elements - Streets in the Town Center should be attractive to travel and an optimal setting for new development.

Study and implement a Green Building Incentive – Projects using sustainable materials like mass timber, integrating renewable energy sources, or being constructed to LEED-equivalent standards can all contribute towards to the City's Climate Action Plan goals and to a sense of cohesive design intent in Town Center.

Construct a Town Square – A centrally located Town Square will help build a Town Center-specific identity and contribute to a sense of pride for residents (for more on the Town Square, see the Civic, Cultural, and Commercial Uses Element).

Public Space, Parks, and Trails

Objectives

Sammamish's vision for the Town Center emphasizes establishing a hierarchy of interconnected public and private open spaces, ranging from an active central plaza to less formal gathering areas, quiet residential courts, and beautiful open spaces. Additionally, community members continue to emphasize the importance of public recreational and community facilities, such as gymnasiums, performing arts centers, and community centers. Protecting and enhancing natural resources, view corridors, and other amenities within the open space network is a third objective.

Finally, parks, trails, and recreational facilities are key to enhancing human health. Walkability, in particular, is a proven means to reduce occurrences of cardiovascular disease and childhood obesity, and this plan's emphasis on trails and sidewalks will contribute to Town Center's goal of being a healthy and active community.

Conditions, Challenges, and Opportunities

In 1999, the City began purchasing land area for the Sammamish Commons, thereby securing the central amenity around which the Town Center will continue to develop. The construction of City Hall, with its plaza, view corridors, and adjacent recreational amenities (including a skateboard park, basketball court, picnic area, aquatic center, and playground), adds activity and access to the Commons' eastern edge.

Topography and Critical Areas

The Town Center is located on varied topography with little level land. It encompasses wooded stream channels, protected wetlands, and portions of King County-designated Wildlife Habitat Network. These natural features are both assets and challenges, presenting opportunities to engage with and protect nature while making it difficult to provide athletic fields and an accessible connected trail system.

Sammamish Commons

The Sammamish Commons is the central amenity around which the Town Center was planned to be built. Since the adoption of the 2008 Plan, the Sammamish Commons has gained many more amenities, with distinct areas now referred to as the Upper Commons Park and the Lower Commons Park. In the Upper Commons, the addition of the Community & Aquatics Center and a King County Library contribute to the vision of a vibrant City Hall Plaza with active edges that were laid out in the Town Center Plan. City Hall Plaza now serves as the location for Sammamish's summer weekly Farmers Market, and the Upper Commons also includes a skate park, basketball court, and play area.

The Lower Commons now includes a community garden, native plant garden, playground, picnic shelters, and a spray park along its loop path. Upgrades and expansions to this playground are anticipated in the coming years.

Notch Property

The Notch Property is a City-owned parcel adjacent to and north of the Lower Commons Park. Various planning concepts have been prepared for this site to consider how it may be best related to future development, linking the future Urban Core district and the Sammamish Commons and municipal campus. While no definitive approach has been established, the Notch remains an important opportunity for the Town Center.

Athletic Fields

The original Town Center Plan suggested addressing the limited availability of flat land for sports fields via cooperative agreements with local schools. Town Center and other Sammamish residents have access to Eastlake Community Fields and Inglewood Middle School Community Fields through a school-city partnership. These fields provide nearly 15 acres of play space and are located approximately 1.1 miles from Sammamish Commons. There are also fields at Skyline High School, which are 0.3 miles from the Commons. The Issaquah School District oversees the scheduling of these fields. The City may still desire to provide additional fields that can be accessed at any given time.

Trails

The trail map delineated in the 2008 Plan is a conceptual diagram that illustrates the general goal of an interconnected network of key City trails, pedestrian trails (public sidewalks and walkways), and local trails (which may be privately developed but publicly accessible). Connecting Town Center with Big Rock Park North, which opened in 2011, has been challenging in that the connection requires pedestrian easements through private subdivisions; as of publication, only the latter of these has been secured. The 2024 PROS Plan includes this trail connection project on the Capital Improvement Projects list for 2025.

Strategy

Town Center's future open space system is anticipated to do more than simply offer recreational opportunities for city residents. Town Center's parks, trails, and open spaces will also play an important ecological role, serving as an excellent setting for public facilities, providing gathering places, and connecting the area with the rest of Sammamish. Rather than being seen as only a recreational and visual amenity, the envisioned open space system serves as an important structural, form-giving element, organizing development, providing access, and maintaining the watershed's ecological processes.

Sammamish Commons

With the addition of the King County Library branch and the Sammamish Community & Aquatic Center to the area adjacent to City Hall, the Sammamish Commons and nearby amenities are coalescing into a vibrant civic hub. The eventual development of the Urban Core area (along SE 4th Street) therefore presents a generational opportunity to create a strong pedestrian and visual connection between the civic campus and the economic heart of Town Center. This connection would traverse some potentially difficult topography, which could be remedied by a series of landscaped terraces from City Hall Plaza through the Commons and up towards SE 4th St, acting similarly to the Americans with Disabilities Act (ADA)-compliant switchback route west of City Hall.

Green Spine

The Town Center Plan recommends a pedestrianized urban pathway, extending from the Lower Commons to Southeast 4th Street and moving north through the Urban Core, to connect the civic hub and Urban Core area. This feature would provide an organizing structure for new development, act as a foundation for a dedicated non-motorized trail, add visual and recreational amenity, and mitigate stormwater runoff. In doing so, this "Green Spine" would help solidify the Town Center as the sustainable and attractive heart of Sammamish.

The 2008 Plan identified the importance of such a connection, and to fill that role, first proposed the Green Spine as a linear open space between 60 and 120 feet wide.[8] The 2009 Sammamish Town Center Infrastructure Plan (TCIP) expanded on the Green Spine concept, integrating it with other key features like the Town Square and tasking the private sector with dedicating the majority of their open space to the Green Spine.

However, these requirements have often clashed against real estate market conditions. The 2008 Plan and TCIP could not have predicted the realities of private development nearly twenty years into the future, and the level of ownership consolidation in the Town Center runs directly contrary to the

[8] For reference, a King County Metro articulated bus (a "double bus" or "bendy bus" with accordion joints in the middle that allow the coach to bend) is 60 feet long.

disparate land ownership patterns anticipated by these plans. An open space the size of the Green Spine, blocks long and very wide, cuts deeply into the revenue-generating potential of a given project. Such a requirement can impact development feasibility to the point of unviability given the amount of open space dedication necessary. As a result, nearly two decades later the Green Spine has yet to materialize.

Despite these past difficulties, a non-motorized connection through the Town Center is still a critical component of the community's vision for the area. A safe and accessible Green Spine would form the heart of a new walkable civic and commercial district, connecting key public destinations and providing the cohesion needed to support vibrant street life in the area. A flexible and context-sensitive approach to building the Green Spine, one that reflects both the original vision and today's realities, will be necessary for it to fully realize as a unifying feature of Town Center.

The Green Spine might vary in size and character from block to block, but would provide an attractive setting for residences, public facilities, and businesses, especially those that benefit from exterior amenities such as restaurants and cafes. By connecting the civic and economic cores of Town Center, the Green Spine could also serve as a public gathering space or setting for fairs, sales, and other events, and a place to highlight public art and provide wayfinding for residents and visitors.

Figure 42. The Atlanta Beltline is a multimodal green corridor that both unifies and beautifies the city.

Framework, 2024

As Sammamish plans for a more urban Town Center, the future Green Spine will serve as an active, vibrant centerpiece, supporting the multitude of activities that take place in a downtown-style district. This means incorporating flexible spaces for public events and gatherings, establishing seating and play areas, and providing quality walking and biking paths that connect to Sammamish's

broader trail system. It also means designing the Green Spine to encourage “spillover” from adjacent businesses and creating inviting transitions between public and private spaces. To that end, the Green Spine should be wide enough to comfortably accommodate both pedestrian and bicycle traffic, but narrow enough to allow for small seating areas, transitions to retail, and other such pedestrian pockets to populate its edges where appropriate. Because this depends on the nature and scale of development along the Green Spine, the City and private developers should cooperatively decide on its exact dimensions and amenities that fit the overall development scheme of the Urban Core.

One critical consideration in designing the Green Spine is building a safe and comfortable environment for diverse uses, including walking, cycling, and emerging micromobility modes like e-bikes and scooters. Mixing all these users in a single path can lead to safety hazards due to their conflicting speeds, particularly in high-traffic areas near civic spaces or along commercial frontages. To ensure safety while enabling multimodal access, the Green Spine will incorporate clearly delineated lanes, for example through distinct paving materials, subtle grade separations, landscaping buffers, painted markings, or other means. A two-track design, with one side prioritized for slower pedestrian activities and passive uses, and the other side for wheeled movement, can balance the competing needs of these groups while maintaining a unified aesthetic. This approach would enhance predictability, reduce conflict points, and reinforce the Green Spine as public connector intended for all.

Even in an active urban setting, the Green Spine can still play a role in managing Town Center’s stormwater through a spectrum of rain gardens, dry wells, and other facilities. By blending ecological function with urban activity, providing spaces for native plants, and contributing to the Town Center’s tree canopy, the space can serve as a modern urban greenway - a linear pathway that stays true to Sammamish’s ecological values, supporting community life and providing active multimodal transportation options.

Town Square

Dotted with bustling storefronts, cafes, and businesses spilling into the public realm, and opening onto the Town Center’s premier park, the Town Square is instantly recognizable as the heart of the city. It is highly visible and functionally accessible as an integral extension of the Town Center’s pedestrian network, sitting between the Civic campus and Urban Core, and adjacent to the Green Spine. Centered around the City’s current “Notch” property, the Town Square is envisioned as a hardscaped plaza at the northern end of the Sammamish Commons, providing a transition from the landscaped open space of the Commons into the lively environment of the Urban Core.

A variety of forms, colors, and textures help activate the space, incorporating public art and sculpture, gathering spaces, and a range of different places to sit. Site amenities and features, including benches, seat-walls, lighting, and plantings, are arranged to provide versatility accommodating large community events (e.g., summer weekly Farmer’s Market, Fourth on the Plateau, etc.) while encouraging casual, more impromptu daily gatherings and social interaction. The flexibility of the adjacent open space combined with the Town Square’s central location together create countless opportunities for future amenities.

As a major hub of public life located on City-owned property, the Town Square will be a City-led and funded project. The final design will be determined through future planning efforts that incorporate community feedback and consider planned development in and around the Notch property.

Additional Plazas and Open Spaces

While the Town Center's western half will be well served with parks and open spaces, the portion east of 228th Avenue Southeast will need to be more intentional about creating and distributing open space. Smaller plazas, greens, or squares will serve the various mixed-use developments and residential clusters and should be created alongside the development of projects. These spaces can range in size from a small pocket park to a half-acre or more, depending upon the Town Center's configuration and needs.

Lower-density development outside the Urban Core should include common open space as described in the updated Town Center Code or provide immediate access to quality shared open spaces. Crime Prevention Through Environmental Design (CPTED) guidelines are particularly applicable and should be applied to internal and public pathways wherever feasible. Open spaces may be a combination of active recreation, passive recreation, and natural areas, while ideally providing stormwater management and other ecological functions.

Trails and Pedestrian Walkways

The City of Sammamish's 2024 Parks, Recreation, and Open Space (PROS) Plan, while providing an ambitious overall trail network for the City, only conceives of one trail through the future Town Center. The development of the Town Center offers a once-in-a-generation opportunity to develop critical pedestrian and bicycle links that will benefit the whole city. Many of the off-street trails could follow wetland or stream channel buffers, constructed within Critical Area tracts resulting from private development and dedicated to the City. The City should obtain easements or purchase these buffers outright for trail development.

Three different types of pedestrian and bicycle facilities are recommended:

- **Primary Trails -** This includes both major City-developed off-street trails that connect different areas in the Town Center and primary trails extending to other parts of the city. These should be all-weather hard-surfaced to provide excellent access for those with limited mobility. In some segments, pedestrian lighting should be considered.
- **Secondary Trails -** Constructed as part of private development, these trails provide connections primarily for those living, working, or visiting the development, although they will be accessible to the general public. The location and design of trails in mixed-use areas should be identified in the master plans for these areas.
- **Streets with Sidewalks and Bicycle Lanes -** Streets in Town Center will include relatively wide sidewalks (8 to 12 feet wide), bicycle lanes, and substantial street trees separating vehicular traffic from pedestrians. Generally, these designated streets can later be connected to other

citywide bicycle and pedestrian routes, or provide convenient non-motorized circulation within the center.

Natural Areas

The Town Center site includes large, vegetated corridors along streams and wetlands that are important for wildlife corridors, visual quality, and stream corridor ecology. These corridors are protected through the City's Critical Areas Ordinance. Acquiring easements and/or land for trail construction, stormwater management facilities, or environmental enhancement may be useful as future strategies for consistent long-term stewardship of these critical areas. For example, reforestation of portions of the Ebright Creek and George Davis Creek corridors would increase habitat connectivity and improve water quality.

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

Goals and Policies

Goal TOS-1: Create a hierarchy of interconnected public and private open spaces, promoting community gathering, active recreation, environmental sustainability, and neighborhood-scale amenities.

TOS-1.1 Prioritize and require accessible, functional, and attractive public open spaces throughout Town Center through development regulations.

TOS-1.2 Emphasize the civic focus of Sammamish Commons by providing spaces for cultural gathering, including the development of a Town Square.

TOS-1.3 A variety of smaller-scale open spaces should be developed as part of private development to serve local needs.

Goal TOS-2: Construct a network of accessible trails and pathways in the Town Center that connects sections of the city's expanding trail system.

TOS-2.1 Prioritize the integration of multi-modal trails, dedicated pedestrian pathways, bicycle lanes, and sidewalks into the city's wider transportation network. (See also the Mobility & Streets Element, pg. 49).

TOS-2.2 Make use of wetland buffer areas to accommodate new public trails, delivering environmental enhancement to these areas and allowing for consistent long-term stewardship of those areas.

Goal TOS-3: Construct a set of high-quality public service and recreational facilities to serve city residents.

TOS-3.1 Civic facilities are critical to the vibrancy of the Town Center, and should be included in the City's planning efforts.

TOS-3.2 Public facilities, government resources and facilities, community centers, and other civic amenities and services should be located adjacent to or near the Sammamish Commons.

Recommended Implementation Actions

1. **Begin planning the Green Spine and Town Square.** As the premier multimodal connector and open space in Town Center, the Green Spine and Town Square should be thoughtfully planned in conjunction with current development proposals. Development of the Town Square in particular, being on City-owned land adjacent to the Commons, should be prioritized in a City-led design process, and in doing so, could anchor and influence future development in the immediate vicinity.

2. **Refine the trail plan.** Refine the proposed trail networks outlined in the PROS Plan and Bicycle and Pedestrian Master Plan, and prepare a plan that defines the public and private roles in funding and constructing primary and secondary trails.

a. **Adopt design standards for trails and sidewalks.** Update street standards to include designs for trails and sidewalks, and ensure that these facilities are integrated into public and private planning efforts.

b. **Acquire easements and/or land area for key wetlands, stream corridors, and buffers.** Portions of wetlands, stream corridors, and buffers should be acquired for trails, ecological enhancement, and consistent long-term stewardship. It may be possible to use enhancement activities as mitigation for impacts on other lands.

3. **Continue planning for and siting civic facilities near the Sammamish Commons.** Consider acquisition of land for additional community facilities in the Civic Center district of Town Center. Explore opportunities to better connections between City Hall, the Sammamish Commons, and the adjacent Urban Core and Mixed Urban districts.

Civic, Cultural, and Commercial Uses

As Sammamish continues to grow and diversify, the Town Center will serve as a multifaceted hub for public life, combining civic institutions, cultural amenities, and thriving businesses. The updated Plan presents a significant opportunity to reimagine the civic, cultural, and commercial function of Town Center in a more integrated manner. Well-planned public facilities and civic anchors can catalyze economic development and community gathering, while arts and cultural programming enhance the area's social fabric, and commercial uses flourish through proactive strategies and integration with these other elements.

Conditions, Challenges, and Opportunities

Since the adoption of the original Town Center Plan, the municipal campus has developed into a key node of civic activity. With the addition of the library and Sammamish Community & Aquatic Center / YMCA to the campus, which also includes City Hall, these facilities together have become integral community gathering points which provide essential public services and programs. Commercial development, although still evolving, now includes retail, medical, dining, and service-oriented businesses at Sammamish Village, and a handful of small businesses are now established in the live-work units found in the Sammamish Townhomes.

While there has been substantial progress towards the creation of civic and commercial anchors, cultural amenities and programs remain relatively limited and underdeveloped. Limited venues and infrastructure for arts, cultural events, and other gatherings will restrict opportunities to engage the community, and not including cultural spaces would represent a missed opportunity to develop social cohesion and support economic vitality.

Additionally, the existing civic and commercial spaces are geographically dispersed, reflecting early development patterns characterized by fragmented land ownership and a piecemeal approach to project approvals. This uneven distribution of services and amenities takes away from the idea of a walkable mixed-use environment. Recent consolidation of properties, however, offers the opportunity to establish a more cohesive and integrated development pattern.

Economic feasibility will remain a persistent challenge for new commercial development, a trend that is being exacerbated by unfavorable market conditions, restrictive zoning standards, and limited incentives. The current environment therefore poses difficulties in attracting and sustaining the businesses and essential services necessary for creating a thriving commercial core.

Strategy

Public Facilities and Civic Anchors

Sammamish Commons and its surrounding public institutions - City Hall, the library, the Sammamish Community & Aquatic Center/YMCA, and any expanded or future facilities - exemplify how civic

anchors can shape a welcoming urban core. The Plan's vision is to cluster government services, cultural amenities, and community venues in this welcoming and walkable Town Center, drawing visitors and creating synergy with surrounding mixed-use retail, offices, and housing.

This also provides opportunities for the co-location of social services with civic facilities, and possible inclusion of a future performing arts or educational center, bringing a wide variety of resources for residents across the socioeconomic spectrum.

Another key dimension of civic life is the ability to gather for celebrations, learning, and performances, and the future Town Square is intended to provide this central, adaptable space for Sammamish. As a multi-purpose civic plaza, the Town Square would host concerts, farmers' markets, and cultural festivals year-round, and could be the dynamic heart of the Town Center's civic hub. Shared public spaces designed to accommodate rotating events, like an art fair one weekend and family movie nights the next, without extensive setup or road closures bring together residents from all walks of life.

Arts and Culture

Sammamish's Arts Commission has developed a broad Arts Strategic Plan that envisions a vibrant public art landscape, and cultural opportunities for all demographics. One of the aims of the Arts Strategic Plan is to continue to invest in high-quality and cohesive art, particularly in the Sammamish Commons and throughout Town Center. Possible strategies such as integrating public art into wayfinding and trails, into capital facilities projects, and into street design could significantly contribute to fostering a unique sense of place in Town Center. On larger projects, the Arts Commission can coordinate with cultural nonprofits, local businesses, and philanthropic organizations to co-sponsor events or fund large-scale public artworks.

Commercial Uses

Sammamish has historically lacked a central business district, with residents traveling to neighboring cities for jobs or specialty retail. The updated Town Center aims to reverse this pattern through the introduction of a hybrid form-based code, reducing barriers to production of mixed-use buildings. These hybrid standards will reduce much of the convoluted use restrictions in place, allowing a dynamic mix of cafes, offices, restaurants, personal services, and more that can adapt to changing market conditions. From small-scale storefronts to mid-sized offices, new developments in Town Center should cater to local entrepreneurs, co-working spaces, and sidewalk-activating businesses.

Retail success hinges on foot traffic, visibility, and alignment with surrounding uses. Typically, grocery stores or specialty food markets can serve as day-to-day anchors, attracting consistent patronage. With Metropolitan Market already in place, one next step is to begin attracting smaller-scale businesses. These include local professional offices such as those for accountants, real estate firms, financial services, specialty retail including bookshops or art collectives, restaurants, coffeehouses, and other such businesses. Clustering these smaller-scale businesses around high-

traffic pedestrian routes and major anchors would give patrons of the grocery store other places to visit, eat, shop, or just hang out while running errands.

When not in use, vacant parcels or wide sidewalks can be activated by sidewalk fairs, pop-up shops, and food trucks, giving local makers a chance to shine while the space awaits permanent occupancy.

Civic and Cultural Identity

Ensuring that civic, cultural, and commercial uses harmonize within the Town Center depends heavily on thoughtful design. Design principles that would most contribute to a "Town Center identity" are:

- **Architectural Cohesion.** Public facilities, cultural venues, and nearby commercial buildings should use complementary materials or façade treatments, establishing a recognizable "Town Center look" without stifling creativity.
- **Wayfinding and Gateways.** Clear signage, consistent branding, and thematic elements (e.g., a sculpture or overhead banner) at main entry points orient visitors and highlight the area's civic and cultural focus.
- **Integrated Public Space.** Whenever civic or commercial buildings abut open spaces, design guidelines require visually porous façades, seating areas, and wide sidewalks to blur the line between indoor and outdoor life.

A thriving Town Center blends civic, cultural, and commercial dimensions into one seamless tapestry of public life, creativity, and economic opportunity. By situating robust public facilities and cultural venues near shops, restaurants, and professional services, Sammamish can foster a true downtown where residents gather for official business, learning, entertainment, and everyday errands. Through strategic partnerships, design guidelines, and incentives, the City can ensure these uses reinforce one another, bringing fresh energy to the heart of Sammamish.

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

Goals and Policies

Goal CCC-1: Develop a vibrant civic core that houses essential public facilities, cultural institutions, and year-round gathering spaces.

CCC-1.1: Locate or expand government and cultural venues (e.g., libraries, performance spaces) close to each other to increase foot traffic and ease of access, responding to increased demand as more residents move to Town Center.

CCC-1.2: Partner with local nonprofits and regional agencies to bring educational, health, and social services into new or existing civic facilities.

Goal CCC-2: Promote a dynamic mix of commercial uses that leverage civic and cultural anchors, supporting economic vitality and local entrepreneurship.

CCC-2.1: Support a range of retail, office, and artisanal production uses in ground-floor storefronts, especially in the Urban Core.

CCC-2.2: Encourage integration of a limited number of new performance venues or cultural facilities through public-private partnerships.

Goal CCC-3: Enhance the Town Center's identity through public art, design cohesion, and integrated open spaces that celebrate Sammamish's diversity and heritage.

CCC-3.1: Incorporate public art, interpretive elements, or historical markers in gateway areas, plazas, wayfinding, and primary walkways, reflecting Sammamish's cultural narrative.

CCC-3.2: Ensure that civic and cultural buildings incorporate consistent design themes and materials, while still allowing for creative expression.

Goal CCC-4: Design flexible spaces that can adapt to seasonal and cultural events, fostering year-round activation.

CCC-4.1: Create design standards for civic plazas and commercial frontages that allow for vendor stalls, pop-up retail, or temporary cultural exhibitions without compromising pedestrian circulation.

CCC-4.2: Require outdoor gathering spots have ample sun and rain cover to shield visitors from the elements and to allow civic or cultural events to spill onto the street more easily.

Recommended Implementation Actions

1. Integrate public art with new public facilities projects and expansions.
2. Explore partnerships with local or regional arts/culture organizations and educational institutions.
3. Update the Town Center code to allow broader ground-floor uses, especially in prime pedestrian areas.
4. Reduce barriers to small-scale businesses, such as craft workshops or maker studios, by streamlining permit processes.
5. Dedicate space within new or expanded civic buildings for rotating social service providers (e.g., job training, food assistance).
6. Coordinate with King County and local nonprofits to pool resources for potentially co-located service facilities.
7. Draft design guidelines for new public spaces detailing seating, landscaping, overhead weather protection, signage, and event infrastructure (power, water, lighting).
8. Through updates to the Sammamish Municipal Code and use of City-owned public spaces, encourage flexible, multi-purpose layouts for events like farmers' markets, outdoor concerts, and food truck gatherings.
9. Explore creating a programming plan for the Sammamish Commons and major central open spaces or plazas in Town Center.
10. Implement coherent signage and lighting that emphasize Sammamish's civic core and cultural amenities.
11. Collaborate with the Public Works Department to integrate safe pedestrian routes, wide sidewalks, and ample crossing infrastructure in Town Center.
12. Track new civic/cultural facility usage and commercial vacancy rates to assess synergy between public anchors and retail activity.

Capital Facilities

The ongoing development of Sammamish Town Center will require substantial capital improvements. This section describes capital facilities, including roads, utilities, and parks and recreation facilities necessary to support the proposed land uses described in this Plan. A fundamental purpose of the following discussion is to identify current conditions and priority projects for the future.

Conditions, Challenges, and Opportunities

The 2008 Plan includes a list of public investments summarizing capital facilities projects recommended for the Town Center. Of this list, only the stormwater facilities improvements to SE 4th Street have been completed to date. However, the remaining items on that list could be funded and implemented in the future.

Inventory of Existing Facilities

Transportation

Since the preparation of the original Town Center Plan, several roadway segments have been either constructed or improved that are in the vicinity of the Town Center, and which may contribute to capacity-serving vehicle trips to and from the Town Center. These segments include:

- East Lake Sammamish Parkway Northeast north of Inglewood Hill Road
- 212th Avenue Southeast south of Southeast 8th Street
- Southeast 4th Street west of 228th Avenue Southeast
- 228th Avenue Southeast north of Northeast 12th Street
- 228th Avenue Southeast south of Southeast 8th Street
- Southeast Duthie Hill Road east of Southeast Issaquah Beaver Lake Road
- Southeast Duthie Hill Road west of Trossachs Boulevard

Of these projects, the improvements to Southeast 4th Street are among the most significant, as this segment is in the heart of the Town Center. The upgrades to Southeast 4th Street, between 218th Avenue Southeast and 228th Avenue Southeast, provide increased opportunity for access and development within the Urban Core area thanks to its transformation into a multimodal corridor. Furthermore, major stormwater and sewer facilities were integrated into this Plan, and powerlines and overhead utility wires were undergrounded.

Currently planned transportation projects include connectors in the northwest, northeast, and southeast quadrants of the Town Center, helping to improve circulation and remove pressure from 228th Avenue Southeast. The Northeast Connector, which extends Southeast 1st Place eastward and then connecting to Crusader Way to the south, is slated for construction in 2027-2029. SE 6th Street is planned for expansion during that period as well, but additional connectors are not yet funded per the 2025-2030 Transportation Improvement Program (TIP).

The recently adopted Citywide Transit Plan identifies several places in or adjacent to the Town Center that are missing pedestrian crossings near transit stops. Implementing these pedestrian crossings, and any other improvements indicated by the Transit Plan's recommended crosswalk study, should be prioritized as part of future development.

Parks

The approximately 30-acre Sammamish Commons is the only City-owned park in the Town Center. The Commons has been designed as the central park/hub of the Sammamish parks system. The park's upper 10 acres include City Hall and the civic plaza. The lower 20 acres, with its wetlands and sloping terrain, is more suited for passive activities or as wildlife reserves.

Utilities

Water and sewer service to the Town Center is provided by the Sammamish Plateau Water and Sewer District. Puget Sound Energy (PSE) provides electricity and natural gas. Solid waste collection and disposal is provided by Republic Services.

Anticipated future water and sewer facilities were depicted in the 2008 Plan. These drawings, while conceptual, reflected the need to augment the then-existing facilities to provide water and sewer service for the intensified land uses proposed within the Town Center. At the time, it was anticipated that the water and sewer infrastructure within the proposed roads will cost approximately $20 million (in 2007 dollars; roughly $31 million in 2025 dollars). 40% of total spending would happen west of 228th Avenue Southeast, and 60% of spending east of 228th Avenue Southeast. Any new sewer mains within the Town Center area were intended to be 8-inch to 12-inch diameter, and all proposed development was to be served with gravity sewer service.

Additionally, the then-existing 8-inch water main on SE 4th Street required replacement with a 12-inch water main from 220th Avenue SE eastward to the end of an existing 12-inch water main, west of the intersection with 228th Avenue Southeast. The then-existing 2-inch water main on 224th Avenue SE required replacement with a network of 12-inch water mains to serve the commercial / mixed-use / multi-family area in the northwest quadrant of the Town Center.

Future Needs

Transportation

The City's 2025-2030 TIP identifies the following future projects located in the Town Center, some of which are funded and some of which remain unfunded:

- TR-126 Northeast Connector Road (funded)
- TR-134 6th Street (funded)
- TR-18 & TR-42: Southeast 8th/218th Ave Corridor Improvements (funded)
- TR-125 Southeast 4th Extension (Crusader Way) (unfunded)

- TR-124 Northwest Connector Road (unfunded)
- TR-127 Southeast Connector Road & New Signal at Southeast 8th (unfunded)

Parks

Development of the Town Square would be undertaken by the City on current City property (the Notch). Development of the Green Spine would be done in collaboration with private projects.

Utilities

Anticipated future water and sewer facilities within the Town Center Area will augment existing facilities to provide water and sewer service for the proposed land uses. Because the exact location, nature, and intensity of future development are difficult to identify with certainty, rather than speculate on the exact locations of future facilities, the plan recommends following the guidance of the relevant comprehensive plans from the Sammamish Plateau Water and Sewer District, which serves the area and is actively planning for additional residential and commercial capacity in Town Center.

Broadband

As called for in the Comprehensive Plan, Sammamish needs broad expansion of high-speed internet facilities. In today's digital age, broadband internet is not just a utility but a critical piece of infrastructure that enables economic growth and innovation. Development of broadband facilities should occur alongside project development in Town Center, supporting local businesses and remote workers, and providing a means through which all community members have equal opportunities to access and participate in the digital economy.

General Water and Sewer Facility Considerations

The Sammamish Plateau Water and Sewer District will collect connection charges for the provision of water and sewer service and facility improvements to new developments in the Town Center area. The costs for District-installed facilities may be recouped through collection of Local Facility Charges (LFCs) for water and sewer mains or Special LFCs for any larger mains required to serve non-single-family developments.

Processes to Install Water and Sewer Facilities

In situations where the City capital public works projects are used to construct new roads or other access routes, the Sammamish Plateau Water and Sewer District expects to participate in and construct the new water and sewer facilities as a District Capital Improvement Project.

For situations where the roads or access routes are being constructed by a private developer, the developer would be required to install the new water and sewer facilities under a Developer Extension Agreement with the District. The developer is responsible for paying for the design,

permitting, and installation of the water and sewer facilities. If the facilities installed by the developer have the potential to provide direct service to other properties, the developer may enter into a Reimbursement Agreement with the District. This agreement allows reimbursement from those properties for a period of 15 years when they connect to the developer-constructed water/sewer facilities.

Water Facility Design Considerations

Water mains are normally located in roads and other access routes. Additional water mains may be required, depending on the layout of the buildings and appurtenance requirements for water service connections, irrigation, and fire protection. New water mains shall be looped wherever possible to improve reliability, fire protection, and water quality.

The size of the water mains required is determined in part by the development type. In general, single-family developments may be served by 8-inch diameter water mains, while all other types of development (commercial, multi-family, including townhomes, public/institutional, etc.) may be served by 12-inch diameter water mains. The urban nature of Town Center will therefore necessitate 12-inch diameter mains.

Existing Water Mains to Be Replaced

The existing 2-inch water main on 224th Avenue Southeast will need to be replaced with a network of 12-inch water mains to serve development in the Urban Core.

Sewer Facility Design Considerations

All proposed development should be served with gravity sewer service. Providing gravity sewer service may require that sewers be located on the downhill side of some buildings, particularly in the northwest portion of the Town Center area.

Sewers should be located within roadways or other access routes. Vehicular access must be provided to all manholes for maintenance, with either drive-through provisions or defined turnaround areas for large tractor trucks.

Level of Service (LOS) Standards

This Plan adopts the existing policies and LOS standards contained in the 2024 City of Sammamish Comprehensive Plan and 2024 Transportation Master Plan.

Priority Projects List

The table below details priority City capital projects within Town Center, not including other jurisdictions' public investments (essentially utilities), and private sector investment in infrastructure for development. As noted above and in the Transportation section, the development of the Town

Center will require capital investment within the planning area and may also require capital facilities investments beyond the Town Center boundaries.

These actions are generally projected to be constructed in parallel with Town Center development. Along with the adopted Comprehensive Plan, this list serves to guide the City's ongoing 6-year Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

Priority	Project	Description
1	Northeast Connector Road (Funded – Phase A Only)	To support the growth of the Sammamish's Town Center, new roadways connections are necessary. Each quadrant of the Town Center includes a plan for a new roadway connection to help improve circulation within the Town Center and alleviate some pressure on 228th Avenue Southeast, which is the main arterial through the area.
2	Town Square Design and Development (Unfunded)	Design and development of a Town Square in the City-owned Notch property immediately north of Sammamish Commons.
3	Green Spine Design (Unfunded)	Design and implementation plan for development of the Green Spine between Sammamish Commons, the future Town Square, and the future Mobility Hub.
4	Northwest Connector Road (Unfunded)	Connection from Southeast 4th Street north and east to 228th Avenue Southeast.
5	6th Street (Funded)	Located in the heart of Town Center, the 6th Street Improvement Project provides connectivity for the community as it unites a beloved public park with adjacent residential buildings, retail amenities, and a planned public plaza.
6	Southeast Connector Road & New Signal at Southeast 8th (Unfunded)	Connection from Southeast 8th Street north to Crusader Way.
7	Southeast 8th/218th Ave Corridor Improvements (Funded)	Southeast 8th Street to Inglewood Hill Road Northeast is a critical corridor for existing and new residential developments; provides access to City Parks and Town Center; and is a popular walking area for many residents. Improvements

		to the corridor aim to improve traffic flow with traffic calming measures, non-motorized uses, and safety for all users. A corridor study is planned for 2026.
8	Southeast 4th Extension (Crusader Way) (Unfunded)	Improve Crusader Way as a public street to connect to the Southeast Connector Road.
9	Mobility Hub	Develop a Mobility Hub along 228th Avenue SE in Town Center to expand integrated transportation options.

Financing Overview

City investments required to support the development of Town Center will include continued capital investment in infrastructure located both within and outside of Town Center boundaries. In addition, annual City operational costs will increase as people and businesses move into Town Center, along with civic uses, such as parks, open space, and community services.

Implementation of the current 2025-2030 Transportation Improvement Program (TIP) is estimated to cost approximately $42 million in total City investment, with less than $1 million currently funded.

City Capital Investments and Operating Costs

Capital Investments

Capital investments for infrastructure costs within Town Center include building the major arterials to circulate traffic and to facilitate access to activity nodes within Town Center. Costs may include right-of-way acquisition, road construction, and storm water management systems. This is true for City rights-of-way, but applies also for the expanded street network, much of which is not captured in the City's TIP as those costs are expected to be borne by private development.

Revenues

Revenues to the City will increase with Town Center implementation, based on existing policies and tax laws. In addition, the City will adjust the citywide impact fees for transportation improvements based on capital costs for transportation citywide and increased development within Town Center. State and local laws require some revenue sources to cover capital costs only, while other sources cover operating costs.

Private Sector Development Costs of Infrastructure

On-site infrastructure costs borne by the property owners must also be considered as part of development. This is especially true in the Town Center, as much of the development will require private construction of access roads, utilities, trails, and landscaping.

Capital Infrastructure Financing Options

The adopted policy in Sammamish is to ensure that "growth pays proportionate costs of capital facilities required to serve the growth," or, more simply, that "growth pays for growth." (See Comprehensive Plan Goal TCF-7.) Current and future application of appropriate transportation and parks impact fees ensure proportionate shares among current residents and new growth.

To implement the Town Center Plan and integrate the financial costs and revenues with the City's current financial program, including impact fees, some additional review and analysis will be necessary. Specific strategies will be developed and proposed along with the recommended implementing regulations.

In addition to impact fees, a number of financing options exist to provide the necessary facilities to serve the development contained in the Town Center Plan. The options may include:

- Local Improvement Districts (LID) that can finance public improvements for specific geographic areas.
- Transportation Benefit Districts (TBD). Revenues derived from such districts are used to provide transportation improvements for a specific geographic area.
- Acquisition of land, exchange of land, or leasing of land for infrastructure or to increase the feasibility of potential development.
- Bonding to provide for capital projects such as structured parking, supported by defined or general revenue streams.
- Latecomers fees, where the public sector can front the cost of infrastructure development and receive back developer fees as development occurs.
- Dedication of land as a developer requirement.
- Requirements for developers to construct specific site improvements that could include open space, trails, parking facilities, environmental mitigation improvements, roadways, etc.
- Incentives related to zoning that provide developers with increased development options if development is designed to achieve specific public policy goals.
- State funding currently related to projected revenue streams from retail sales tax.

Many of these options can be designed to maximize desired goals in the Plan. As a part of developing an implementation strategy for the Town Center Plan, the consultants and City staff will undertake a review of these options to determine which achieve the goals of the Plan with the greatest feasibility and effectiveness.

Draft Document Note: Underlined text represents key updates made to Goals, Policies, and Recommended Implementation Actions

Goals and Policies

Goal TCF-1 - Ensure that capital improvement costs are distributed equitably.

TCF-1.1 - Establish funding distributions so that private development pays for itself, either in terms of direct improvement costs or in terms of long-term revenue to the City.

TCF-1.2 - Identify cost-effective financing mechanisms for public improvements. Explore potential sources of revenue, including local improvement districts, grants, impact fees, and other resources.

TCF-1.3 - Ensure that the Town Center capital project program is coordinated with the citywide CIP. Coordinate public expenditures with private investment to ensure effective leveraging of public investment.

TCF-1.4 - Identify appropriate development cost sharing for public and private sectors.

Goal TCF-2 - Ensure infrastructure and capital facilities are sufficient to support phased growth, housing, and economic development in the Town Center.

TCF-2.1 - Continue to evaluate and analyze the cost structure of development by enhancing and fine-tuning the City's economic model.

TCF-2.2 - Periodically re-evaluate land use provisions and adequacy of capital facilities to determine if the projected development can be supported. Revise land use policies and regulations if necessary so that new development can be supported with adequate facilities.

Goal TCF-3- Integrate high-quality stormwater systems into Town Center's parks and open spaces.

TCF-3.1 - When feasible, stormwater systems will be designed and built to serve as an amenity feature or habitat area and will include educational signage or materials about its function and habitat features.

TCF-3.2 - Encourage development projects to provide stormwater treatment solutions that are innovative. For those solutions not found in the current stormwater handbooks, explore an alternative compliance method for implementation if the solutions demonstrate an equal or greater benefit than a preexisting alternative.

Recommended Implementation Actions

1. **Update impact fees ordinance to provide for revenues anticipated in this Plan -** This is scheduled for 2025.

2. **Update annual Capital Improvement Programs -** Identify priority right-of-way projects in Town Center in the City's annual Capital Improvement Plans.

3. **Account for Town Center capital facilities element funding in the two-year budget process.**

Implementation & Monitoring

The 2025 Town Center Plan Update is more than a policy blueprint - it is a call to action. The primary strategies through which the City can bring the Plan's goals to life are through directing phased development, identifying and measuring key performance metrics, and following an adaptive management approach that reassesses the Plan into the future. These implementation and monitoring strategies will help Sammamish remain on track to achieve the community's vision of a thriving, inclusive, and sustainable Town Center.

Phased Development and Investment Strategy

Short-Term Priorities (1-5 Years)

In the short term, the City's focus is on immediate regulatory and infrastructure improvements. The City will adopt an updated Town Center Code that weaves together housing affordability goals, a form-based code framework, and revised street standards for Town Center. Redefined district boundaries will also be integrated into the Sammamish Municipal Code to streamline administration and better align with market development realities. Community members will also continue to be informed about Town Center projects via communications and updates on the City's Town Center webpage.

Regulatory Amendments

- **Adopt the Updated Town Center Code**, integrating the form-based framework, street standards, housing affordability requirements, and revised sub-districts into the Sammamish Municipal Code.
- **Sunset the Unified Zone Development Plan (UZDP) Process**, replacing it with clearer administrative reviews and/or development agreements.
- **Place affordable housing at the forefront**, bringing into effect preferred incentive programs, Mandatory Housing Affordability (MHA), and in-lieu fee utilization for all development projects that include residential units.
- **Update the existing TDR Framework**, retaining the value of already-purchased credits while building a program more tailed to fit market realities.
- **Explore a sustainable building incentive**, creating a blended silo-style regulatory program that promotes land conservation, housing affordability, and housing diversity with green-built, energy-efficient housing.

Near-Term Capital Projects

- **Address key multimodal gaps** to link neighborhoods to Town Center, focusing on missing segments near future Mixed-Use Centers, schools, transit stops, and the Sammamish Commons.

- **Coordinate with Public Works and utilities providers** to identify immediate infrastructure upgrades needed to accommodate new projects in the Town Center Core.

Community Engagement

- **Perform educational outreach** to engage residents, property owners, and developers on the new regulations, incentives, and design guidelines. Promotional and educational materials will help contextualize code updates and new plan objectives.
- **Make use of pilot programming** in new or existing public spaces in Town Center, including pop-up vendors and markets, cultural fairs, and/or small concerts to activate sidewalks and plazas.

Mid-Term Progress (5-10 Years)

Over the medium term, the Plan envisions significant enhancements to the City's infrastructure and housing stock. Infrastructure improvements will include the creation of the Town Square, while transit enhancements developed in partnership with King County Metro will improve local connectivity. Durin this timeframe, the first wave of development projects will deliver a new stock of below-market-rate units and when mixed-use commercial activity will begin to flourish.

Expand Infrastructure

- Ensure that new developments contribute to the Town Square and make strong use of integrative stormwater features.
- Partner with King County Metro on new or expanded transit service for Town Center, such as a local shuttle service or improved bus frequencies.
- Develop a more comprehensive network of dedicated pedestrian and bicycle pathways, including multi-use paths, trails, and cycle tracks.
- Integrate electric vehicle charging, renewable energy sources, and other form of sustainable infrastructure into new development in Town Center.

Urban Core Development

- Facilitate local business growth by sharing parking solutions and streamlining permit approval processes. Mitigate the effects of empty storefronts while helping micro-businesses through a temporary pop-up incentive program, or identify other partnerships or ways to activate the streetscape.

Long-Term Outcomes (15+ Years)

In the longer term, the Plan anticipates development of mid-rise buildings and middle housing in Town Center. The seamlessly integrated pedestrian and bicycle paths, expanded transit options, and mixed-use amenities contribute to a dense and walkable neighborhood, enhancing the overall

sustainability of the city. The emergence of robust cultural and civic amenities will attract residents of Sammamish through year-round community programming and help to collectively foster a distinctive urban identity. Town Center development can position Sammamish as an even more desirable place to call home, celebrated for its high-quality design, thriving local commercial and cultural scene, and steadfast environmental integrity.

Key Metrics for Success

Monitoring tangible outcomes of the Plan is crucial for accurately assessing whether it delivers on its promises. The City will track metrics aligned with the Plan's primary goals in order to review progress and identify a need to course-correct, if necessary.[9] The quantity and nature of which metrics to track will depend on City resources, and will be determined at a later date. Examples of such metrics could be:

Housing and Affordability

- Number of new units built in the Town Center, categorized by type (e.g., apartments, middle housing, townhomes).
- Share of affordable units at or below various AMI levels (50-80% AMI, 30-50% AMI, and 0-30% AMI if applicable).
- Average rental and sales prices to gauge housing attainability trends.

Mobility and Streets

- Miles of completed sidewalks, trails, shared-use paths, and dedicated bike lanes.
- Pedestrian and cyclist counts at key intersections, measured before and after certain improvements are made.
- Transit ridership numbers in routes serving Town Center, or expansion of routes by King County Metro.
- Number of electric vehicle charging stations installed.

Commercial Vitality

- Commercial occupancy rates, turnover, or net new business licenses to assess growth.
- Sales tax revenue, indicating local restaurant, retail, and service sector activity.

[9] Examples of metrics identified in this section do not come with any legal obligation for the City to meet certain milestones or goals for development, as this is largely out of the City's control. Should the City decide to track any metrics, the tracking would be for measuring progress only, and to inform decisionmakers where to focus attention should the outcomes of this plan not be in alignment with reality.

Parks and Environment

- Acres of additional green space or expanded Green Spine / Town Square area.
- Water-quality tests in adjacent wetlands or streams, particularly Ebright and Zackuse Creeks, to measure stormwater management efficacy.
- Total tree canopy within the Town Center, measured over time.

Civic and Cultural Engagement

- Number of events held in the Town Square or other performance venues in Town Center, and/or average attendance for events over time.
- Number of public art installations or number of annual exhibitions.

Adaptive Management and Future Updates

Even the best-laid plans require periodic recalibration to stay effective amid evolving market conditions, regional policy shifts, and technological advancements.

Monitoring and Reporting

- Bi-Annual Progress Report - City staff will compile data on key metrics, highlight major developments, and note any emerging issues in implementing the Town Center Plan. This report will be shared with the Planning Commission, City Council, and the public every two years.
- Mid-Cycle Review - Every five years, the City will solicit feedback on whether Town Center developments are meeting community expectations for design, affordability, and public amenities.

Adjustments and Amendments

- Targeted Code Amendments - If certain incentive programs fail to produce the desired results - like insufficient affordable housing or slow commercial leasing - staff may propose targeted amendments.
- Infrastructure Phasing Revisions - Economic factors, grant opportunities, or unforeseen constraints may alter the project pipeline in the City's Capital Improvement Plan. The City will adjust schedules as needed while maintaining transparency and stakeholder input.
- Major Plan Update - A comprehensive review of the Town Center Plan typically aligns with the overall Comprehensive Plan's periodic updates (currently on a 10-year cycle). At that juncture, the City may refine sub-district boundaries, update design guidelines, or introduce new ideas for climate resilience and equity.

Looking Ahead: A Town Center That Evolves with Sammamish

Implementation is not a static checklist but an evolving process - one in which the City, community, and private sector collaborate to fine-tune growth, respond to new challenges, and celebrate successes. By phasing development intentionally, providing periodic updates, and adopting an adaptive management mindset, Sammamish can ensure its Town Center becomes a vibrant, inclusive place for generations.

Appendices

1. 2008 STC Plan (Amended 2020)
2. Existing Conditions Report
3. Code Audit
4. Real Estate Market Conditions Summary
5. SEPA & Scoping Discussion

Oval Remarks on Draft PLAN by Paul Stickney. 7.9.25

This draft Town Center Plan is 115 pages. My reference comments will be to the PDF page number first and then in parentheses I will list the page # on the Draft Town Center Document. Example:
Page 7 of the pdf is page (3) of the SEIS document, on lower right-hand corner of SEIS page.

Set the size in adobe acrobat to 70% so I could see the pages easily but still read text

This is a note to myself about taking these notes. Generally speaking, I'm going to be reviewing this for items that I feel are major or middle importance. Things that are of less consequence that can be fixed later if the major or middle things get remedied first.

My intention here is the call out all major things and some middle things as appropriate my goal is to set a level playing field after false premise is eliminated and/or corrected.

In TC Plan review, commentary on optimal approach to begin alleviating citywide housing imbalances (CHI). Also will look for specifics of any target numbers that have been set (or alluded to) based on economic, demographic and workforce (EDW) cycle-of-life and generational housing needs, locally.

Reserve placeholder to make spelling corrections and minor non-substantive changes.

Housing Types A, B, C and D within Sammamish:
A = Affordable housing – 175K to 500K. **B** = Market rate housing – 500K to 1.4 Million.
C = Condos/Townhomes 1.5 Million plus. **D** = Single-Family housing 1.5 Million plus.
(Shortages of Housing Types A, B and C. Surpluses of Housing Type D. Comparing existing housing stock in Sammamish to local Economic, Demographic and Workforce (EDW) housing needs over cycle-of-life)

Here we go:

Page 8 (1) What does (define) the term "transformative growth" mean?
Page 8 (1) Does not mention housing needs based specifically on citywide housing imbalances (CHI).

Page 9 (2). Talks about Sammamish wetlands for us and rich wildlife habitats my statement is buffers in Town Center (other Centers) should be no wider than 100 feet in any circumstance.

On page 9 (2) There's a paragraph on changing housing needs that focuses on state legislation and housing affordability targets. Totally ignored far larger magnitude of CHI 'citywide housing imbalances'.

On page 10 (3) Near the top of the page there's a statement that says ongoing habitat pressures. What are those habitat pressures? What exactly is behind the statement of habitat pressure? Sammamish needs two sets of wildlife policies. One for 96% of City, suburban policies. Another for 4% of City, urban.

On page 10 (3) 3rd paragraph down talks about aligning town center plan with goals and policies found in comp plan land-use housing and transportation elements. The error here is that the comp plan land-use and transportation elements do not provide quantified housing target #'s for market rate housing in the B and C housing category types to begin alleviate citywide housing imbalances from 2025-2044.

On page 10 (3) The second bullet point under town center being urban does not mention diverse housing supplies targeted to specific economic, demographic, workforce CHI housing imbalance needs.

On page 10 (3) The third bullet point down is a new addition that adds a good statement about various housing types. What's missing from this statement is the appropriate supply of these needs to be based on a study of quantified factors targets set to alleviate citywide housing imbalances of types B and C housing within Sammamish. Further in the bullet point above the word "housing" should be added.

On page 10 (3) The third bullet point mentions housing tied to all income levels of the community. This is good - what needs to be added is demographic groups and workforce housing needs. What also needs to be added is rigorous study of housing need factors to quantify range of housing needs (EDW) and then legislatively set housing need target #'s for housing types A, B and C in the 2025-2044 Comp Plan.

On page 11 (4) Add to the fourth bullet at the top of the page that transit systems are custom tailored (suitable and effective) within Sammamish and to/from neighboring cities.

On page 12. (5) First oval near top of the page incorporates the words 'optimal appropriate for all income levels, demographic groups and workforce jobs (EDW).

On page 15 (8) States approximately 83 acres of town Center identification as protective wetland streams or other critical areas and associated buffers. At this juncture in the plan it does not discuss net or gross density in relation to these critical areas based on internal housing shortages. Net density for most of city with type D housing EDW surpluses 96% of City. Gross density appropriate in Centers with Types A, B, C housing EDW shortages, 4% of City.

Page 15 (8) Second oval down discusses new challenges regarding housing diversity and affordability. This is partially true with new guidance from outside governmental forces but what has not changed is that the city has never studied and quantified CHI housing need factors for economic, demographic and workforce (EDW) groups nor set Comp Plan housing target #'s for internal housing supply shortages based on cycle of life and Legacy of generational needs.

On page 16 (9) At the bottom of the page it mentions presentations to Sammamish Rotary and Sammamish Chamber of Commerce I was at both of these presentations but I find interesting is these are the only two presentations listed

On page 19. (12) Mentions STC a began assembling land in 2010 this is not true it began in 2014 maybe 2013 but not 2010. Verify date assemblage began, then alter start year.

On page 21. (14) The first oval it mentions that Planning goals for the city region and state have shifted does not talk about how those have shifted. Discusses better alignment with current conditions buy we do not know quantified EDW CHI housing need factors or target #'s to begin alleviating decades old citywide housing imbalances that are getting worse each year.

On page 25. (18) There's a land-use paragraph that mentions a variety of housing types that language is not specific or quantified. It does not discuss optimally meeting a significant portion of CHI citywide housing imbalance housing needs over time and what pace they will be met.

On page 25. (18) States that since the town Center plant started in 2008, 326 housing units and 134,000 ft.² of commercial have been built in town Center. 38 townhomes under construction.

Page 25. (18) Bottom paragraph synopsis says town Center meant to hold down development in the rest of the city but single family has outpaced town center. One of primary reasons is

because late 2017 to mid 2022 city council completely shut down new activity in town center. Development regulations were in place till 2011 a slow market through 2014 then three projects got started and building by 2016 when a different Council was in place. What is troubling (and uncertain why) is 2022 to 2025 councils have done planning and starting of townhomes but it could've been a much faster pace than it was. Likley lingering effects from council Group B.
Council Group A. From 1999 incorporation to mid 2017.
Council Group B. From mid 2017 to mid 2022
Council Group C. From mid 2022 to present (July 2025).

Note on page 26 (19) at the bottom there's a footnote about data coming from OFM my key question is the 1,000± housing overstatement error in this data, has it been subtracted out? That was an error that was found in OFM 2010 census truing up. The key thing to do is to get city permit numbers from 2008 to 2024 and count them up from City data and see if they equate to 3505. This will be very revealing. Another key question is did Klahanie have any effect on the housing built #'s since it was mostly built out before 1999 these are two things to figure out.

Notes on page 26 (19). This report states and alludes that large single-family homes result in land use patterns arising that since 2008 negatively contribute to many items of collective concern including traffic, stormwater and infrastructure issues.

Page 26 (19) States plan added a missing middle district aligning with house bill 1110 around the Town Center districts periphery. Frankly: Comp Plan and Town Center Amendment process have planned for state mandated missing middle housing. Have NOT planned for cycle-of-life EDW CHI housing imbalance shortage needs. Time to remedy/address this IS NOW.

Page 27 (20) Has a table of the project numbers built and proposed in town center. At the bottom of the page it has a AMI notation with a link to 2024 King County numbers going up to 80% AMI. Interpolating 80% AMI for a family of four at 111,000 a year at 100% that would be equal to 139,000 in income a year.

On page 28 (21) The top two paragraphs discuss some mixed-use projects entitled but haven't moved on to construction. I don't believe that's necessarily completely true I think there's a second step of entitlement that might still be going on this is something to clarify. Further it says that because affordable housing pool and King County interlocal agreement on TDR's fully exhausted other mixed-use project in town Center not feasible now in 2008 current plan.

On page 30 (23) There's a statement to provide more development flexibility and better accommodate the communities desired increase in affordable housing production that should be reversed to say desired increase in housing affordability production.

On page 32 (25) There's a current proposed land-use map. Watching this process unfold I have a question to see if it gets answered in this plan going forward. How much commercial office space is available in the mixed-use construction in the urban mixed middle zoning category? Also, it's important to say here that I think taller buildings should be allowed in all urban and urban mixed areas in the town center up to 8 stories. Further analysis is warranted on pros and cons (and consequences) of buildings up to 12 stories before eliminating this option.

On page 33 (26) I suggest that the urban mixed zoning allow buildings up to 85 feet tall no reason not to. Make residential components the same in Urban Core and Urban Mixed. Level of non-residential (commercial) uses greater in Urban Core than Urban Mixed.

On page 36. (29). There is a statement that all zones in town center would permit civic structures for public benefit or schools

Between page 38 and 43 (31-36) Are renderings of how buildings of various types could be and look in form based code.

Starting on page 44 (37) Several pages of goals and policies updated in this plan from the previous town center, inclusive of past TC plan work also.

Page 44 (37) Top oval calls out interesting strategic statements. One is the town center plan doesn't need to be as detailed too it's not meant to rehash city policy that already impacts the area and not the restate current regulations that already govern town center. Example given is critical areas. **Issue here is policies must be rehashed.** Comp plan needs to be altered to set market rate housing targets for B and C housing on city wide scale and then put appropriate numbers in town center. Further, critical area buffer application in town center and other centers should never be over 100' wide. Net density should be changed to gross density. Stormwater standards should be same as the rest of Sammamish … the highest in the region, btw.

Page 44 (37). Note on page 44 lists several plans that apply to the town center. Specifically, I put an oval around the housing diversification tool kit (HDT) which includes the housing needs analysis (HNA) - these two documents are riddled with false premise and therefore completely inappropriate. The HDT and HNA have too much misinformation/missing information and did not quantify housing CHI factors for economic, demographics and workforce housing needs over life and future generations. Nor did they recommend genuine bottom-up housing supply shortage # recommendations to guide legislative A, B, C housing target #'s set in the Comp Plan.

Also, on the list of other plans that provide direction to town center (besides the comp plan) should be altered based on adding appropriate A, B, and C housing targets. Examples to alter include the transportation master plan, urban forest management plan, critical areas ordinance need to be altered for certain - and other plans as appropriate - based on market rate and affordable A, B, C housing targets added to the Comp Plan and Town Center alternatives.

On page 44. (37) Item number TLU 1.3 states parking IMPACT should be minimized by centralizing parking and using structured underground or shared facilities. Is this true in all three zones? Provide far more specificity as to this statement of when structured parking is required and when it is not.

On page 44 (37) TLU 1.5 states landscaping and natural area retention should be essential part of new developmen. Over 83 acres in town center are critical areas and buffers - far more than a typical urban city center. What exactly does this mean what specifics are involved with TLU 1.5?

Page 45 (38). TLU 2.3 says a central town Square should be located in Civic district. Is this right? There's already a huge park system in the commons. Shouldn't central town square be more in the middle of the urban core area?

Page 47 (40) item to City is going to explore a TDR program internally within the city to town Center and figure out the best provisions to integrate this tool moving forward.

Page 47 (40) Item 3-D discusses three interesting things. **One** states remove density limits. **Two** says update affordable housing does requirements and **three** says have unit counts not exceed developments imposed by SEIS. Check Code for specifics on this, the devil will be in the details on this one and important to understand clearly/completely.

Page 47 (40) Item 4 says pursue Puget Sound regional Council growth center of designation. Our town center will be nowhere near the size of other centers. I feel this is not a good idea but open to understanding more about this. What are requirements of this designation relative to the land uses that are most desirable for meeting optimal A, B, and C CHI housing needs over life and legacy (citywide housing imbalances)?

Page 47 (40). Item 5. Talked about pursuing a planned action ordinance for town Center what is potentially conflicting in this to me is that this PAO would set maximum dwelling units, traffic generation or environmental standards. How does this integrate with the SEIS and the statement in item 3D to remove density limits?

On page 49 (42) There are two issues with red ovals on figure number 24. First Sammamish median price - where exactly did that number come from? it's not clear. Second county median income shows 116,000. In 2022 that number the area median income was 134,000 which was used for more often. Are these two different sources? Or. is this an error? Should both be mentioned? iI's confusing to have different sources of data in this town center plan and our comprehensive plan that are not consistent.

On page 49 (42) There is a footnote that makes it sound like the median home price equals a 2024 number cited above. Looking at Northwest multiple listing data for all sales in Sammamish (including Providence point just outside Of Sammamish) the median income for 2024 was 1,650,000. It would be higher if the Providence point sales were taken out. Correct 1543K #.

Page 49 (42) Bottom oval of this page basically talks about environmental constraints in about half of town center open spaces critical areas and also specifically states these attributes will tend to be amenities for residence of area. There's a strong incentive for doing groos density instead of net density in town center. This change is 15 years overdue. Check and see in the development code if the density is gross or net. If it is net, suggest changing it to gross.

Page 49 (42-43) At the bottom there's a statement that environmental concerns tend to make multi-family housing types more acceptable than single-family due to smaller footprint.

Page 50 (43) Top sentence which is a carryover from page 49 mentions were structured parking can feasibly be provided. Level of density is needed to support this. TBD?

Page 50 (43) Second bullet point is traffic congestion. Concern over traffic relative to new residential development. But then comes the kicker which says considering the cities deficiency in retail uses the concentration of houses in mixed use configuration offers opportunity to reduce the need for vehicle trips off the Plateau. Something huge is missing here and that is the shortages of CHI, housing types B&C are far greater magnitude than shortages of local services needs to be said. (Also states increasing traffic congestion, when measured trips going down.)

On page 50 (43) I created a vertical oval that deals with paragraphs on changing demographics and urban interests, downsizing empty-nesters, opportunity for young adults and Sammamish workers. This covers many important topics but there are others. All housing needs do not need to be met … but all factor topics (economic demographic and workforce) need to be quantified and then legislatively determine appropriate target #'s to set for A, B, C housing shortages.

Page 51 (44) Top oval says Sammamish Town Center needs to play a major role in accommodating long-term housing Growth particularly when it comes to opportunities for affordable housing. Affordable housing should be altered to housing affordability based on needs of economic demographic and workforce (EDW) groups.

Page 51. There's a statement here that amendments require cities and counties to support development of housing for all income levels below prevailing area median income this is misleading and incomplete. The GMA calls to meet all income levels and provide a variety of diverse housing at all income levels. Past and present Multi-county and King County planning policies called/call to meet all economic and demographic needs and jobs/housing needs.

Page 52 (45) In figure 25 it shows GMA mandate. This term is misleading and I want to qualify GMA did not set this mandate for 100% affordable housing income bands King County housing affordability committee did. Sammamish negotiated, somewhat kicking and screaming, from 0 to 700 to 2,100 housing units for a growth target. Our city cohort share was 6200 or more btw. Then in 2023 the King County affordable housing committee overlaid our 2,100 with the housing units by AMI band shown in figure 25. Note this graphic does not use the associated terms that are listed further down on the same page including low and moderate income levels

Page 52 (45) The second oval down talks about town center code to reflect desired and feasible housing types the city aims to significantly increase housing capacity including affordable housing units. There should be target numbers associated with this on a citywide scale first. Set target #'s to meet during the 2025 to 2044 comprehensive plan cycle for housing types A, B, and C. Of these citywide targets, what percentage should be assigned to town center alternatives and what percentages remain on citywide scale at other locations?

On page 52 (45) Third oval down states town center is expected to accommodate a significant number of housing affordable to low and moderate income levels more than 1,000 units over the next 20 years as stated in the comp plan. This is a 'squishy' statement and I don't believe it is crystal clear in the comp plan. I believe the Comp Plan shows 1,100 units stated in town center but doesn't necessarily state they are to all be affordable. This needs to be made crystal clear in this plan. Be forthright on market rate housing targets and affordable targets.

On page 52 (45) Lowest oval is surrounding four bullet points. What is totally missing from these four are specific numbers for housing types A, B, and C that need to be adopted in the Sammamish comprehensive plan to meet over the next 20 years. Then, what percentage of A, B and C Comp Plan target #'s are allocated (to be met within) the revised Town Center Plan.

On page 53 (46) Oval on TH1. It says facilitate additional growth in town center through environmental study regulatory amendment and adoption of form based code. What is missing is Town Center CHI housing targets for CHI housing types A, B, and C.

On page 53 (46) Item TH 1.1 states accommodate a meaningful portion of Sammamish anticipated population and employment growth within the town center consistent with Sammamish Comp Plan. This is accurate for one source for housing needs which is the regional Growth target **(external).** It is inappropriate and inaccurate and that it does not contemplate the second source of need within Sammamish which is far greater in magnitude than the first **(internal)** which is alleviating (CHI) citywide housing imbalances of A, B, and C housing types.

On page 53 (46) and 54 (47) There is a section under gold TH3 to ensure provision of housing affordable for low and moderate income households, offer a wide variety of forms that are well integrated into development projects. This section is fine for the *minority* housing need position in terms of magnitude for affordable housing. What is essential is to add another goal for housing affordability siding needs for **majority** of existing housing shortage needs, market rate housing for economic segments demographic groups and workforce jobs (EDW).

Page 54 (47). Item 1 implementation action states align development standards in housing capacity to increase the feasibility of market and affordable housing. It goes on to state includes supporting up to the maximum residential capacity in the SEIS. Two issues here. The former 2007 SEIS would support between 3,000-8000 more housing units in town center based on the trip generation rates it planned for. And secondly, this revised SEIS does not factor in meeting authentic A, B and C CHI housing needs. The 2007 SEIS did not meet A, B or C needs either.

On page 55 (48) Item 7 it states all development in town center will require affordable housing regardless of the use of TDR's. For clarity, does this mean the initial base zoning only or if you use TDR's to get twice as many units is the affordable housing percentage also applied to the increase in density from using TDR's? Provide clear examples of both.

On page 57 (50) There is an oval circling a discussion about SE. 4th St. currently ending just east of 228th but it offers an opportunity to extend the street (via Crusader Way) to serve the eastern portions of town center through a potential SE connector from Crusader to SE 8th.

On page 57 (50) The bottom oval discusses increase development intensity as part of the plan will require substantial parking much of it needing to be within/underneath structures. What are typical current costs to construct structured parking on a per parking spot $ factor.

On page 58 (51) At the top it talks about structured parking is more expensive. It does not mention that this was taken away in the past because of cost. This discussion that new roadways combined with underground parking could provide more parking for guests.

Page 60 (53) Town Center Conceptual St., Network it also does show a SE. Connector Rd. proposed. Also shows a connection to 232nd Street that would go up to E. Main St.

Page 67 (60). This is talking about alleys. Saying alleys are an important feature across town center for all districts typically 20 feet in width to allow access to units off the main streets. I question what this does to optimizing the density in town center?

Page 69 (62). Near the top of the page there's a new section called multimodal access but what's important is that it says new connector roads will be needed to serve development in Northwest northeast and southeast quadrant these are expensive we'll see what happens under

development code. What percentage of these are our developer cost and what percentage are civic cost share – what is nexus of proportionality for private/public cost sharing?

Page 69 (62) Second oval down under a paragraph called parking. Key language here is most required offstreet parking will be underground or within structures due to level of density anticipated in town center and to address Environmental and aesthetic concerns. Again, my concern is what is the relative cost of this and in the past this was limited due to exorbitant cost. Is any of this approach to underground parking shared by civic investment?

Page 69. (62) At the oval at the bottom of the page it says transit mobility hub. Mentions the hub should be along to 228th maybe that should be one of two locations. The other should be up on top the hill on Southeast fourth and picks people up at both locations.

Page 71 (64). Item TT1.2 is to coordinate construction of new multi model connector roads in tandem with new development to expand access options. Is this car shared if so what is the nexus of proportionality. It is inappropriate for this to all be charged to development only as the town center has citywide use as well as the people that live there.

Page 72 (65). TT6 point to use parking design standards to incentivized structured parking over surface parking again this is reference and again I state what are the costs per stall involved with this … and are costs shared between private development & Civic funds?

Page 73 (66). Item 6 under parking adopt parking standards emphasizing structured parking specifically 80% of all off street parking spaces for the new development in urban core will be within or underneath a structure (high #, aspirational). This is first mention of a percentage.

Page 75. (68) Recommended mitigation action top oval paragraph states that offsite impacts of been identified however feasibility and cost analysis not completed. Also states that mitigation can be increase capacity, reduce in demand, or policies that allow for a higher level of congestion.

Page 76 (69). This is figure 36 showing recommended mitigation actions this talks about road segments that were mentioned on page 75 but it also shows something that was not discussed which is a corridor improvement which is basically phase 2 of the Issaquah fall city Road project to 3 lanes need to see if this page in the plan. Don't see these two described in plan yet.

Page 80 (73) Third bullet point down with oval talks about appropriate ground floor height stating first floors need to be generous from 14 to 16 feet tall. This impacts a 50 foot tall building in the mixed urban area another reason why the building I should be up to 85' like urban area.

Page 81 (74). Near the bottom of this page it talks about plazas and says a centrally located town Square will provide programmed in a program activity this does not jive with a statement earlier in the plan that talked about this being located in a civic zone. Reconcile for consistency.

Page 82 (75). The third bullet point down discusses tree retention and mentions thoughtful tree retention outside of the urban zone. I think this should only apply in the garden mixed zone. The urban mixed zone should prioritize optimal building massing/quantities first, then appropriate landscaping and trees based on optimal, authentically needed A B and C housing land uses. Keep in mind this approach only being recommended in 4% of City land area – centers.

Page 84 (77). City is shifting away UZDP (Unified Zone Development Plan) to a clear form-based code master plan review. This will be a simpler administrative design review.

Page 86 (79). Item number TCD 2.3 this has a phrase to proactively remediate the urban tree canopy. I ask a serious question and not to pick a fight. How important is this priority in 1% of the land area in Sammamish as compared to alleviating decades old CHI housing needs for A,B and C housing in 1% of our city? Landscaping and plantings that are appropriate after optimal building uses are identified are far more appropriate in my view, than trying to save mature trees in 1% of our city. Notable citywide reductions in land consumed for D housing offsets this.
Page 87 (80) This page talks about public space, parks and trails but gets in language about community members wanting recreational and community facilities such as gyms, performing arts center and community Center - interesting that this language got worked in here. Further it discusses protecting natural resources, view corridors and other amenities within the open space network. What percentages of these items are in Civic land, what % in private lands?

Page 87 (80) Under topography and critical areas there is a statement portions of King County designated wildlife habitat network. This feels wrong to me state here a network identified over 25 years ago by King County. However, having said this I'd like a copy of this document and see what parts of this were formally adopted in the Comp Plan, and if not, why referenced here?

Pages 89, 90 and 91. (82,83,84). I did not put any red overalls on these pages but note there is a lot of copy dedicated to the issue of the green spine basically missing? What was envisioned 20 years ago to today? Issues are how it would be beneficial versus the cost it in parts on development impact loss of opportunity how it may vary in width and depth and location. Without more clarity, this language that could be used for abuse of discretion on this point in the future.

Page 91 (84). The Town Square is aimed at centering around the cities current notch property. I challenge this unless a crucial test is done first. Assume the city owned no land and wanted a Town Square, is this the location it would go? If the answer is yes, it's the right location. If the answer is no something else should be done. One solution … in the process of increasing the density in the town center there could be development agreements that would trade some land for the appropriate locations that would be a win-win for private development interests and for City of Sammamish of having a Town Square at the most desired/beneficial location.

Page 92. (85) Under streets, sidewalks and bike lanes it mentions sidewalks will be 8 to12 feet wide – and bicycle lanes/substantial street trees is this in addition to the 8 to 12 feet wide?

Page 93. (86) There is a paragraph on this page called natural areas. Near the end of that paragraph mentions that reforestation of portions of Ebright Creek and George Davis corridors with increase habitat connectivity and improve water quality. I failed to see the connections of all this to town Center for the areas of Ebright and George Davis cover far more reach, land area, for lack of another term. I believe strongly that in town Center there should be a limit to buffer with of 100 feet on the high side. Reforestation appropriate in buffers, not outside of them. Also because of stringent current stormwater standards - there are no issues with either water quality or flow coming out of town Center development.

Page 96. (89) At top of this page there is a heading 'civic, cultural and commercial uses'. The word 'residential' needs to be added so it should say 'civic, cultural, residential and commercial uses'. The intention here is to recognize the imbalances of A, B and C market rate CHI housing

in Sammamish and work that in to this heading and paragraph. Optimal residential uses to begin alleviating decades old internal shortage imbalances will yield holistic improvements and make the overall quality of life better/richer in Sammamish.

Page 96 (89) There are four paragraphs under the heading called 'conditions challenges and opportunities'. I'm going to echo again hear what I said in my note above there are several things that are not optimized (not as good as could be) mentioned in these four paragraphs. What needs to be added to these four paragraphs is market rate housing supplies sized for cycle-of-life A, B and C housing needs. Several good reasons are mentioned on this page.

Pages 97 and 98. (90 and 91). On these two pages are paragraphs about commercial uses and civic and cultural identity that basically restate much of what was discussed on the couple pages before. Same crucial thing is missing here, **residential use** needs to be added. I reiterate that. appropriate emphasis needs to be directed to beginning to address decades old citywide housing imbalances for Type B housing ($500K to $1.4 Million) and Type C housing (Condo and Townhomes over $1.5 Million). Being blunt, the engine to make everything else that's mentioned on these pages work is the optimal amount of residential mix B and Chousing and that's been left out of this equation. It isn't the entirety of the formula but it's an integral part of it to make the formula work. Part of the last paragraph on page 98/91 says a thriving town Center blends and then it lists all these things … what's missing from this paragraph again is appropriate optimized bottom up authentically needed genuine sustainable market rate housing supplies.

Pages 99 and 100 (93,94) These two pages to deal with goals and policies and implementation actions – work in appropriate language in addition to what's here to describe the optimal desired amount numbers of housing types A, B and C within these two pages.

Special note: On pages 96 to100, and my comments on them above. If Sammamish had a really adequate mix of B and C housing right now, my comments would be inappropriate. But, because the exact opposite is true, my comments are extremely relevant, crucial and beneficial. Our community needs to realize just how far out of balance we are in A, B and C housing and understand the low-impact, net-positive civic and resident advantages that come from optimal, sustainable, authentic A, B and C housing supplies for cycle-of-life and future generations.

Page 101 (94). There is a paragraph here that has a red oval on it called 'conditions, challenges and opportunities' and it mentions projects from the 2008 town center plan capital projects. It says of this list only stormwater facility improvements to SE. 4th Ave. been completed. I don't think that's true SE. 4th St. itself has been completed and stormwater facilities was a minority part of that majority project and that should be mentioned. I note this is mentioned a bit lower on the page but it should be emphasized in the paragraph above as well as this was a significant capital improvement. (15± Million $?)

Page 102 (95), Under the paragraph called Parks it mentions that the 30± acre Sammamish Commons Park is the only city owned park in town center. Well, that's true, however … I think it's important to mention the 50± acre big rock park system that could be easily walkable if an easement connection is obtained. Brings total to some 80 acres total provides a lot of scenic benefit and natural presence!! And the 10± acre Beaton Hill Park is not too far away either!

Page 103. (96). I debated whether to call this out again, but I aired in favor of saying it again because I've already mentioned it a couple times. Here goes, on this page there's a sentence

under a subheading called Parks and mentions the Town Square will be undertaken by the city at the current location of city owned land. Once again, I state if the city didn't own land at this location is this where the optimal location would be for the town Square? If it is, it's appropriate to move forward on this location. If not, it's appropriate to make a better location happen.

Page 104. (97). Near the bottom of this page calls for level of service standards contained in the 2024 city of Sammamish comprehensive plan and 2020 for transportation master plan.

Note: Page 104,105, 106 (97,98,99) Have capital project priority list narrative and table. Of the nine projects three are partially or fully funded, six do not have funding at this time.

Page 106 (99). In the middle of the page under the financing section there's a sentence that I circled with a red oval the basically says implementing the 2025 to 2030 transportation improvement program it's estimated to cost about 42 million in city investment with less than 1 million funded. This is a flashpoint (as it is written) because it does not elaborate at all about sources of funding tied to development, or not. To me it seems like there is a lot of additional information that could accompany this to provide proper framework around this issue.

Pages 106 and 107 (99,100) There is much discussion on these two pages about private versus public infrastructure and different financing options. I am not elaborating on this at this time. (As I feel additional information is needed to have an informed approach to evaluation of what is stated on these two pages). It is clear there is going to be a nexus of private developer responsibility for some of these capital issues as well as public participation. The degree of total cost and participation amount of private and public is not yet determined/forthright at this time.

Page 108 (101) Item TCF1.4 is a good policy to identify appropriate development cost sharing for public and private sectors that would help with a lot of this plan.

Page 108 (101) TCF 3.2 states "encourage development projects to provide stormwater treatment solutions that are innovative. For those solutions not found in the current stormwater handbooks explore an alternative compliance method for implementation if the solutions demonstrate an equal or greater benefit than a pre-existing alternative". In my opinion this is just fancy language to say leave the door open to create aspirational stormwater standards that are *over and above* the incredibly stringent current King County manual, the Department of Ecology stormwater guidance and the Sammamish stormwater addendum. This entire paragraph should be stricken. Or in the alternative, elevated standards should be applied to detached single-family housing throughout the entire city which would be much more beneficial – as future single-family housing will consume far more acreage overtime, than what will happen in the town center.

Page 110 (103). Under short term priorities the city states "that weaves together housing affordability goals" it's good they put the words housing affordability in this order at this place in the plan they should be or retroactively worked into everything in this plan. I haven't said it up to this point but it's important to say now. Shortage housing needs are some five times more for B and C housing than for A housing shortages. My findings show A housing shortages to be in the neighborhood of 3,000 – 4,000 housing units. I concluded B and C housing needs well over 7,000 to 22,000 units to attain balanced sustainable housing for cycle of life and future generations. (2023 A, B and C shortage range: 10K to 26K) My initiative is to add 5000 B & C units alongside the 2,100 A housing units that are already in the Comprehensive Plan.

Important reminders: The ratio of A, B and C to D is 4 to 1. Four A, B and C houses have the student generation and car trip generation of one new D home. Over the 2025-2044 Comp Plan time frame, attaining 7,100 A, B and C homes is like just under 1,800 single family homes. An average pace of 90 single family home equivalence per year. Over 6,000 new single-family homes were built in Sammamish from incorporation to 2024. This is under 1/3 of that.

Page 110 (103). In the middle of the page there is a bullet point that essentially says 'place affordable housing at the forefront bringing into effect preferred incentive programs, mandatory housing affordability and fee in lieu fee utilization for all development projects'. This statement has two off base words. Affordable housing needs to be replaced with housing affordability and the paragraphs I wrote above apply. Housing affordability for local B and C housing needs is five times the magnitude (or greater) the needs for affordable A housing. **DO BOTH: A + (B & C)**.
Page 111 (104). In the red oval on the middle of page 104 it states during this time frame the first wave of development projects will deliver a new stock of below market rate units and when mixed-use commercial activity will begin to flourish. This statement misses the main point. During this midterm process we need to be providing primarily B and C market rate housing and secondarily A affordable housing + added commercial activity in sync with A, B and C housing.

Page 111 (104). The city uses the following terms: "integrative stormwater features". Please define exactly what this means. Does this mean employing the current stormwater standards within Sammamish or something different than the current stormwater standards in Sammamish? Be clear, complete, concise. If different, explain what and reasons why.

Page 111 (104). It talks about longer-term 15 years out mid-rise building and missing middle in town center. To me this implies that it's saying the urban mixed and Garden mixed areas are roughly 15 years out. This is nonsense. The town center is 10 to 20 years overdue, it should be on a pace that is modestly accelerated to meet woefully deficient A, B, and C housing supplies, desired community commercial services and suitable/effective transit.

Page 112. (105). Agree with the oval at the top of this page that appropriate town center development can position Sammamish as an even more desirable place to call home, celebrated for its high-quality design, thriving local commercial and cultural scene and steadfast environmental integrity. Once again, it's almost laughable except for the fact that it's a serious omission that is intentional … **housing affordability** needs to be added to this statement.

Pages 112,113, 114 (105,106,107). These pages deal with key metrics for success; adaptive management and future updates; a town center plan that evolves with Sammamish. Glaring omissions from these pages is tracking the number of B housing units created and the number of C housing units created that were assigned to the Town Center Plan. The number of B and C housing units assigned to Town Center are based on the B and C CHI housing targets that are added to the 2025- 2044 for comprehensive plan (CHI) = Citywide Housing Imbalance needs over cycle-of life and for future generations.

Appendix 2

Transportation Future Conditions Memo

framework

September 12, 2025

TRANSPORTATION FUTURE CONDITIONS MEMO

DATE: September 8, 2025

TO: Jeff Arango | Framework

FROM: Christian Thompson | DKS Associates
Wintana Miller | DKS Associates

SUBJECT: Sammamish Town Center SEIS – Transportation Future Conditions P24810-006

INTRODUCTION

The purpose of this memo is to review the future 2044 transportation conditions of the Town Center area within the City of Sammamish. This memorandum is intended to summarize information that may be helpful for Town Center planning and transportation analysis related to the Town Center Supplemental Environmental Impact Statement (SEIS).

The 2008 Sammamish Town Center Plan assumed 2,000 dwelling units, 69 ksf[1] of retail space, and 181 ksf of office space. The SEIS proposes increasing the dwelling units from 2,000 to 4,000, while keeping the retail and office space the same. Town Center growth of 2,000 dwelling units is referred to as the No Action alternative in this document, while Town Center growth of 4,000 dwelling units is referred to as the Action alternative.

More background information on referenced adopted Level of Service (LOS) standards, including multimodal level of service and level of traffic stress (LTS), can be found in the Sammamish Transportation Master Plan (TMP).

2044 GROWTH

For the Action alternative, future growth assumptions for the Town Center include 4,000 dwelling units within the Town Center. The boundary of the Sammamish Town Center (STC) is shown in Figure 1. The 4,000 dwelling units assume 3,185 multifamily dwelling units and 815 townhomes.[2] An additional 92 senior adult housing units are also planned for the STC. These are not exacting forec

[1] 1 ksf = 1,000 square feet

[2] The Sammamish Travel Demand Model contains three main housing types: Single-Family Detached, Townhome, and Multifamily Housing. The model also contains a category for age-restricted Senior Adult Housing and a mixed category for Mid-Rise Residential with Ground Floor Commercial.

asts of development, nor are they development limits on specific types of housing. The retail and office space assumptions of the Action alternative match those of the No Action alternative.

Compared to the No Action alternative where only 2,000 dwelling units of growth are assumed within the Town Center (1,617 multifamily dwelling units and 383 townhomes), the additional 2,000 units in the Action alternative result in approximately 650 additional AM Peak Hour trips and approximately 950 new PM Peak Hour trips (including both inbound and outbound trips) according to the calibrated Travel Demand Model.

FUTURE 2044 ANALYSIS

TOWN CENTER STREET NETWORK VERSIONS

Town Center includes the following arterial streets:

- 228th Avenue SE, a principal arterial, from SE 8th Street to E Main Street
- SE 8th Street, a minor arterial, from 228th Avenue SE to approximately 1,300 feet east of 228th Avenue SE
- SE 4th Street, a collector arterial, from 228th Avenue SE to 222nd Place SE

The street classification for Town Center is shown in Figure 1. Only streets with a functional classification of Collector Arterial or higher are highlighted. None of the new internal roadways within STC are anticipated to be arterial roadways.

FIGURE 1: STREET FUNCTIONAL CLASSIFICATION

Future analysis considered three roadway network versions for the Sammamish Town Center: "Version A", "Version B", and "Version C". These network versions were analyzed with the Action alternative. Description of the three network versions are as follows:

- Network Version A is the network that was used in the Sammamish Transportation Master Plan. This represents the default future roadway network in Sammamish and is the starting point for Network Versions B and C. This network version is shown in Figure 2.
- Network Version B is based on Network Version A, but has the SE 1st Place connector roadway removed on the western side of 228th Avenue SE. This network was analyzed due to the high cost of the SE 1st Place connector roadway and the uncertainty in securing funding for its construction. This network version will help to determine if the Action alternative is still viable without this roadway connection. This network version is shown in Figure 3.
- Network Version C is also based on Network Version A, but assumes that a new roadway connecting Crusader Way and SE 8th Street is constructed east of 228th Avenue SE. This network version was analyzed to represent the case where funding is secured for more internal roadways in the Town Center. This network version will help determine what benefits may be achieved from constructing a new internal north-south roadway. This network version is shown in Figure 4.

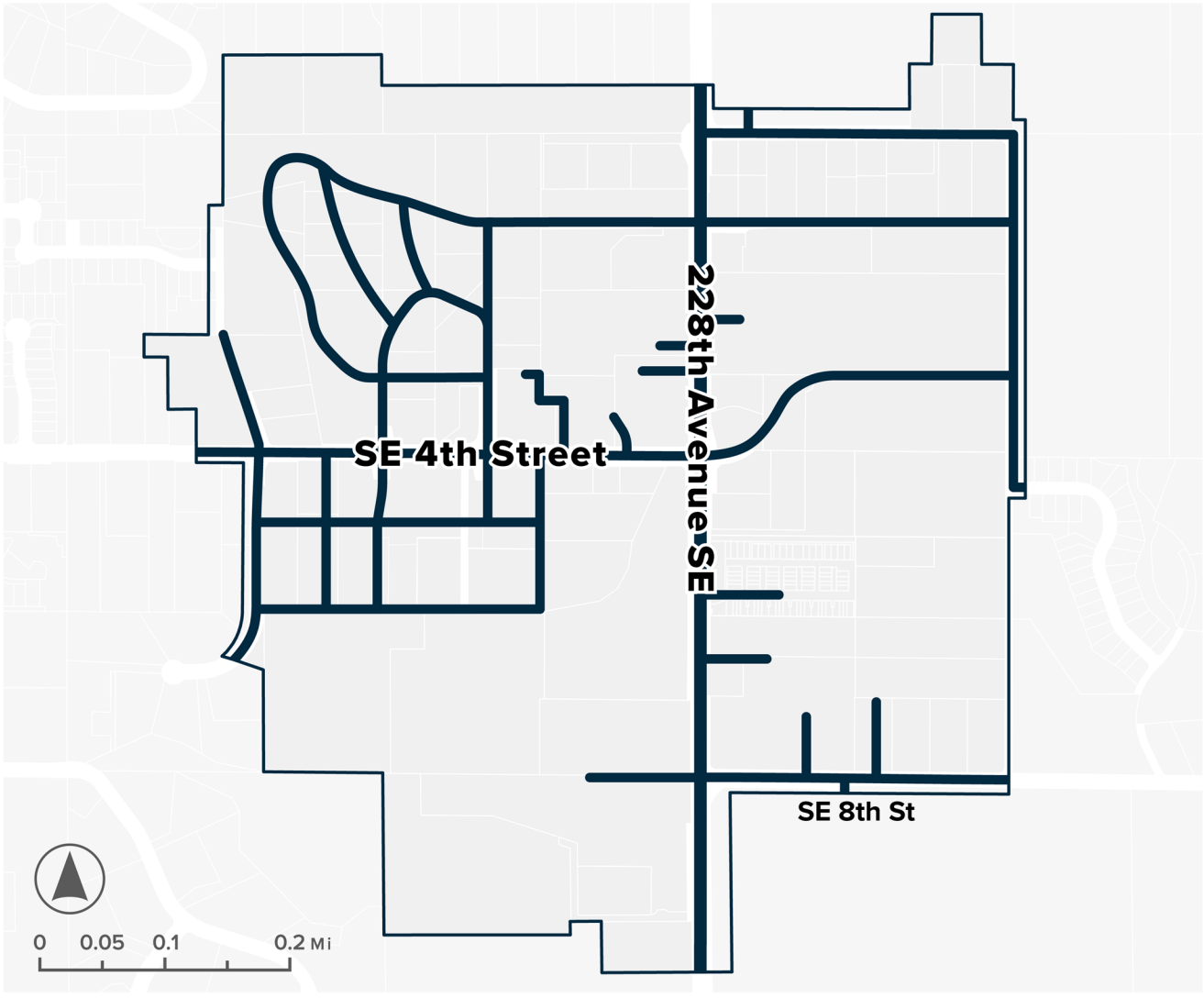


FIGURE 2: ROADWAY NETWORK VERSION A

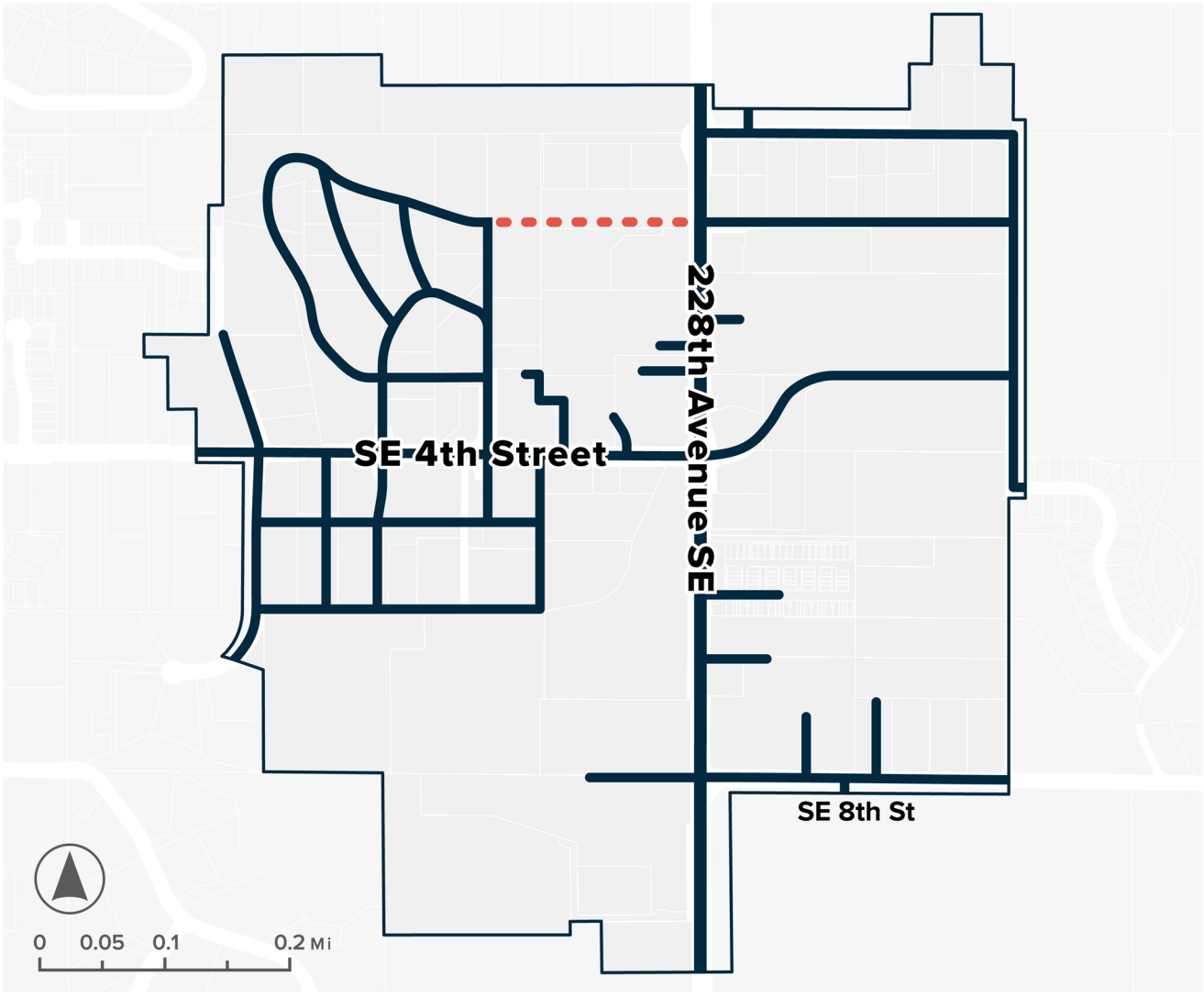


FIGURE 3: ROADWAY NETWORK VERSION B

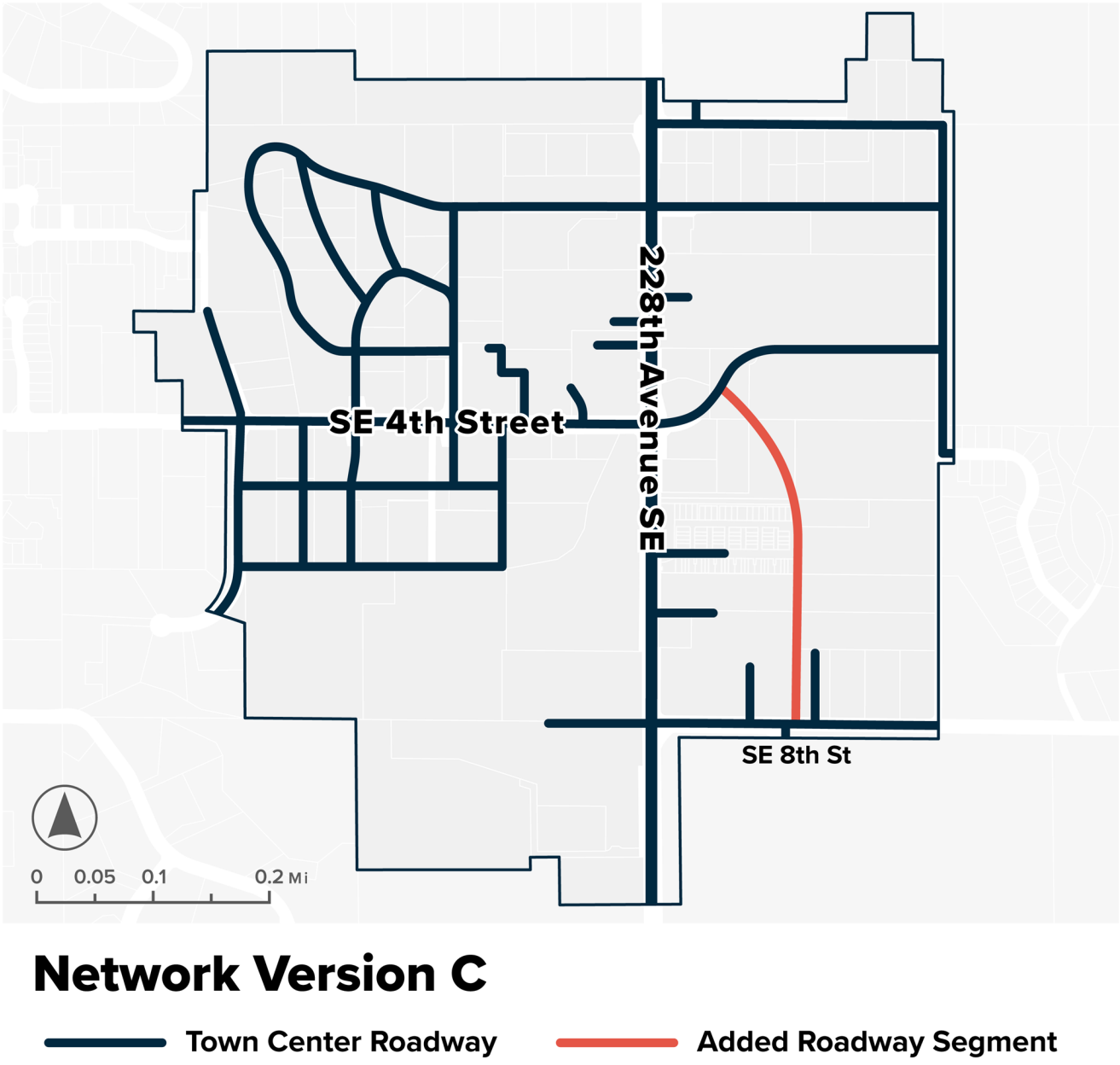


FIGURE 4: ROADWAY NETWORK VERSION C

TAZ BOUNDARY ADJUSTMENT

Transportation Analysis Zones (TAZs) are used in travel demand models to organize and store data related to land use, employment, population, and travel patterns. They help define where trips begin and end, and how those trips are assigned onto the model's roadway network. TAZs are designed to be small enough to provide meaningful detail, while still large enough to keep the model efficient and manageable.

The STC boundary (shown in Figure 1) mostly follows the boundaries of the TAZs used in the Sammamish Travel Demand Model. One exception was TAZ 263, which was mostly outside the STC, but contained a small portion inside of the STC. To better represent how housing units within the STC will access the roadway network, TAZ 263 was modified.

Rather than splitting TAZ 263 into two new zones, TAZ 263 was resized so that it lies completely outside of the STC boundary. TAZs 238 and 258 were then extended to fill in the areas previously covered by TAZ 263. The original TAZ boundaries and the STC boundary are shown in Figure 5 and the new TAZ boundaries and STC boundary are shown in Figure 6. Planned growth that was previously allocated to the portion of TAZ 263 within the STC was appropriately moved to TAZs 238 and 258. Therefore, all growth is appropriately accounted for both inside and outside of the STC. The new TAZ boundaries follow industry standards and best practices.

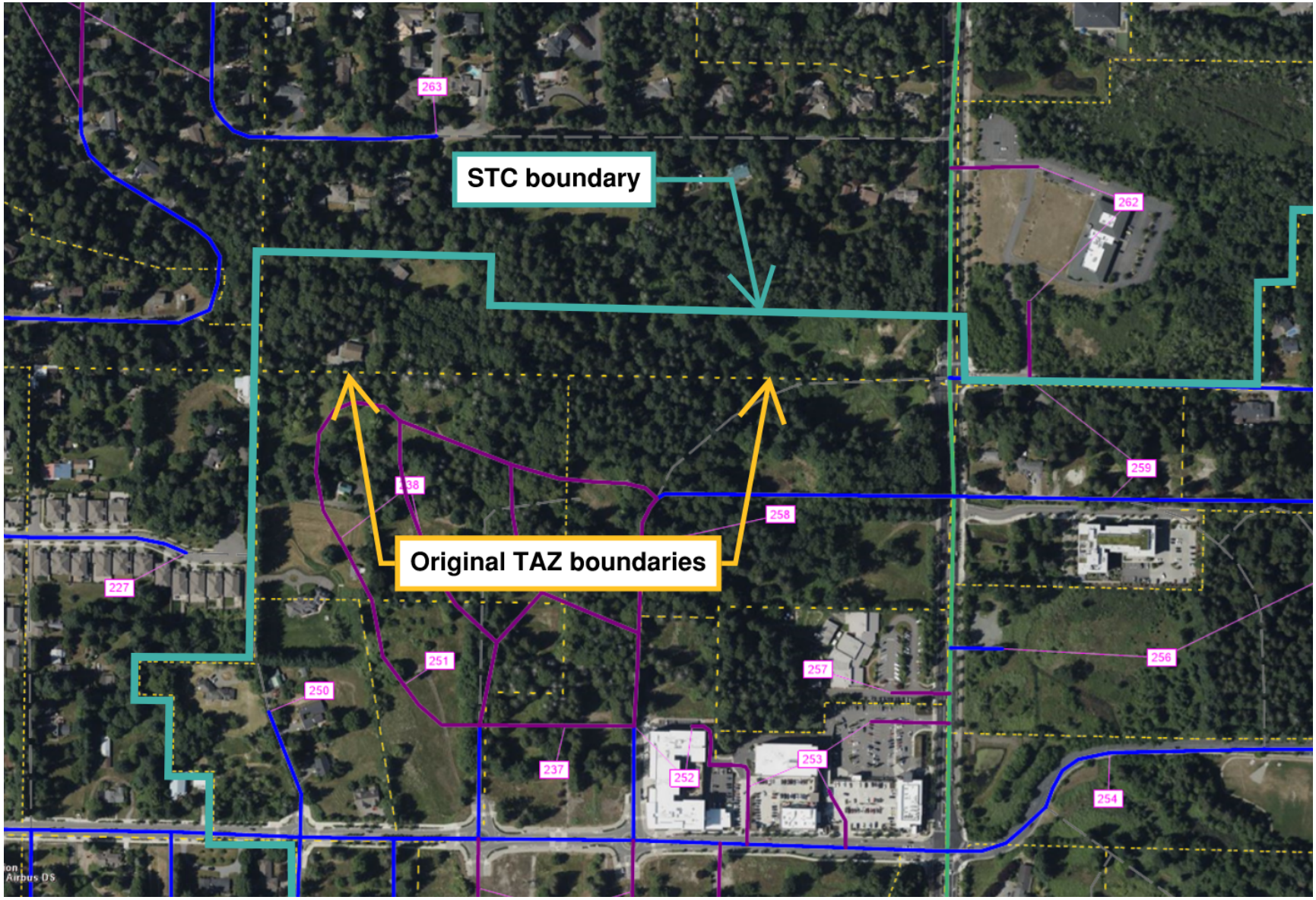


FIGURE 5: ORIGINAL TAZ BOUNDARIES AND STC BOUNDARY

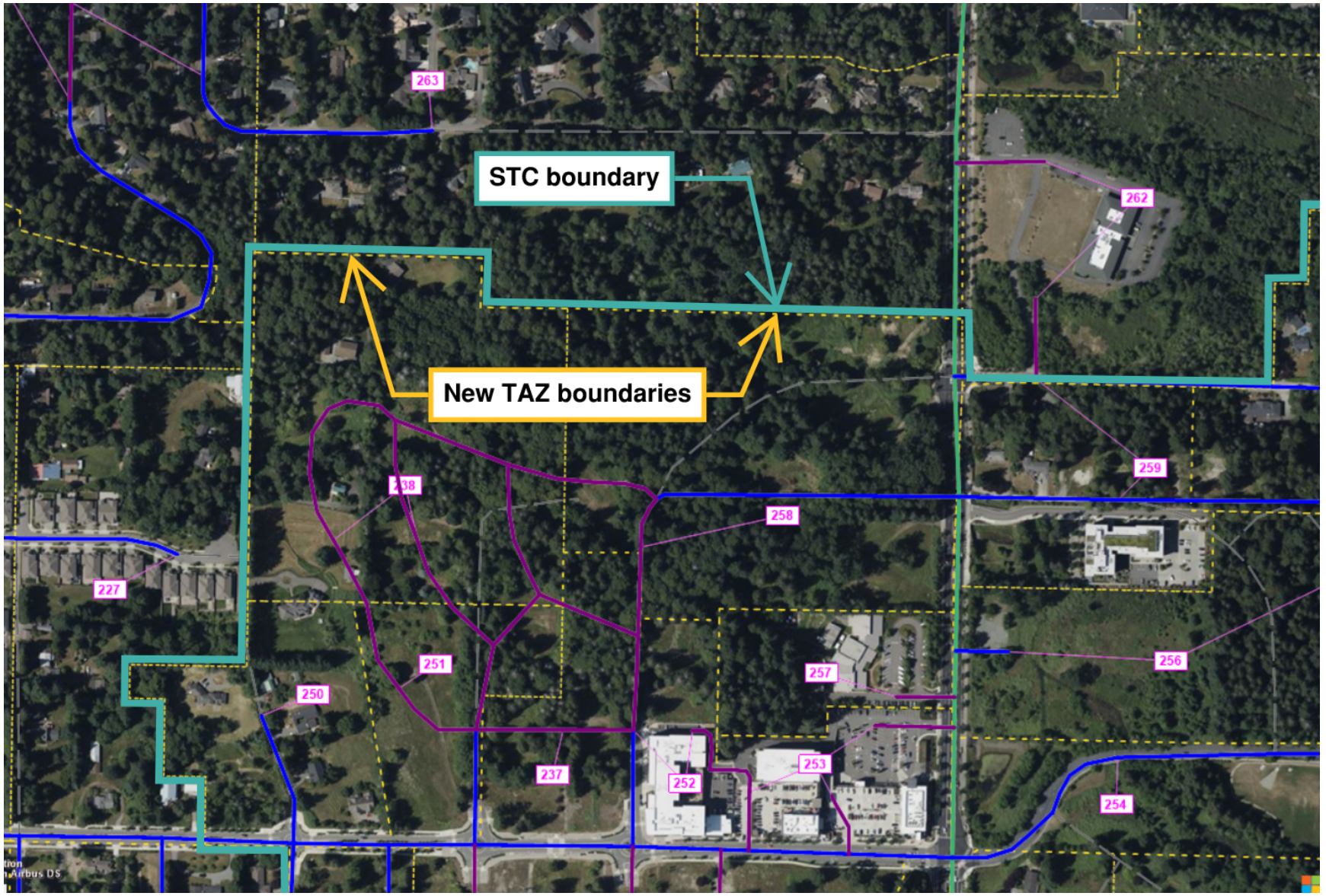


FIGURE 6: NEW TAZ BOUNDARIES AND STC BOUNDARY

LEVEL OF SERVICE ANALYSIS

The Level of Service (LOS) standards utilized for this analysis are defined in the Sammamish TMP, Comprehensive Plan, and City code, which align with industry standards and best practices. All critical intersections identified in the Sammamish TMP were included in this LOS analysis.

Table 1 shows the future 2044 conditions under the No Action alternative.

There are six intersections within the STC boundary, which are shown highlighted in yellow. Tables in this section also include intersections outside of the City of Sammamish, numbered 61 through 67 at the end of each table.

TABLE 1: NO ACTION ALTERNATIVE LEVEL OF SERVICE

ID	NAME	CONTROL	LOS STANDARD	NO ACTION AM		NO ACTION PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	11.9	B	13.1	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.5	A	7.3	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.3	A	8.1	A
4	244th Ave SE & SE 24th St	AWSC	C	10.8	B	10.8	B
5	SE 32nd St & 244th Ave SE	AWSC	C	11.8	B	14.4	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.1	A	4.9	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	10.8	B	12.3	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.2	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.5	B	11.5	B
12	228th Ave SE & SE 8th St	SIGNAL	D	22.7	C	24.1	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	6.6	A	6.4	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	21.7	C	19.9	B
16	228th Ave NE & NE 4th Street	SIGNAL	E	44.2	D	19.0	B
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	18.8	B	21.2	C
18	212th Ave SE & SE 8th St	TWSC	C	14.5	B	**25.4**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.3	A	7.0	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.5	A	9.4	A
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.6	B	15.7	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.5	B	13.0	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.7	A	11.2	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	9.2	A	14.2	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	5.7	A	7.8	A
26	244th Ave NE & NE 8th Street	RAB	C	4.3	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	13.4	B	17.2	B
28	228th Ave SE & SE 24th St	SIGNAL	E	18.3	B	23.9	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	23.6	C	31.0	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.2	B	13.3	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.4	B	13.0	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.6	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	12.5	B	10.2	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.3	A	6.6	A

ID	NAME	CONTROL	LOS STANDARD	NO ACTION AM		NO ACTION PM	
				DELAY	LOS	DELAY	LOS
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	47.4	D	22.5	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	14.3	B	22.8	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.4	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	14.3	B	13.8	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.0	B	15.4	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.1	B	10.3	B
44	218th Ave SE & SE 4th St	RAB	D	6.5	A	6.9	A
45	218th Ave SE & SE 8th St	AWSC	C	8.6	A	8.3	A
46	212th Ave SE & SE 24th St	TWSC	C	13.1	B	15.3	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	B	12.1	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	18.4	C	13.8	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	8.9	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	12.9	B	15.6	B
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	5.9	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.1	A	3.1	A
53	224th Ave SE & SE 4th St	RAB	C	3.1	A	3.7	A
54	225th Pl SE & SE 4th St	RAB	C	3.7	A	4.7	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.1	B	9.7	A
56	248th Ave SE & SE 14th St	AWSC	C	9.0	A	8.8	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.6	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	49.8	D	55.8	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.8	A	4.4	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	20.4	C	28.3	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.3	B	16.6	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.7	A	18.1	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.0	A	7.3	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	20.4	C	31.7	C

As shown, only intersection 18 (212th Avenue SE & SE 8th Street) does not meet the prescribed LOS standard. The intersection does not meet the LOS standard due to delay from the westbound left turn. The LOS standard is exceeded by 0.4 seconds. This intersection is outside of the Town Center boundaries. A corridor study including this intersection is slated to be completed in 2026 or 2027.

The remaining tables in this section all show results that assume the Town Center project does occur with 4,000 dwelling units as described above as the Action alternative.

Table 2 provides future 2044 LOS for the Action alternative with Network Version A. Table 3 shows the future 2044 LOS for the Action alternative with Network Version B, where the eastern leg of SE 1st Place is removed. Table 4 shows the future 2044 LOS for the Action alternative with Network Version C, where a new roadway east of 228th Avenue SE that connects Crusader Way and SE 8th Street is included.

The trips to and from the STC use a wide variety of routes, including NE Inglewood Hill Road, NE 8th Street, 228th Avenue, 216th/217th/218th Avenue SE, 212th Avenue SE, SE 8th Street, 244th

Avenue NE, SE Windsor Boulevard, Issaquah-Pine Lake Road SE, and SE 32nd Street. With several options available, trips are spread out across many routes. This appears to prevent any one single corridor or intersection from experiencing a significant increase in average vehicular delay. For a detailed representation of the differences in turning movement volumes between the No Action alternative and the Action alternative with Network Version A, see Appendix 1.

TABLE 2: ACTION ALTERNATIVE – NETWORK VERSION A LEVEL OF SERVICE

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	13.8	B	16.9	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.5	A	7.5	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.4	A	8.4	A
4	244th Ave SE & SE 24th St	AWSC	C	11.4	B	11.0	B
5	SE 32nd St & 244th Ave SE	AWSC	C	12.4	B	15.0	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.0	A	5.3	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	11.3	B	13.3	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.5	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.3	B	11.5	B
12	228th Ave SE & SE 8th St	SIGNAL	D	26.0	C	28.7	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	7.1	A	6.6	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	23.8	C	20.9	C
16	228th Ave NE & NE 4th Street	SIGNAL	E	52.7	D	19.7	B
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	19.2	B	23.9	C
18	212th Ave SE & SE 8th St	TWSC	C	15.1	C	**27.5**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.5	A	6.9	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.7	A	9.6	A
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.7	B	15.7	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.7	B	13.4	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.6	A	11.3	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	10.0	A	14.6	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	6.3	A	9.2	A
26	244th Ave NE & NE 8th Street	RAB	C	4.1	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	13.8	B	18.0	B
28	228th Ave SE & SE 24th St	SIGNAL	E	17.7	B	27.7	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	22.3	C	33.7	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.9	B	14.1	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	17.0	B	13.2	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.8	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	13.5	B	10.5	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.1	A	6.6	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	49.4	D	22.9	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	16.7	B	22.9	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.4	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	15.2	C	14.1	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.1	B	16.2	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.3	B	11.5	B

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
44	218th Ave SE & SE 4th St	RAB	D	6.4	A	7.1	A
45	218th Ave SE & SE 8th St	AWSC	C	8.4	A	8.3	A
46	212th Ave SE & SE 24th St	TWSC	C	13.3	B	15.6	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	B	11.8	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	20.3	C	14.2	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	8.9	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	13.6	B	16.3	B
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	6.1	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.3	A	3.4	A
53	224th Ave SE & SE 4th St	RAB	C	3.3	A	4.0	A
54	225th Pl SE & SE 4th St	RAB	C	3.8	A	4.9	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.3	B	9.8	A
56	248th Ave SE & SE 14th St	AWSC	C	9.3	A	8.8	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.5	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	51.2	D	58.4	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.7	A	4.5	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	21.2	C	31.4	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.1	B	17.3	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.9	A	18.9	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.9	A	7.5	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	22.8	C	35.3	D

TABLE 3: ACTION ALTERNATIVE – NETWORK VERSION B LEVEL OF SERVICE

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	13.7	B	16.0	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.4	A	7.4	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.4	A	8.4	A
4	244th Ave SE & SE 24th St	AWSC	C	11.2	B	11.0	B
5	SE 32nd St & 244th Ave SE	AWSC	C	12.1	B	14.9	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.0	A	5.3	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	11.2	B	13.1	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.6	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.3	B	11.5	B
12	228th Ave SE & SE 8th St	SIGNAL	D	27.3	C	28.4	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	8.6	A	6.8	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	22.8	C	20.3	C
16	228th Ave NE & NE 4th Street	SIGNAL	E	44.9	D	18.5	B
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	20.5	C	36.9	D
18	212th Ave SE & SE 8th St	TWSC	C	15.2	C	**31.4**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.4	A	6.9	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.8	A	10.1	B
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.7	B	16.0	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.8	B	13.8	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.8	A	11.3	B

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	10.0	A	14.4	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	6.2	A	9.1	A
26	244th Ave NE & NE 8th Street	RAB	C	4.1	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	14.0	B	17.9	B
28	228th Ave SE & SE 24th St	SIGNAL	E	17.7	B	27.4	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	22.4	C	33.5	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.8	B	14.7	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.7	B	13.2	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.7	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	13.3	B	10.5	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.1	A	7.0	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	49.4	D	23.2	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	8.2	A	24.4	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.4	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	14.3	B	13.4	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.2	B	16.1	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.2	B	11.4	B
44	218th Ave SE & SE 4th St	RAB	D	6.4	A	7.2	A
45	218th Ave SE & SE 8th St	AWSC	C	8.2	A	8.3	A
46	212th Ave SE & SE 24th St	TWSC	C	13.5	B	16.0	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.2	B	11.9	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	19.5	C	14.1	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	9.0	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	13.6	B	17.2	B
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	6.0	A	5.3	A
52	222nd Pl SE & SE 4th St	RAB	C	3.3	A	3.4	A
53	224th Ave SE & SE 4th St	RAB	C	3.6	A	4.6	A
54	225th Pl SE & SE 4th St	RAB	C	4.3	A	5.2	A
55	SE 24th St & 248th Ave SE	TWSC	C	10.3	B	9.7	A
56	248th Ave SE & SE 14th St	AWSC	C	9.2	A	8.8	A
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	A	7.5	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	51.4	D	57.9	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.7	A	4.5	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	21.2	C	31.2	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.1	B	17.3	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.8	A	18.8	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.6	A	7.5	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	22.9	C	35.1	D

TABLE 4: ACTION ALTERNATIVE – NETWORK VERSION C LEVEL OF SERVICE

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	13.9	B	15.7	B
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.4	A	7.6	A
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.4	A	8.5	A
4	244th Ave SE & SE 24th St	AWSC	C	11.0	B	11.0	B
5	SE 32nd St & 244th Ave SE	AWSC	C	12.1	B	15.0	B
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.0	A	5.4	A
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	11.2	B	13.3	B
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	A	6.6	A
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.3	B	11.4	B
12	228th Ave SE & SE 8th St	SIGNAL	D	25.6	C	26.8	C
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	7.0	A	6.6	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	23.6	C	21.2	C
16	228th Ave NE & NE 4th Street	SIGNAL	E	57.1	E	20.4	C
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	19.4	B	26.6	C
18	212th Ave SE & SE 8th St	TWSC	C	14.8	B	**28.0**	**D**
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.5	A	6.9	A
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.7	A	9.6	A
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.7	B	15.7	C
22	212th Ave SE & SE 20th Street	AWSC	C	10.5	B	13.4	B
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.6	A	11.5	B
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	10.0	A	14.7	B
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	6.3	A	9.5	A
26	244th Ave NE & NE 8th Street	RAB	C	4.2	A	5.0	A
27	228th Ave SE & SE 20th St	SIGNAL	D	13.7	B	18.0	B
28	228th Ave SE & SE 24th St	SIGNAL	E	17.6	B	28.2	C
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	22.3	C	34.4	C
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.9	B	15.3	B
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.5	B	13.2	B
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	A	5.7	A
34	228th Ave NE & NE 25th Way	SIGNAL	D	13.4	B	10.5	B
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.1	A	7.0	A
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	49.5	D	23.3	C
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	17.4	B	25.5	C
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	A	5.5	A
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	15.5	C	14.6	B
41	244th Ave NE & E Main Dr	RAB	C	5.1	A	5.0	A
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.2	B	16.3	B
43	228th Ave SE & SE 10th St	SIGNAL	D	10.3	B	10.6	B
44	218th Ave SE & SE 4th St	RAB	D	6.4	A	7.0	A
45	218th Ave SE & SE 8th St	AWSC	C	8.4	A	8.2	A
46	212th Ave SE & SE 24th St	TWSC	C	13.4	B	15.7	C
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	B	11.8	B
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	19.5	C	14.3	B
49	216th Ave NE & NE 16th St	AWSC	D	9.8	A	8.9	A
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	13.6	B	17.4	B

ID	NAME	CONTROL	LOS STANDARD	AM		PM	
				DELAY	LOS	DELAY	LOS
51	**SE Issaquah-Fall City Rd & 242nd Ave SE**	RAB	C	6.0	A	5.3	A
52	**222nd Pl SE & SE 4th St**	RAB	C	3.4	A	3.4	A
53	**224th Ave SE & SE 4th St**	RAB	C	3.3	A	4.0	A
54	**225th Pl SE & SE 4th St**	RAB	C	3.9	A	5.0	A
55	**SE 24th St & 248th Ave SE**	TWSC	C	10.3	B	9.8	A
56	**248th Ave SE & SE 14th St**	AWSC	C	9.2	A	8.9	A
57	**205th Pl NE & NE 37th Way**	AWSC	C	7.5	A	7.5	A
	Outside City of Sammamish						
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	51.4	D	58.0	E
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.7	A	4.5	A
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	20.9	C	31.5	C
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.1	B	17.3	B
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.7	A	18.8	B
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.9	A	7.5	A
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	22.8	C	35.0	D

212th Avenue SE & SE 8th Street (intersection 18) continues to exceed the LOS standard, as it did under the No Action alternative. No additional intersections exceeded their LOS standard under the Action alternative with any of the three network versions. See the following Mitigation Analysis section for more information.

For easier comparison, the delays for all four scenarios are shown again in Table 5 with new columns that show the differences between No Action and Action alternatives, including Network Versions A, B, and C.

As shown, all scenarios result in similar delays and levels of service. The greatest increases in delay between No Action and Action (Network Version A) were observed at 228th Avenue SE & SE 8th Street (intersection 12) and at 228th Avenue NE & NE 4th Street (intersection 16), which are main gateways to the STC. The same road network version was used for these two scenarios, but the Action alternative included 2,000 more dwelling units than the No Action alternative.

The Action alternative with Network Version B increased delay substantially at 228th Avenue SE & SE 4th Street/Crusader Way (intersection 17). This is due to the removal of the SE 1st Place connector roadway on the west side of 228th Avenue SE.

The Action alternative with Network Version C increased delays at 228th Avenue NE & NE 4th Street (intersection 16) but also decreased delays at 228th Avenue SE & SE 8th Street (intersection 12).

TABLE 5: FUTURE SCENARIO DELAY COMPARISONS

ID	NAME	CONTROL	LOS STANDARD	NO ACTION		ACTION - NETWORK VERSION A		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION B		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION C		DIFFERENCE	
				AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY
1	Issaquah-Pine Lk Rd SE & SE 48th St	SIGNAL	D	11.9	13.1	13.8	16.9	+1.9	+3.8	13.8	16.9	13.7	16.0	-0.1	-0.9	13.8	16.9	13.9	15.7	+0.1	-1.2
2	228th Ave NE & NE 12th Place	SIGNAL	D	7.5	7.3	7.5	7.5	+0.0	+0.2	7.5	7.5	7.4	7.4	-0.1	-0.1	7.5	7.5	7.4	7.6	-0.1	+0.1
3	Klahanie Dr SE & SE Issaquah-Fall City Rd	RAB	D	6.3	8.1	6.4	8.4	+0.1	+0.3	6.4	8.4	6.4	8.4	+0.0	+0.0	6.4	8.4	6.4	8.5	+0.0	+0.1
4	244th Ave SE & SE 24th St	AWSC	C	10.8	10.8	11.4	11.0	+0.6	+0.2	11.4	11.0	11.2	11.0	-0.2	+0.0	11.4	11.0	11.0	11.0	-0.4	+0.0
5	SE 32nd St & 244th Ave SE	AWSC	C	11.8	14.4	12.4	15.0	+0.6	+0.6	12.4	15.0	12.1	14.9	-0.3	-0.1	12.4	15.0	12.1	15.0	-0.3	+0.0
6	Issaquah-Pine Lk Rd SE & SE 32nd Way	RAB	D	4.1	4.9	4.0	5.3	-0.1	+0.4	4.0	5.3	4.0	5.3	+0.0	+0.0	4.0	5.3	4.0	5.4	+0.0	+0.1
8	SE Klahanie Blvd & 256th Ave SE	AWSC	C	10.8	12.3	11.3	13.3	+0.5	+1.0	11.3	13.3	11.2	13.1	-0.1	-0.2	11.3	13.3	11.2	13.3	-0.1	+0.0
9	Pacific Cascade Middle School/247th Pl SE & SE Issaquah-Fall City Rd	RAB	D	6.0	6.2	6.0	6.5	+0.0	+0.3	6.0	6.5	6.0	6.6	+0.0	+0.1	6.0	6.5	6.0	6.6	+0.0	+0.1
11	242nd Ave NE & NE 8th Street	SIGNAL	C	13.5	11.5	13.3	11.5	-0.2	+0.0	13.3	11.5	13.3	11.5	+0.0	+0.0	13.3	11.5	13.3	11.4	+0.0	-0.1
12	228th Ave SE & SE 8th St	SIGNAL	D	22.7	24.1	26.0	28.7	+3.3	+4.6	26.0	28.7	27.3	28.4	+1.3	-0.3	26.0	28.7	25.6	26.8	-0.4	-1.9
14	216th Ave NE & NE Inglewood Hill Rd	RAB	C	6.6	6.4	7.1	6.6	+0.5	+0.2	7.1	6.6	8.6	6.8	+1.5	+0.2	7.1	6.6	7.0	6.6	-0.1	+0.0
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th Street	SIGNAL	D	21.7	19.9	23.8	20.9	+2.1	+1.0	23.8	20.9	22.8	20.3	-1.0	-0.6	23.8	20.9	23.6	21.2	-0.2	+0.3
16	228th Ave NE & NE 4th Street	SIGNAL	E	44.2	19.0	52.7	19.7	+8.5	+0.7	52.7	19.7	44.9	18.5	-7.8	-1.2	52.7	19.7	57.1	20.4	+4.4	+0.7
17	228th Ave SE & SE 4th St/Crusader Way	SIGNAL	E	18.8	21.2	19.2	23.9	+0.4	+2.7	19.2	23.9	20.5	36.9	+1.3	+13.0	19.2	23.9	19.4	26.6	+0.2	+2.7
18	212th Ave SE & SE 8th St	TWSC	C	14.5	**25.4**	15.1	**27.5**	+0.5	+2.1	15.1	**27.5**	15.2	**31.4**	+0.1	+4.0	15.1	**27.5**	14.8	**28.0**	-0.2	+0.5
19	228th Ave SE & SE 16th Pl	SIGNAL	D	7.3	7.0	7.5	6.9	+0.2	-0.1	7.5	6.9	7.4	6.9	-0.1	+0.0	7.5	6.9	7.5	6.9	+0.0	+0.0
20	E Lk Sammamish Pkwy SE & 212th Way SE	SIGNAL	C	4.5	9.4	4.7	9.6	+0.2	+0.2	4.7	9.6	4.8	10.1	+0.1	+0.5	4.7	9.6	4.7	9.6	+0.0	+0.0
21	E Lk Sammamish Pkwy SE & SE 24th Way	TWSC	C	10.6	15.7	10.7	15.7	+0.1	+0.0	10.7	15.7	10.7	16.0	+0.0	+0.2	10.7	15.7	10.7	15.7	+0.0	+0.0
22	212th Ave SE & SE 20th Street	AWSC	C	10.5	13.0	10.7	13.4	+0.2	+0.4	10.7	13.4	10.8	13.8	+0.1	+0.4	10.7	13.4	10.5	13.4	-0.2	+0.0
23	E Lk Sammamish Pkwy NE & Louis Thompson Rd NE	SIGNAL	C	9.7	11.2	9.6	11.3	-0.1	+0.1	9.6	11.3	9.8	11.3	+0.2	+0.0	9.6	11.3	9.6	11.5	+0.0	+0.2
24	E Lk Sammamish Pkwy NE & NE Inglewood Hill Rd	SIGNAL	C	9.2	14.2	10.0	14.6	+0.8	+0.4	10.0	14.6	10.0	14.4	+0.0	-0.2	10.0	14.6	10.0	14.7	+0.0	+0.1
25	Sahalee Way NE & NE 37th Way	SIGNAL	D	5.7	7.8	6.3	9.2	+0.6	+1.4	6.3	9.2	6.2	9.1	-0.1	-0.1	6.3	9.2	6.3	9.5	+0.0	+0.3
26	244th Ave NE & NE 8th Street	RAB	C	4.3	5.0	4.1	5.0	-0.2	+0.0	4.1	5.0	4.1	5.0	+0.0	+0.0	4.1	5.0	4.2	5.0	+0.1	+0.0
27	228th Ave SE & SE 20th St	SIGNAL	D	13.4	17.2	13.8	18.0	+0.4	+0.8	13.8	18.0	14.0	17.9	+0.2	-0.1	13.8	18.0	13.7	18.0	-0.1	+0.0
28	228th Ave SE & SE 24th St	SIGNAL	E	18.3	23.9	17.7	27.7	-0.6	+3.8	17.7	27.7	17.7	27.4	+0.0	-0.3	17.7	27.7	17.6	28.2	-0.1	+0.5
29	228th Ave SE & Issaquah-Pine Lk Rd SE	SIGNAL	E	23.6	31.0	22.3	33.7	-1.3	+2.7	22.3	33.7	22.4	33.5	+0.1	-0.2	22.3	33.7	22.3	34.4	+0.0	+0.7
30	Issaquah-Pine Lk Rd SE & SE Klahanie Blvd	SIGNAL	D	10.2	13.3	10.9	14.1	+0.7	+0.8	10.9	14.1	10.8	14.7	-0.1	+0.6	10.9	14.1	10.9	15.3	+0.0	+1.2
31	SE Duthie Hill Rd & SE Issaquah Beaver Lake Rd	SIGNAL	D	16.4	13.0	17.0	13.2	+0.6	+0.2	17.0	13.2	16.7	13.2	-0.3	+0.0	17.0	13.2	16.5	13.2	-0.5	+0.0
32	256th Ave SE/E Beaver Lake Dr SE & SE Issaquah Beaver Lake Rd	RAB	C	6.9	5.6	6.9	5.8	+0.0	+0.2	6.9	5.8	6.9	5.7	+0.0	-0.1	6.9	5.8	6.9	5.7	+0.0	-0.1

ID	NAME	CONTROL	LOS STANDARD	NO ACTION		ACTION - NETWORK VERSION A		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION B		DIFFERENCE		ACTION - NETWORK VERSION A		ACTION - NETWORK VERSION C		DIFFERENCE	
				AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY
34	228th Ave NE & NE 25th Way	SIGNAL	D	12.5	10.2	13.5	10.5	+1.0	+0.3	13.5	10.5	13.3	10.5	-0.2	+0.0	13.5	10.5	13.4	10.5	-0.1	+0.0
35	Issaquah-Pine Lk Rd SE & SE 42nd Street	SIGNAL	D	5.3	6.6	5.1	6.6	-0.2	+0.0	5.1	6.6	5.1	7.0	+0.0	+0.4	5.1	6.6	5.1	7.0	+0.0	+0.4
36	Issaquah-Pine Lk Rd SE & 230th Lane SE/231st Lane SE	SIGNAL	D	47.4	22.5	49.4	22.9	+2.0	+0.4	49.4	22.9	49.4	23.2	+0.0	+0.3	49.4	22.9	49.5	23.3	+0.1	+0.4
38	Issaquah-Pine Lk Rd SE & SE 47th Way/238th Way SE	SIGNAL	D	14.3	22.8	16.7	22.9	+2.4	+0.1	16.7	22.9	8.2	24.4	-8.5	+1.5	16.7	22.9	17.4	25.5	+0.7	+2.6
39	233rd Ave NE & NE 8th Street	RAB	C	5.9	5.4	5.9	5.4	+0.0	+0.0	5.9	5.4	5.9	5.4	+0.0	+0.0	5.9	5.4	5.9	5.5	+0.0	+0.1
40	228th Ave SE/228th Ave NE & E Main Street	TWSC	D	14.3	13.8	15.2	14.1	+0.9	+0.3	15.2	14.1	14.3	13.4	-1.0	-0.7	15.2	14.1	15.5	14.6	+0.2	+0.5
41	244th Ave NE & E Main Dr	RAB	C	5.1	5.0	5.1	5.0	+0.0	+0.0	5.1	5.0	5.1	5.0	+0.0	+0.0	5.1	5.0	5.1	5.0	+0.0	+0.0
42	SE Duthie Hill Rd & Trossachs Blvd SE	SIGNAL	D	14.0	15.4	14.1	16.2	+0.1	+0.8	14.1	16.2	14.2	16.1	+0.1	-0.1	14.1	16.2	14.2	16.3	+0.1	+0.1
43	228th Ave SE & SE 10th St	SIGNAL	D	10.1	10.3	10.3	11.5	+0.2	+1.2	10.3	11.5	10.2	11.4	-0.1	-0.1	10.3	11.5	10.3	10.6	+0.0	-0.9
44	218th Ave SE & SE 4th St	RAB	D	6.5	6.9	6.4	7.1	-0.1	+0.2	6.4	7.1	6.4	7.2	+0.0	+0.1	6.4	7.1	6.4	7.0	+0.0	-0.1
45	218th Ave SE & SE 8th St	AWSC	C	8.6	8.3	8.4	8.3	-0.2	+0.0	8.4	8.3	8.2	8.3	-0.2	+0.0	8.4	8.3	8.4	8.2	+0.0	-0.1
46	212th Ave SE & SE 24th St	TWSC	C	13.1	15.3	13.3	15.6	+0.3	+0.3	13.3	15.6	13.5	16.0	+0.1	+0.4	13.3	15.6	13.4	15.7	+0.0	+0.0
47	212th Ave SE & SE 32nd St	TWSC	C	10.1	12.1	10.1	11.8	+0.1	-0.3	10.1	11.8	10.2	11.9	+0.0	+0.1	10.1	11.8	10.1	11.8	+0.0	-0.0
48	SE 8th St/244th Ave NE & SE Windsor Blvd	TWSC	C	18.4	13.8	20.3	14.2	+1.9	+0.4	20.3	14.2	19.5	14.1	-0.8	-0.0	20.3	14.2	19.5	14.3	-0.8	+0.2
49	216th Ave NE & NE 16th St	AWSC	D	9.8	8.9	9.8	8.9	+0.0	+0.0	9.8	8.9	9.8	9.0	+0.0	+0.1	9.8	8.9	9.8	8.9	+0.0	+0.0
50	Issaquah-Pine Lk Rd SE & SE 44th St	SIGNAL	D	12.9	15.6	13.6	16.3	+0.7	+0.7	13.6	16.3	13.6	17.2	+0.0	+0.9	13.6	16.3	13.6	17.4	+0.0	+1.1
51	SE Issaquah-Fall City Rd & 242nd Ave SE	RAB	C	5.9	5.3	6.1	5.3	+0.2	+0.0	6.1	5.3	6.0	5.3	-0.1	+0.0	6.1	5.3	6.0	5.3	-0.1	+0.0
52	222nd Pl SE & SE 4th St	RAB	C	3.1	3.1	3.3	3.4	+0.2	+0.3	3.3	3.4	3.3	3.4	+0.0	+0.0	3.3	3.4	3.4	3.4	+0.1	+0.0
53	224th Ave SE & SE 4th St	RAB	C	3.1	3.7	3.3	4.0	+0.2	+0.3	3.3	4.0	3.6	4.6	+0.3	+0.6	3.3	4.0	3.3	4.0	+0.0	+0.0
54	225th Pl SE & SE 4th St	RAB	C	3.7	4.7	3.8	4.9	+0.1	+0.2	3.8	4.9	4.3	5.2	+0.5	+0.3	3.8	4.9	3.9	5.0	+0.1	+0.1
55	SE 24th St & 248th Ave SE	TWSC	C	10.1	9.7	10.3	9.8	+0.2	+0.0	10.3	9.8	10.3	9.7	-0.1	-0.0	10.3	9.8	10.3	9.8	-0.1	+0.0
56	248th Ave SE & SE 14th St	AWSC	C	9.0	8.8	9.3	8.8	+0.3	+0.0	9.3	8.8	9.2	8.8	-0.1	+0.0	9.3	8.8	9.2	8.9	-0.1	+0.1
57	205th Pl NE & NE 37th Way	AWSC	C	7.5	7.6	7.5	7.5	+0.0	-0.1	7.5	7.5	7.5	7.5	+0.0	+0.0	7.5	7.5	7.5	7.5	+0.0	+0.0
	Outside City of Sammamish																				
61	*E Lk Sammamish Pkwy NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	49.8	55.8	51.2	58.4	+1.4	+2.6	51.2	58.4	51.4	57.9	+0.2	-0.5	51.2	58.4	51.4	58.0	+0.2	-0.4
62	*E Lk Sammamish Pkwy SE & SE 43rd Way*	RAB	D	4.8	4.4	4.7	4.5	-0.1	+0.1	4.7	4.5	4.7	4.5	+0.0	+0.0	4.7	4.5	4.7	4.5	+0.0	+0.0
63	*Sahalee Way NE & SR 202 (Redmond Fall City Road)*	SIGNAL	D	20.4	28.3	21.2	31.4	+0.8	+3.1	21.2	31.4	21.2	31.2	+0.0	-0.2	21.2	31.4	20.9	31.5	-0.3	+0.1
64	*244th Ave NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	14.3	16.6	14.1	17.3	-0.2	+0.7	14.1	17.3	14.1	17.3	+0.0	+0.0	14.1	17.3	14.1	17.3	+0.0	+0.0
65	*292nd Ave SE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	7.7	18.1	7.9	18.9	+0.2	+0.8	7.9	18.9	7.8	18.8	-0.1	-0.1	7.9	18.9	7.7	18.8	-0.2	-0.1
66	*192nd Dr NE & SR 202 (Redmond Fall City Road)*	SIGNAL	E	6.0	7.3	6.9	7.5	+0.9	+0.2	6.9	7.5	6.6	7.5	-0.3	+0.0	6.9	7.5	6.9	7.5	+0.0	+0.0
67	*Issaquah-Pine Lk Rd SE & SE Issaquah-Fall City Rd*	SIGNAL	D	20.4	31.7	22.8	35.3	+2.4	+3.6	22.8	35.3	22.9	35.1	+0.1	-0.2	22.8	35.3	22.8	35.0	+0.0	-0.3

MITIGATION ANALYSIS

This section presents some mitigation options and analysis for the intersection of 212th Avenue SE & SE 8th Street. As previously stated, the intersection of 212th Avenue SE & SE 8th Street is well outside of the Town Center boundaries. There are several potential mitigation options for this intersection including channelization changes, all-way stop conversion, signalization, a roundabout, or other intersection improvements. Three mitigation options are shown in Table 6 below, which include conversion to an all-way stop intersection (AWSC), signalization, and a roundabout (RAB). As shown, all three options would meet the intersection LOS standard.

The best mitigation option cannot be determined with certainty for the year 2044. However, this intersection is monitored on a regular basis when development applications are received, and the LOS is analyzed six years into the future to identify, fund, and implement the appropriate improvement project when mitigation becomes necessary.

TABLE 6: 212TH AVENUE SE & SE 8TH STREET MITIGATION OPTIONS – LEVEL OF SERVICE

ID	NAME	CONTROL	LOS STANDARD	BASELINE AM		BASELINE PM	
				DELAY	LOS	DELAY	LOS
18	212th Ave SE & SE 8th St	TWSC	C	15.1	C	**27.5**	**D**
	Mitigation Options						
18	212th Ave SE & SE 8th St	**AWSC**	C	9.6	A	12.6	B
18	212th Ave SE & SE 8th St	**SIGNAL**	C	4.6	A	5.3	A
18	212th Ave SE & SE 8th St	**RAB**	C	4.3	A	4.2	A

FUTURE TRANSIT

To support the East Link Connection Project, King County Metro Route 269 now connects to the Marymoor Village Link Light Rail station in Redmond and will connect to the Mercer Island Link Light Rail station in the future. Headways will be improved during the peak periods to 15 minutes and weekend service will be added. Sound Transit Route 554 will also be rerouted to provide service to the Bellevue Transit Center Link Light Rail station. Transit routes within the Town Center are not expected to change.

The 2024 Sammamish Citywide Transit Plan identified 228th Avenue SE near the Town Center as a location for a large mobility hub, and the STC Regulating Plan proposal currently accommodates the hub.

FUTURE BICYCLE AND PEDESTRIAN FACILITIES

The City of Sammamish Transportation Improvement Program (TIP)[3] is updated and adopted annually to include recently identified and prioritized projects. These updates ensure alignment with the City's transportation vision, improved safety, mobility options, and the region's growth. The City of Sammamish Bicycle and Pedestrian Mobility Plan (under development) will identify and prioritize pedestrian and bicycle projects that will be added to the City's TIP.

Table 7 lists the projects in the 6-year TIP (both funded and unfunded) that include improvements or additions of non-motorized facilities within the Sammamish Town Center. Only funded projects were considered in the future non-motorized analysis in the next section.

TABLE 7. NON-MOTORIZED 2025-2030 TIP PROJECTS IN SAMMAMISH TOWN CENTER

ID NO.	PROJECT NAME	FUNDED/UN-FUNDED
TR-124	Northwest Connector Road	Unfunded
TR-125	SE 4th Extension (Crusader Way)	Unfunded
TR-126	Northeast Connector Road	Funded
TR-127	Southeast Connector Road & New Signal at SE 8th	Unfunded
TR-134	6th Street Improvement Project	Funded

TR-126 includes sidewalk improvements for SE 1st Street and SE 232nd Avenue. TR-134 includes sidewalks for SE 6th Street. Detailed information for unfunded projects is not available, but sidewalks would likely be included in projects TR-124, TR-125, and TR-127.

FUTURE MULTIMODAL LEVEL OF SERVICE

Within Town Center, both the Pedestrian Level of Traffic Stress (LTS) and Bicycle Level of Traffic Stress for all arterials is expected to be LTS 2 or 3. This results in a Green Pedestrian LOS and Bicycle LOS for the arterials in Town Center. Green LOS indicates that the roadway meets LTS guidelines, yellow LOS indicates that the roadway does not meet LTS guidelines, but there are some pedestrian and/or bike facilities, and red LOS indicates that the roadway does not meet LTS guidelines and there are no pedestrian or bike facilities. More information on methodology for LTS and multimodal level of service (MMLOS) analysis can be found in the Transportation Master Plan (TMP). Figure 7 shows pedestrian LTS and Figure 8 shows bicycle LTS in the Town Center area. Figure 9 shows pedestrian LOS and Figure 10 shows bicycle LOS in the Town Center area.

Future LTS and LOS shown in this document were based on work performed for the Sammamish Bicycle and Pedestrian Mobility Plan, which is currently under development. Results shown here may differ from the Sammamish Transportation Master Plan due to new guidance from WSDOT for determining pedestrian and bicycle LTS.

[3] https://www.sammamish.us/media/hayiaftk/2025-2030-tip-guide-adopted-version.pdf

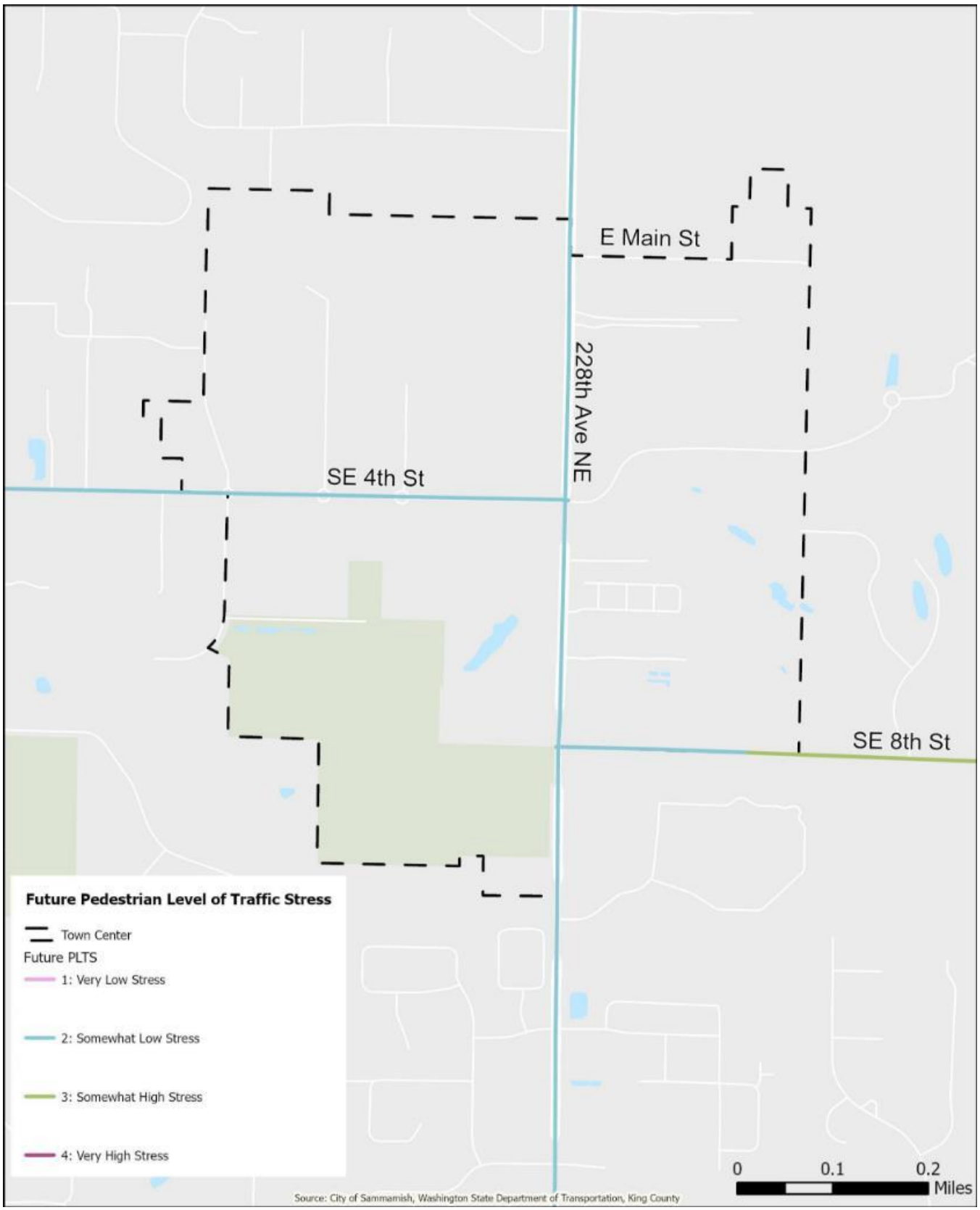


FIGURE 7: FUTURE PEDESTRIAN LEVEL OF TRAFFIC STRESS

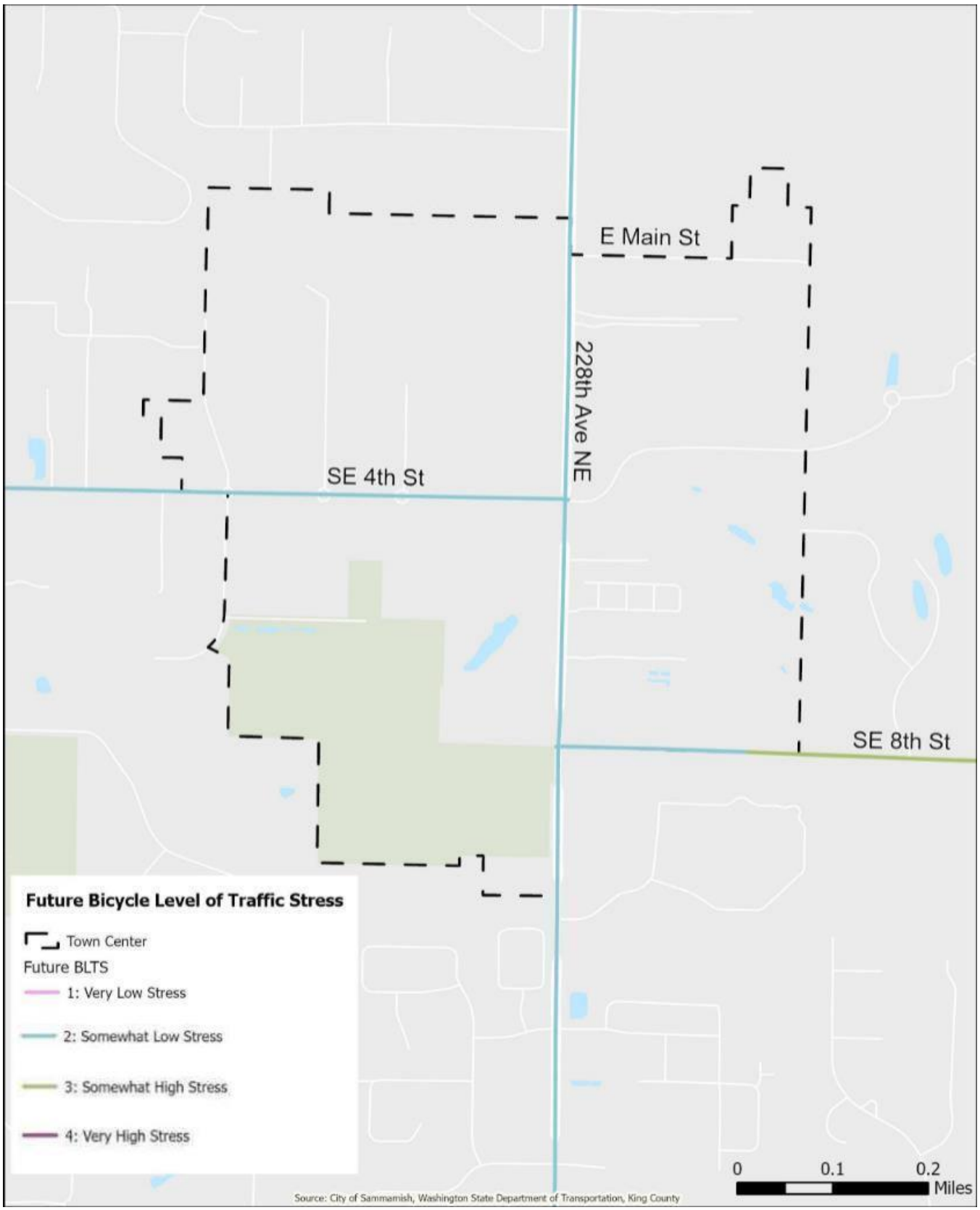


FIGURE 8: FUTURE BICYCLE LEVEL OF TRAFFIC STRESS

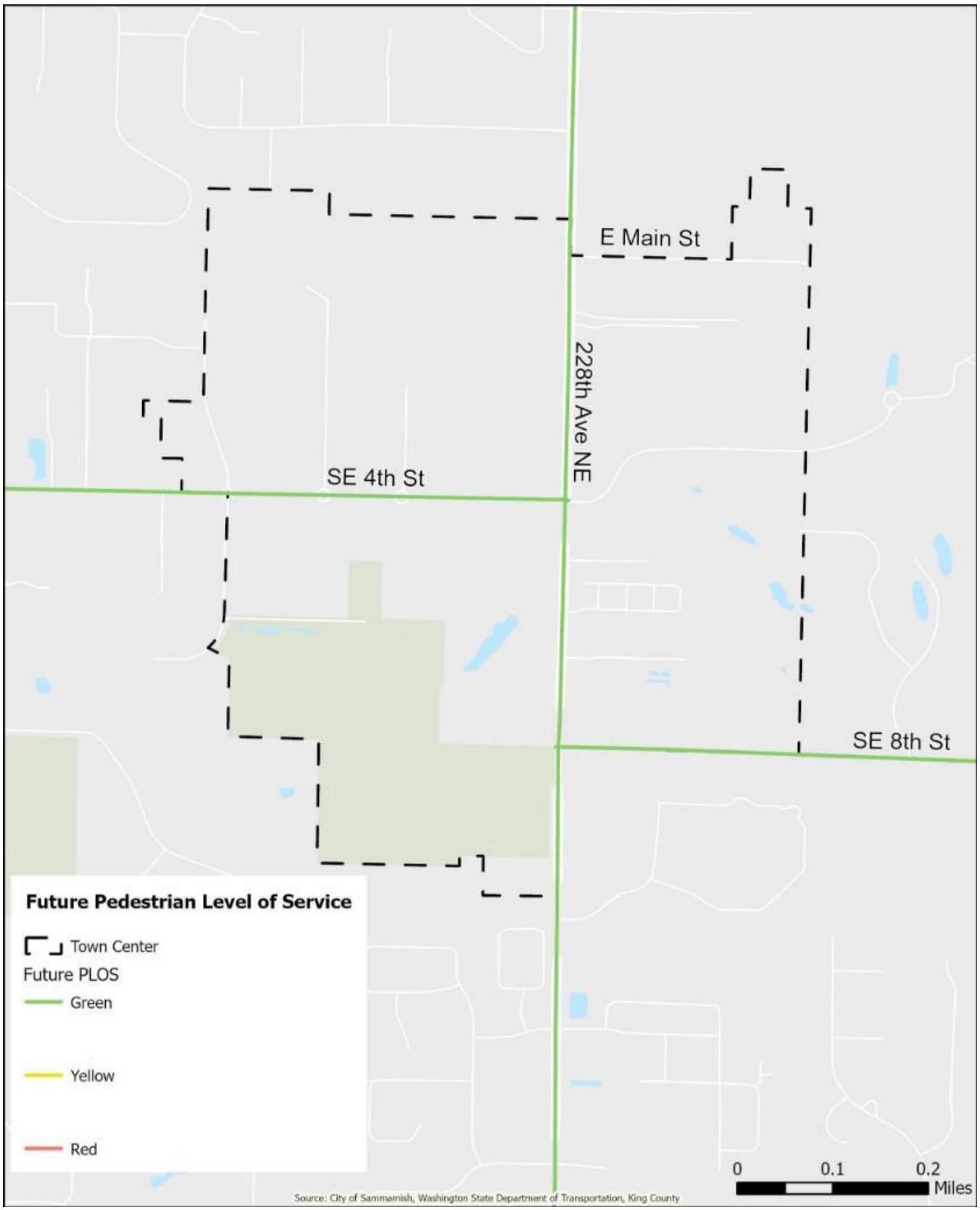


FIGURE 9: FUTURE PEDESTRIAN LEVEL OF SERVICE

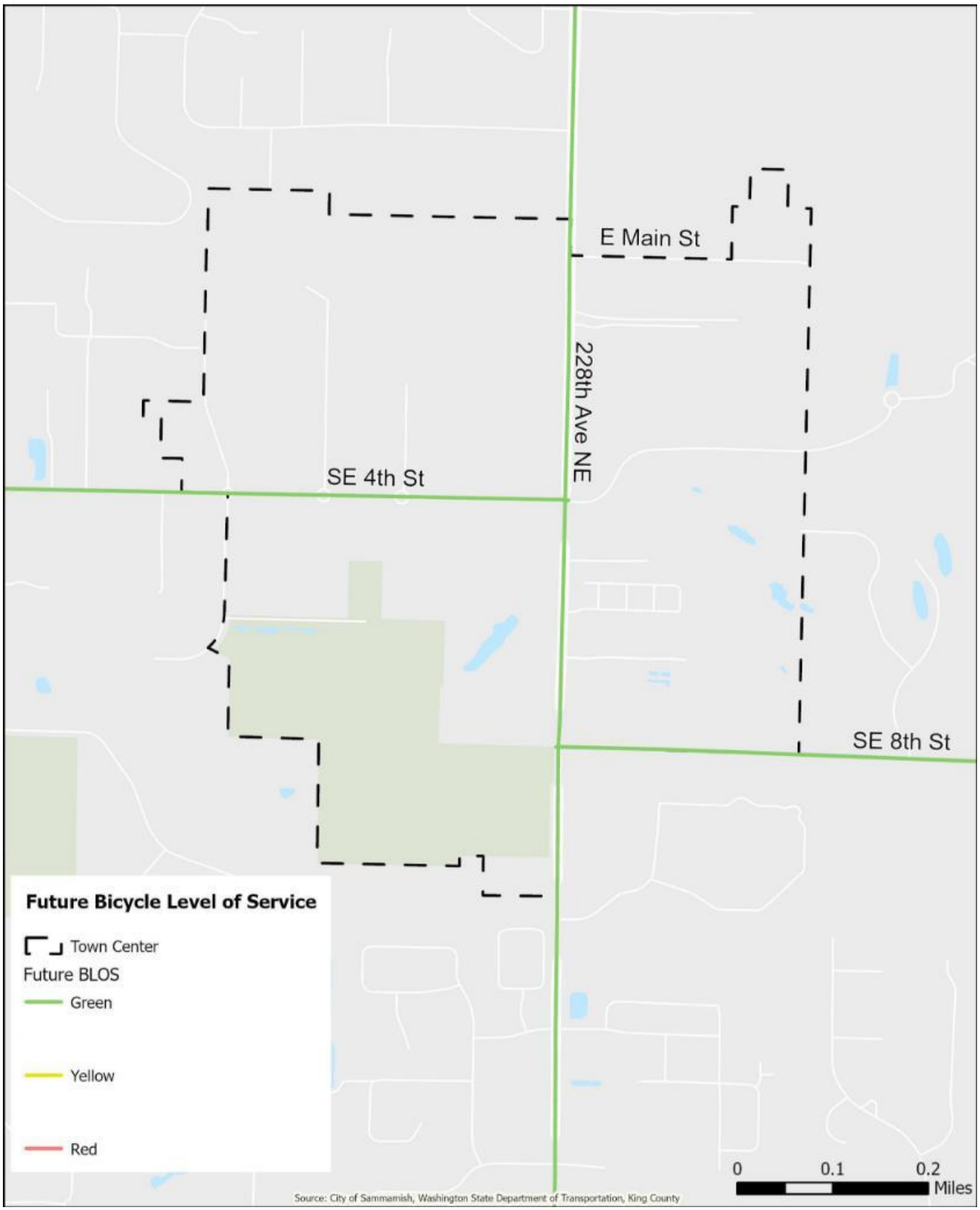


FIGURE 10: FUTURE BICYCLE LEVEL OF SERVICE

CONCLUSION

According to the analysis results, there are no new future deficiencies caused by the Sammamish Town Center project. 212th Avenue SE & SE 8th Street (intersection 18) does not meet LOS standards under any scenario, including the No Action alternative, but it can be mitigated. All bicycle and pedestrian facilities operate at acceptable MMLOS according to the adopted MMLOS standards.

APPENDIX 1

ADDITIONAL TRIPS FROM STC UNITS (NO ACTION VS. ACTION ALTERNATIVE)

AM 4000 vs 2000 FLOW

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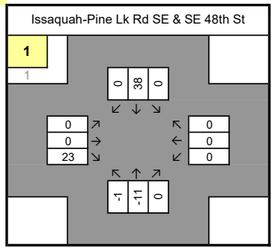
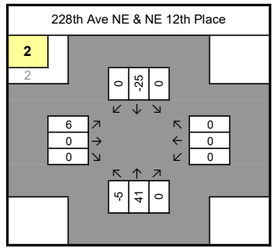
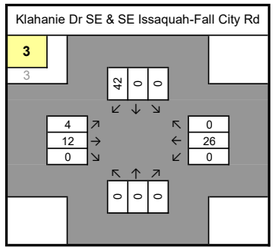
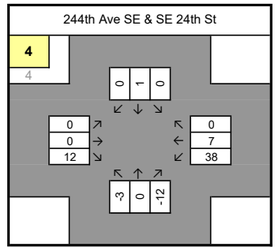
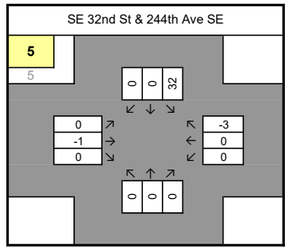
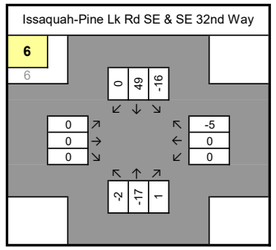


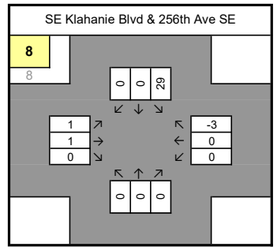


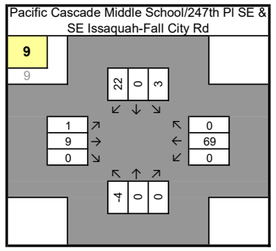


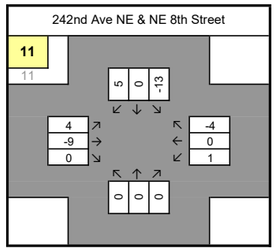


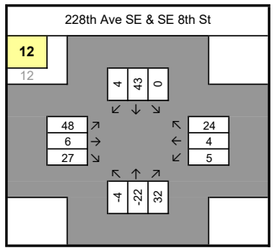


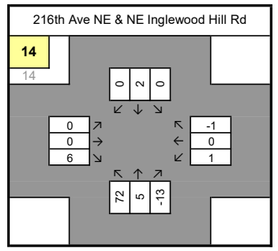


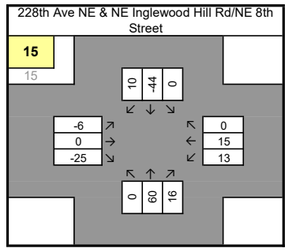


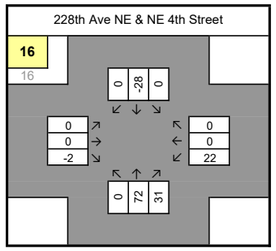


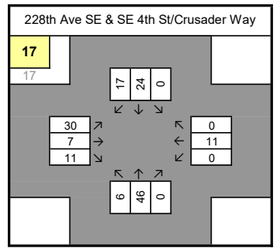


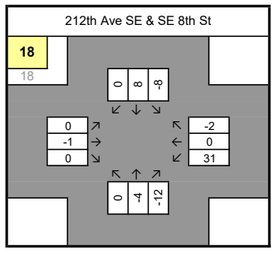


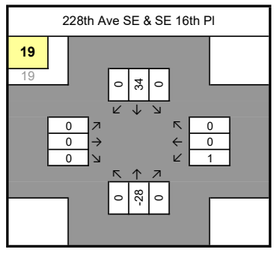


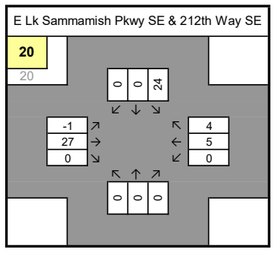


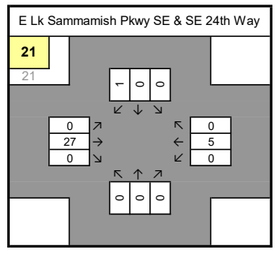


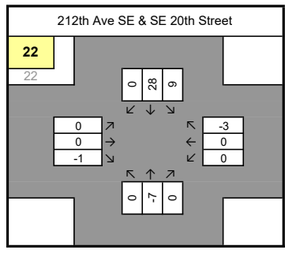


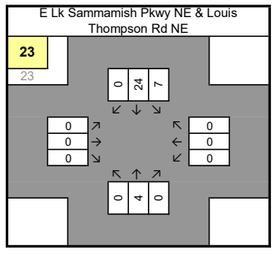


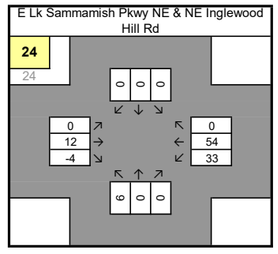


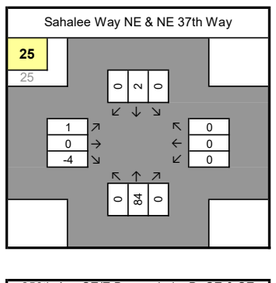


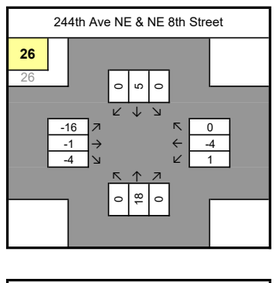


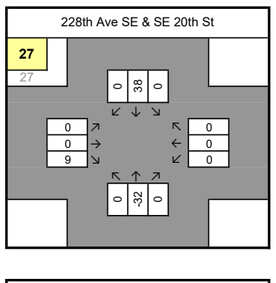


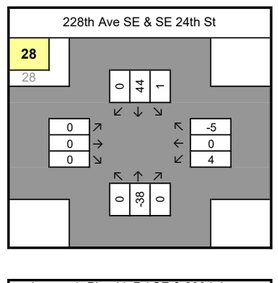


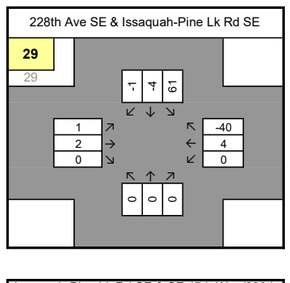


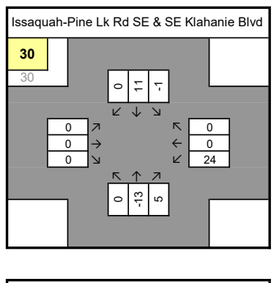


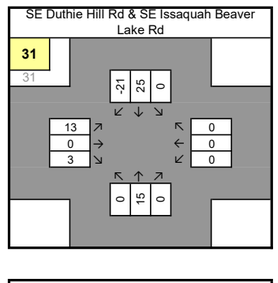


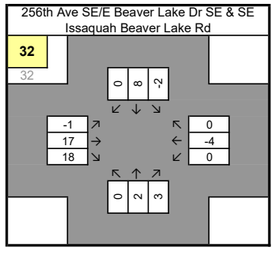


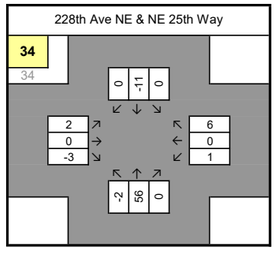


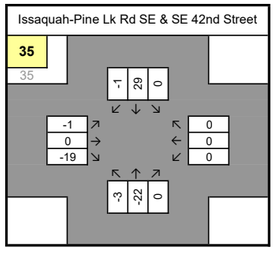


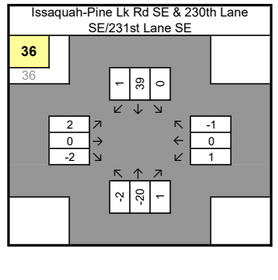


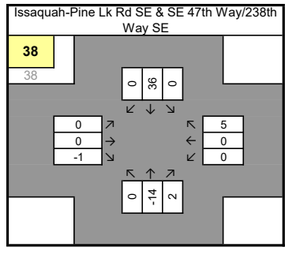


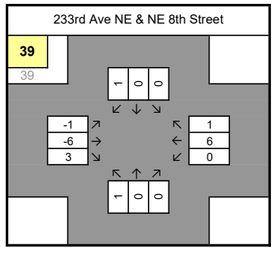


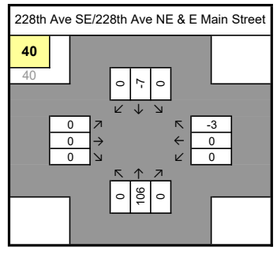




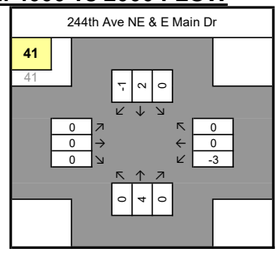


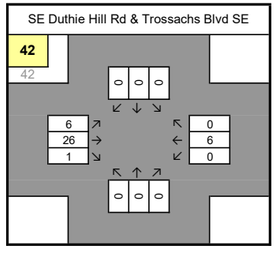


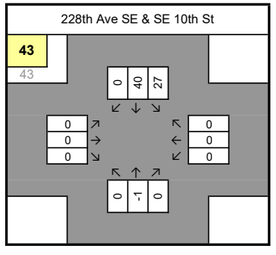


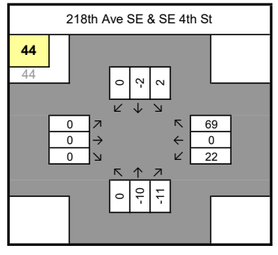


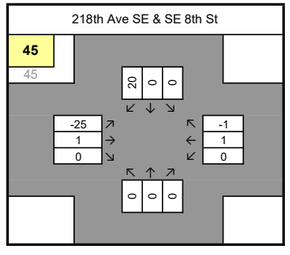
AM 4000 vs 2000 FLOW

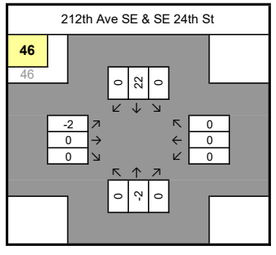


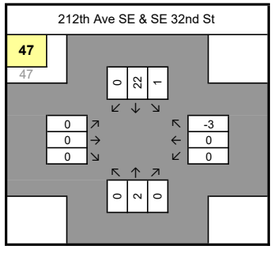


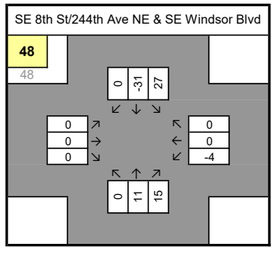


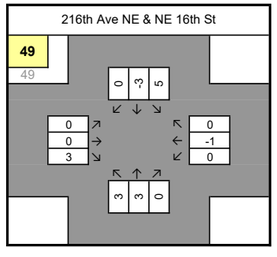


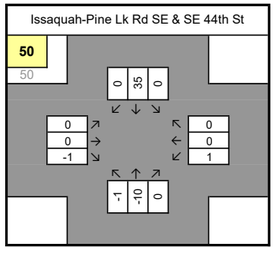


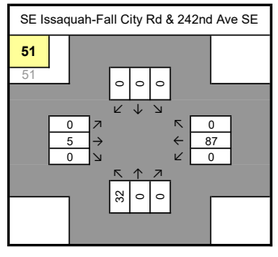


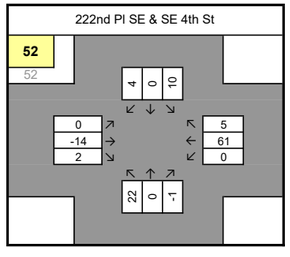


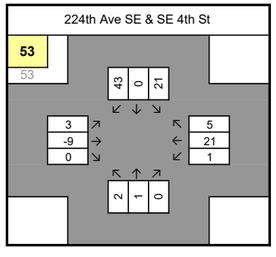


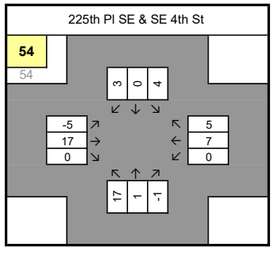


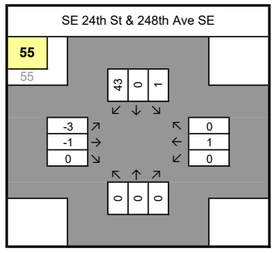


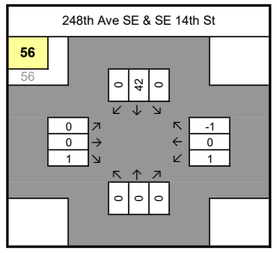


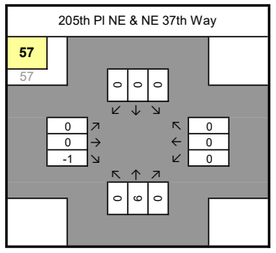


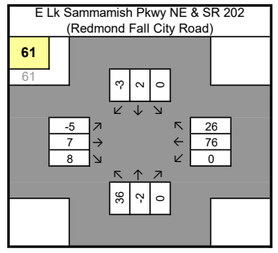


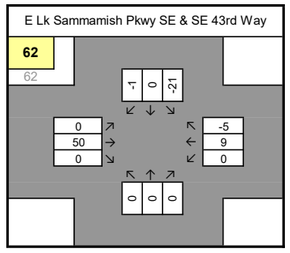


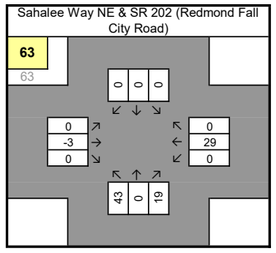


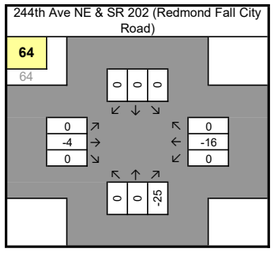


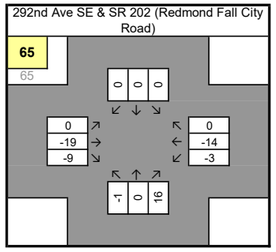


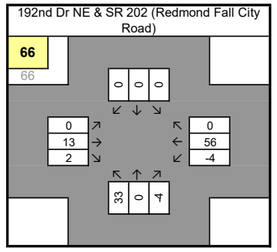


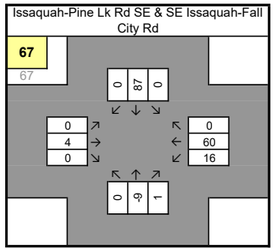












PM 4000 vs 2000 FLOW

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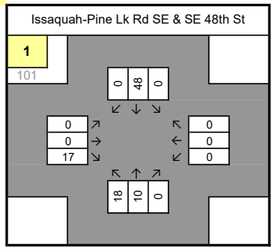

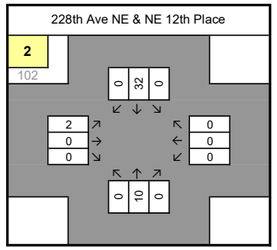

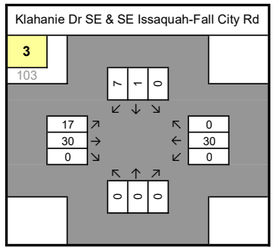

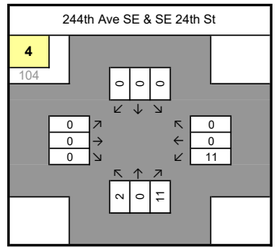

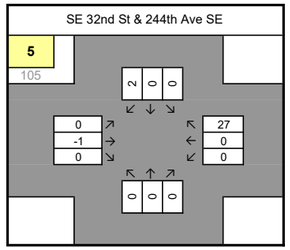

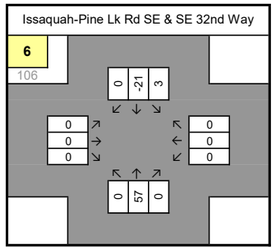

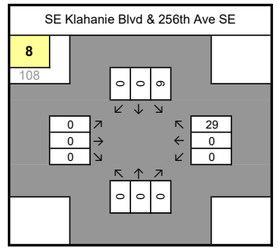

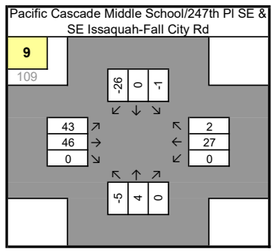

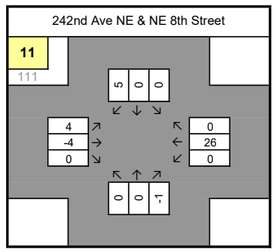

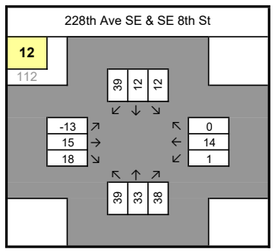

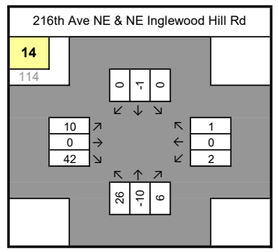

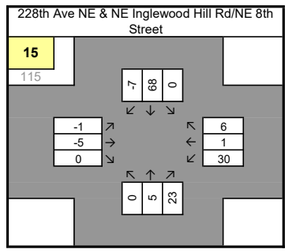

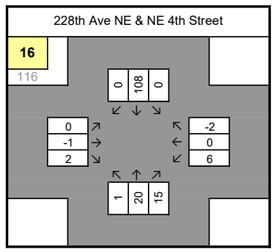

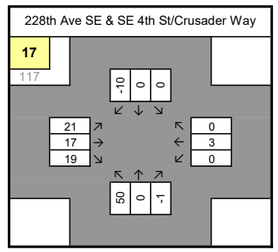

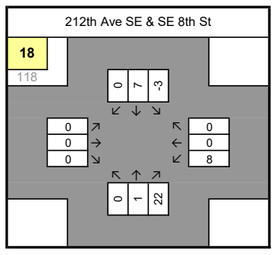

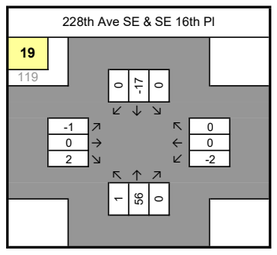

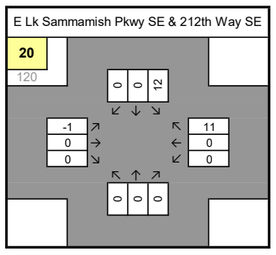

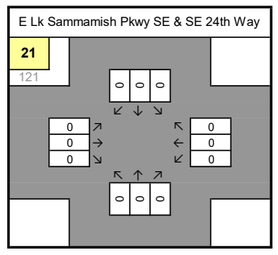

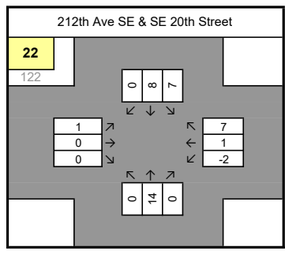

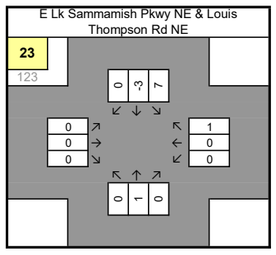

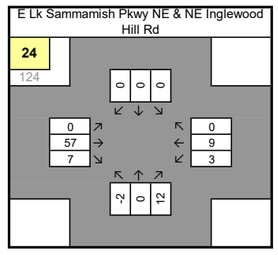

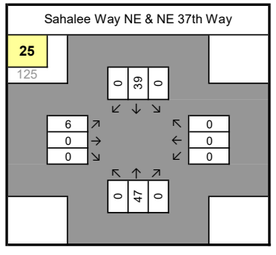

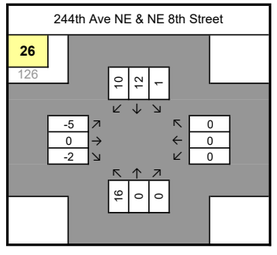

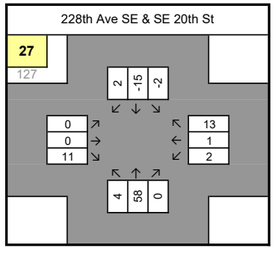

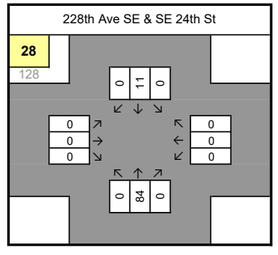

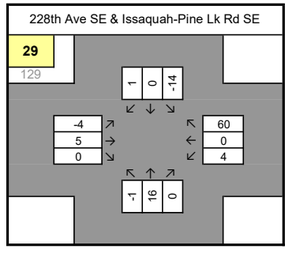

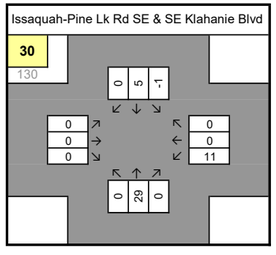

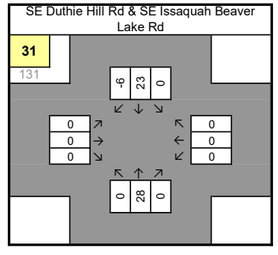

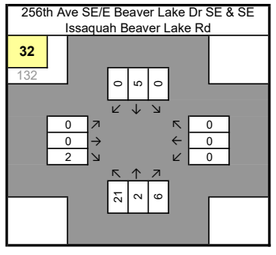

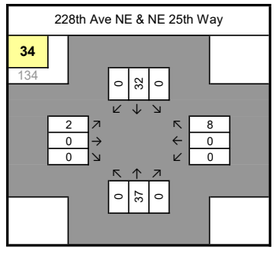

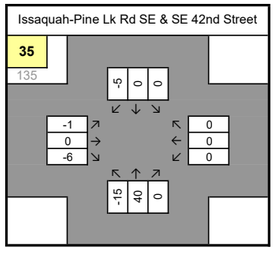

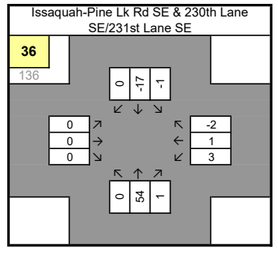

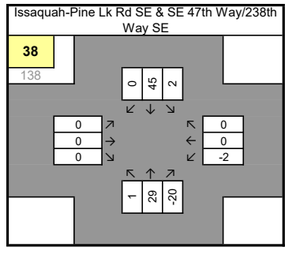

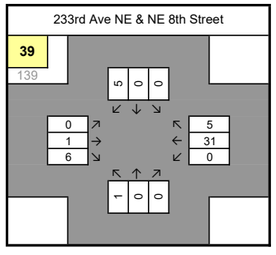

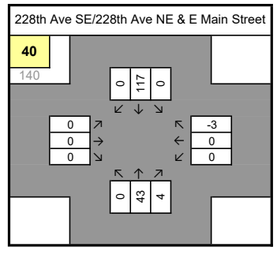

PM 4000 vs 2000 FLOW