



# ENVISION SAMMAMISH 2044

Vol  
I

Comprehensive Plan  
Periodic Update

Adoption Date: December 3, 2024

# Hello **Sammamish.**

## This is **your** Comprehensive Plan.

It reflects your values and aspirations for the future, preserving community assets and meeting the needs of the community.

## This is a plan of **action.**

It is intended to be frequently used to inform decision-making and implement plans, programs, and projects to achieve your vision, from 2024 to 2044.

## This document kicks off a 20-year **implementation program.**

It includes regular plan monitoring, communicating successes and challenges to the community, continued public engagement, and updating the plan as needed to align with community needs.

# Let the work **begin!**



## Land Acknowledgement

*We acknowledge that we are on the Indigenous Land of Coast Salish peoples who have reserved treaty rights to this land, specifically the Snoqualmie Indian Tribe (sduk<sup>w</sup>albix<sup>w</sup>).*

*We thank these caretakers of this land who have lived and continue to live here since time immemorial.*

# Acknowledgements

## Mayor

Kali Clark

## Deputy Mayor

Karen Howe

## City Council

Amy Lam

Roisin O'Farrell

Sid Gupta

Kent Treen

Pam Stuart

Rituja Indapure, *Fmr. Member*

## City Manager

Scott MacColl

## Deputy City Manager

Rachel Bianchi

## City Staff

David Pyle, *Director of Community Development*

Audrie Starsy, *Public Works Director*

Anjali Myer, *Director of Parks, Recreation, & Facilities*

Greg Stamatiou, *Public Works Deputy Director*

Kevin Teague, *Deputy Director of Parks, Recreation, & Facilities*

Steve Clark, *Contract Interim Deputy Public Works Director*

## Consultant Team

Framework

Brightworks Sustainability

Code Studio

Seiger Consulting SPC

Site Story

Sterling Mountain Planning and Design

Transportation Solutions, Inc

## Planning Commission

Mark Baughman, *Chair*

Mike Bresko, *Vice Chair*

Hisham Elkhawad

Seyed Safavian

Sudharani Sunkara

John Backman

Ajay Chakrapani

Hongning Wang, *Youth Board Member*

Sabari Vairavan, *Youth Board Alternate*

Miryam Laytner, *Planning Manager*

Evan Fischer, *Senior Management Analyst*

Shelby Perrault, *Project Manager*

Janie Walzer, *Management Analyst*

Lindsay Channing, *Transportation Planner*

Kellye Hilde, *Fmr. Deputy Director of Community Development*

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# Acronyms & Glossary

## Acronyms

ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
AKART	All Known, Available & Reasonable Methods of Prevention, Control & Treatment
AMI	Area Median Income
ARCH	A Regional Coalition for Housing
AWDT	Average Weekday Traffic
BAS	Best Available Science
BMP	Best Management Practice
CARA	Critical Aquifer Recharge Area
CFP	Capital Facility Plan
CIP	Capital Improvement Plan
CDBG	Community Development Block Grant
CPP	Countywide Planning Policies
CPTED	Crime Prevention through Environmental Design
CTR	Commute Trip Reduction
CWH	Community Wildlife Habitat
DADU	Detached Accessory Dwelling Unit
DOE	[Washington State] Department of Ecology
DU/AC	Dwelling unit per Acre
EMS	Emergency Services
ESA	Endangered Species Act
ERU	Equivalent Residential Unit
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration
GIS	Geographic Information System
GMA	Growth Management Act
HCM	Highway Capacity Manual
HUD	[United States Department of] Housing & Urban Development

KCPBRS	King County Public Benefit Rating System
LAMIRD	Limited Areas of More Intensive Rural Development
LEED	Leadership in Energy & Environmental Design
LID	Local Improvement District
LID	Low Impact Development
LOS	Level of Service
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
NTD	National Transit Database
OFM	[Washington State] Office of Financial Management
PAA	Planned Annexation Area
PHS	Priority Habitat & Species Program
PROS Plan	Parks, Recreation, & Open Space Plan
PSE	Puget Sound Energy, Inc.
PSH	Permanent Supportive Housing
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RDI	Racially Disparate Impacts
SDC	Sammamish Unified Development Code
SEPA	[Washington] State Environmental Policy Act
SMA	Shoreline Management Act
SMC	Sammamish Municipal Code
SMP	Shoreline Master Plan
TAZ	Transportation Analysis Zones
TBP Plan	Trails, Bikeways, & Pathways Plan
TDM	Transportation Demand Management
TDR	Transfer of Development Rights
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
UGA	Urban Growth Area
WSDOT	Washington State Department of Transportation
WUTC	Washington Utilities & Transportation Commission

## Glossary

**Active Transportation:** Refers to any form of human-powered transportation—walking, cycling, using a wheelchair, in-line skating, or skateboarding.

**Accessory Dwelling:** “Accessory unit” means a second dwelling unit either in or added to an existing single-family detached dwelling, or in a separate accessory structure on the same lot as the main dwelling, for use as a complete, independent living facility with provision within the accessory apartment for cooking, eating, sanitation, and sleeping. Such a dwelling is an accessory use to the main dwelling. Accessory units are also commonly known as “mother-in-law” units or “carriage houses.”

**Best Management Practices:** These are defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water. The types of BMPs include source control, runoff treatment and stream -bank erosion control.

**Character:** Community character is the sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents. Factors that contribute to community character include parking and transportation, building design, natural features, and other similar features.

**City:** When capitalized, “City” pertains to the City of Sammamish as a municipal government and jurisdiction. Lowercase “city” is used generically when not referring to a proper noun.

**Climate Resilience:** The capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from climate impacts and disruptions.

**Climate Mitigation:** Involves strategies to reduce greenhouse gas emissions and enhance natural absorbers of these gases to limit global warming. It includes transitioning to renewable energy, improving energy efficiency, and protecting forests. Unlike climate change adaptation, mitigation addresses the causes rather than the impacts of climate change.

**Clustering:** A development design technique that concentrates buildings or lots in specific areas on a site to allow remaining land to be used for recreation, common open space, or the preservation of historically or environmentally sensitive areas features.

**Community:** Wide-ranging social units that share and interact in common places of living, working, and play. Community members include, but are not limited to, children, students, renters, homeowners, businesses, workers, the homeless, the elderly, clients of businesses and services who may or may not live locally, patients of institutional services, and numerous organizations or institutions which are not for-profit businesses, such as religious organizations, volunteer groups, nonprofits, clubs, sports teams, musical groups, and more.

**Compatible:** Land use compatibility means that uses can coexist in proximity to each other without resulting in undue negative impacts on either use. For example, an automobile assembly plant would be unlikely to be compatible with residential uses. Residential uses at varying densities, however, could be compatible with each other as could some residential and commercial uses. The standard for what is and is not compatible is determined by a number of factors, including the type of uses, the community’s historic development pattern and expectations, and local development and design standards.

**Comprehensive Plan:** The City’s future-looking vision, goals, and policies document that holistically covers land use, development, and infrastructure. The Washington State Growth Management Act establishes comprehensive plans as the centerpiece of local long-range planning to guide day-to-day decisions by elected officials and local government staff. Each Washington city and county must periodically review and, if needed, revise its comprehensive plan and development regulations every 10 years.

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

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

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

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

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

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

**Critical Cultural Resource:** A tree or grove determined as a living archaeological object of high cultural significance to the Snoqualmie people. Often referred to as a Culturally Modified Tree (CMT) but may include other culturally significant trees to the Tribe. A tree or grove determined as a living archaeological object of high cultural significance to the Snoqualmie people. Often referred to as a Culturally Modified Tree (CMT) but may include other culturally significant trees to the Tribe.

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

**Eco-tourism:** a form of nature-oriented tourism intended to contribute to the conservation of the natural environment, sustain the well-being of local people, and expand environmental education.

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

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

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

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

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

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

**Habitat Area:** Natural vegetated areas on which animals depend for one or more life cycle requirements, such as food, shelter, migration, and reproduction. The greater the size and complexity of a habitat area, the more plant and animal species it can support.

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

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

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

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

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

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

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

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

**Local Government Operations (LGO):** Refers to facilities, staff, and programs under the direct control of the City of Sammamish. While often synonymous with actions taken by the City, specific references like "City Staff" or "City Facilities" might still be used where appropriate.

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

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

- Reducing the street width and road network within a development.
- Replacing impervious roadways, driveways, and sidewalks with more pervious materials where feasible.
- Reducing lot size and setbacks/frontage requirements through cluster designs.
- Increasing retention of forested open space and better protecting critical areas.
- Directing stormwater runoff to vegetated bioretention areas where shallow storage is used to promote infiltration and evaporation.
- Eliminating conventional pipe and catch basins to increase time of concentration by promoting sheet and shallow concentrated flow.
- Enhancing soil conditions on site by preserving existing topsoil structure and soil amendments, and protecting from compaction during construction.
- Reusing runoff for non-potable application onsite.

**Manufactured Home:** A type of prefabricated housing that is largely assembled in factories and then transported to sites of use. Manufactured homes are built as dwelling units of at least 320 square feet in size with a permanent chassis to assure the initial and continued transportability of the home. The requirement to have a wheeled chassis permanently attached differentiates “manufactured housing” from other types of prefabricated homes, such as modular homes.

**May:** When “may” is used in a policy, such language indicates the City has the option to take steps to accomplish the purpose of the policy.

**Multifamily Dwelling: Dwelling, Attached:** A one-family dwelling attached to one or more one-family dwellings by common roofs, walls, or floors.

- **Flat:** A residential building containing two (2) or more dwelling units which are attached at one or more common roofs, walls, or floors. Typically, the unit's habitable area is provided on a single level. Unit entrances may or may not be provided from a common corridor.
- **Townhouse:** A one-family, ground-related dwelling attached to one or more such units in which each unit has its own exterior, ground-level access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls. Typically the units are multi-story.

**Natural Area:** Natural areas are characterized as undeveloped landscapes containing vegetation, slopes, streams, lakes, pollinator habitat, and other features that have developed through natural growth and evolution rather than planned development or construction.

**Neighborhood Center:** Small, locally-serving activity centers located at key intersections within neighborhoods. Appropriate uses in neighborhood centers include small-scale convenience stores, cafes, restaurants, or recreational facilities.

**Objective:** A statement establishing a measurable target or specific task to be accomplished for the purpose of achieving a goal's desired result.

**Passive Recreation:** Outdoor recreational activities, such as nature observation, hiking, and canoeing or kayaking, that require a minimum of facilities or development and that have minimal environmental impact on the recreational site.

**Permanent Supportive Housing:** Housing that combines low-barrier affordable housing, health care, and supportive services to help individuals and families lead more stable lives.

**Policy:** A statement giving guidance to decision makers for the purpose of achieving a goal's desired result.

**Priority Species:** Those species considered to be priorities for conservation and management and identified in the Washington Department of Fish and Wildlife Priority Habitat and Species (PHS) List.

**Salmonid:** A fish of the salmon family.

**Sensitive Lake:** Sensitive lakes are those lakes particularly prone to eutrophication from increased phosphorus loading, which can occur due to a combination of water quality characteristics and watershed land development. Eutrophication of a lake can result in increased vegetation and algae growth, depletion of oxygen in bottom waters, decreased visibility in the water and some impairment of recreational use. Taken to the extreme, hypereutrophic lakes are characterized by high algal productivity and intense algae blooms, and fish kills due to oxygen depletion and frequent impairment of recreational uses. Land development and use contributes to increased phosphorus loadings to downstream water resources in several ways. Erosion of disturbed areas on construction sites can result in sediment transport to surface waters, which can cause algal blooms. Over-application of fertilizers and the discharge of detergents containing phosphates to the storm drainage system can also increase watershed loading of phosphorus.

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

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

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

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

**Stormwater:** Water from rainfall and snow that runs off surfaces such as rooftops, paved streets, highways, and parking lots and flows into surface water including drainage facilities, rivers, streams, lakes, or Puget Sound. Stormwater can also come from hard grassy surfaces like lawns, play fields, and from graveled roads.

**Subarea Planning:** A subarea planning process focuses on a specific geographic area within a larger community. The process aims to address local needs, opportunities, and challenges through tailored policies, strategies, and projects to guide future growth and development within that subarea.

**Surface Water:** Water found above the land, including oceans, estuaries, lakes, rivers, streams, and ponds.

**Sustainability:** Generally refers to addressing the current population's needs without compromising future generations' quality of life. Environmental sustainability involves promoting actions that minimize pollution, waste, and harm to our natural ecosystems. The aim is to ensure a healthy environment that provides resources for future generations.

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

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

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

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

**Universal Design:** Universal Design refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments that are usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs but also used by all, are a common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures, and low-floor buses that "kneel" (bring their front end to ground level, rather than using on-board lifts).

**Vision:** A description of the community as desired. It serves as the keystone upon which goals, policies, and objectives are based.

**VISION 2050:** VISION 2050 is the region's plan to provide an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. Developed by the Puget Sound Regional Council, VISION 2050's multicounty planning policies, actions, and regional growth strategy guide how and where Puget Sound grows through 2050. The plan informs updates to the Regional Transportation Plan and Regional Economic Strategy. VISION 2050 also sets the stage for updates to countywide planning policies and local comprehensive plans done by cities and counties.

**Volume to Capacity (V/C):** The rate of comparison of roadway demand (vehicle volumes) with roadway supply (carrying capacity).

**Walkability:** A planning concept that encourages mixed-use, higher-density neighborhoods where people can access essential services and amenities by foot.

**Walkable:** One quarter-mile is a standard, comfortable walking distance for most people and contexts.

**Wetland or Wetlands:** Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands (RCW 36.70A.030(20)).

# Introduction

## Envision Sammamish

Envision Sammamish 2044—the Comprehensive Plan Update for the City of Sammamish—stems from extensive interdepartmental collaboration between city staff, the Parks & Recreation and Planning Commissions, City Council members, and the community at large. This plan charts an implementable path complete with goals, policies, strategies, and actions designed to satisfy a shared community vision for 2044.

This plan elaborates on the City’s 2015 Comprehensive Plan, responds to community needs, and fulfills Washington’s Growth Management Act requirements for periodic review. It also complies with King County’s Countywide Planning Policies and the Multicounty Planning Policies established by the Puget Sound Regional Council.

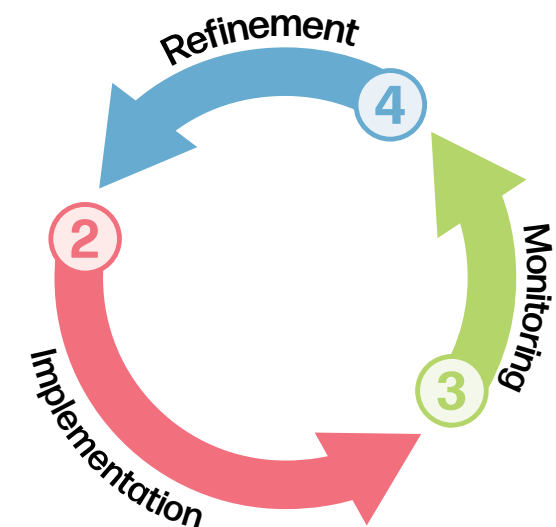
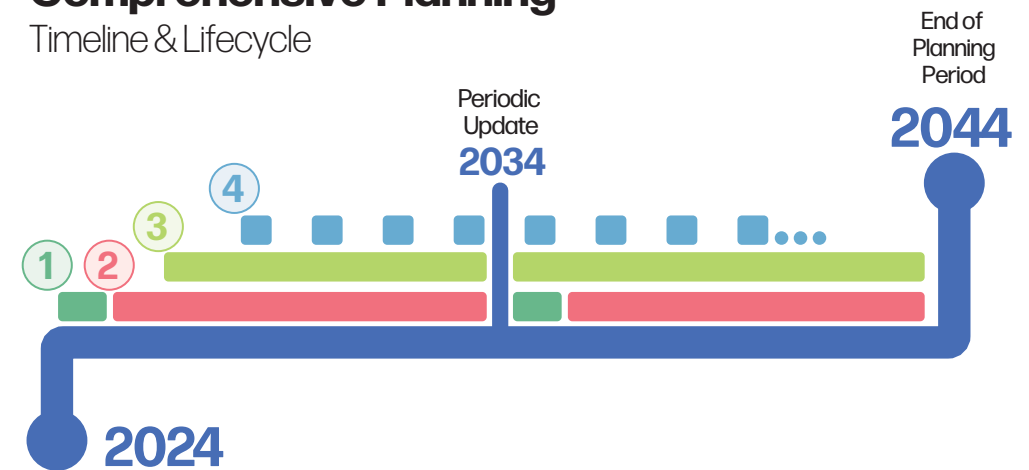
The following Plan is split into two volumes.

**Volume I** includes the community vision, Future Land Use Map, and goals, policies, and strategies for all plan elements including Land Use, Housing, Transportation, Parks & Recreation, Economic Development, Shorelines, Capital Facilities & Utilities, and Climate Change & Resiliency.

**Volume II** includes supporting research and documentation that justifies the goals, policies, and strategies of each plan element laid out in Volume I. In many cases, recent planning efforts are reflected or referenced in this material such as the Housing Diversification Toolkit; the Climate Action Plan; the Parks, Recreation, and Open Space Plan; the Racially Disparate Impacts Report; and others.

### Comprehensive Planning

Timeline & Lifecycle



# Engagement Efforts

Envision Sammamish 2044 reflects community input gleaned during an extensive engagement effort led by the City. This involved school outreach, focus groups, a five-day Planning Summit Series, tabling at community events, community surveys, and collaboration with the Planning Commission, Parks & Recreation Commission, and City Council. The City sent postcards and newsletter articles to every household, conducted outreach at the Farmer’s Market and community pop-ups, hosted luncheons with the Chamber of Commerce, published social media posts and press releases, created an introduction video on comprehensive planning, and maintained a consistently updated project website.

## Planning Summit Series – November 3-16, 2022

The City of Sammamish hosted five topic-specific sessions to listen to community

aspirations for the Comprehensive Plan Update. The Kick-off and Visioning sessions introduced the project timeline and process, while subsequent sessions focused specifically on Housing, Mixed-Use Centers, Economic Development, and Transportation. The series was attended by 71 community members.

## Earth Day – April 22, 2023

Sammamish's annual Earth Day event was hosted by the City of Sammamish Parks, Recreation, & Facilities Department. It featured crafts, activities, informational booths, prizes, food trucks, performances, a petting zoo, an interactive bug and reptile booth, and much more. The Envision Sammamish 2044 informational booth actively raised awareness about the Comprehensive Plan Update and solicited community feedback on a selection of proposed strategies and actions to reduce greenhouse gas emissions. These strategies and actions were intended for inclusion in the Climate Action Plan and ultimately, the Climate Change & Resiliency Element. Staff spoke with 300-350

Climate change engagement activity Sammamish’s Earth Day event.



Element-focused booths were among the many activities for families and kids at the 2023 Block Party.

community members about the project; 127 individual leaves were hung on a tree, each indicating the personal priorities of a community member regarding greenhouse gas reduction measures.

## Block Party – September 30, 2023

The Block Party was a fun, family-friendly event designed to inform the community about topics and issues addressed in the plan update process. About 350 community members interacted with various event booths focusing on different Comprehensive Plan elements.

## Policy Workshop – October 21, 2023

The 2024 Comprehensive Plan Goals & Policies Workshop brought together 20 elected and appointed officials to provide high-level direction on how goals and policies should evolve during this update. The all-day workshop was structured to

allow for group conversations around each of the Comprehensive Plan’s planning topics to ensure a thorough review.

Through this process many key themes and desires came to light.

### Community Input

1. A diverse, inclusive, safe, and welcoming community.
2. More housing variety, choice, and affordability.
3. Resilient infrastructure and social networks.
4. Strong community identity, services, cultural events, and retail amenities.
5. Reliable and safe options to drive, walk, bike, and take transit.
6. Connection to the natural environment.

# Community Vision

The Sammamish 2044 Planning Vision builds on community needs and the foundations of the 2035 Comprehensive Plan, adapting them to the evolving context. These foundations from the 2035 Comprehensive Plan include caring for the planet (environmental quality), people (social equality), and prosperity (economic vitality). Together, Planet, People, and Prosperity frame Sammamish's community vision.

The 2044 Planning Vision is organized into ten vision strategies. The vision strategies are a synthesis of multiple outreach

efforts which include five Planning Summit workshops with the public, additional workshops with City Council, the Planning Commission, and City staff, and finally the Community Visioning project completed by the City in the spring of 2022.

The planning values below pertain to the principles that steer the city's development and management, reflecting the community's aspirations and needs, and serve as an instrument in shaping the city's identity, character, and overall quality of life. In response to the vision and strategies, the following planning values

## Planning Values

guide Sammamish towards becoming a sustainable and equitable community by 2044.

### 1. Planet

**Environmental Responsibility:** Sammamish values the natural environment and ecological resources.

- We exemplify and enact sustainable practices in our organization and community.
- We build climate resiliency to adapt to

and prepare for climate change impacts, reducing vulnerability, and building recovery capacity.

### 2. People

**Inclusivity:** Sammamish welcomes all people, regardless of their backgrounds, to live, work, and visit the city, and fosters a community culture that values diversity, equity, and inclusivity.

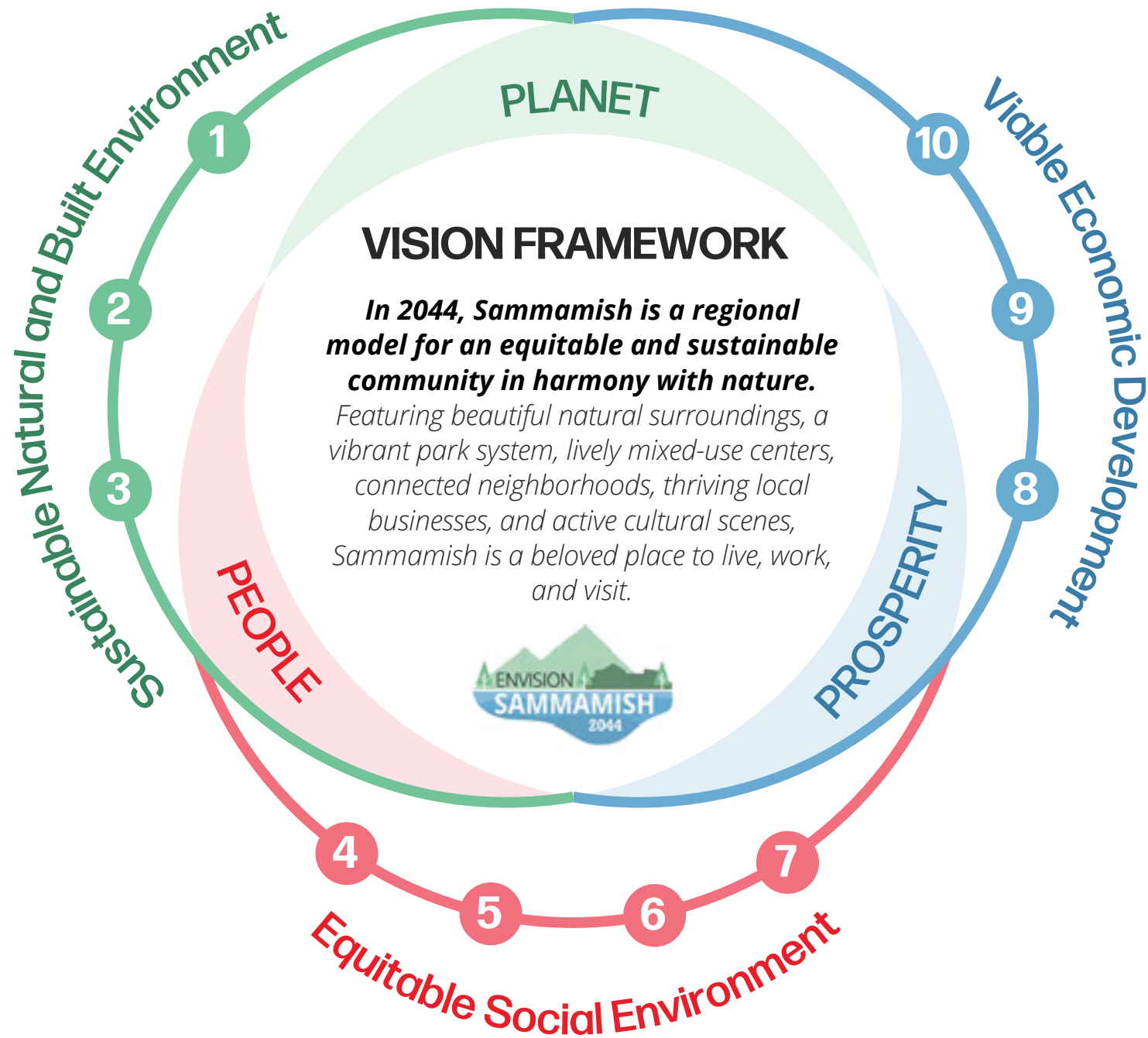
- We ensure that our services and outstanding quality of life are accessible to everyone and that all residents feel a sense of belonging in our community.

- We act with integrity, listen, value others, and treat everyone with fairness and dignity.

### 3. Prosperity

**Collective Advancement:** Sammamish sets the foundation for all members to thrive, providing access to resources and opportunities that support economic growth, innovation, and shared prosperity across the community.

- We explore new ideas and implement innovative and effective solutions.
- We effectively collaborate with external partners, regional agencies, neighboring jurisdictions, and state and federal delegations to solve our local and regional issues.



# Vision Strategies

## Sustainable Natural and Built Environment

- 1 **Sustain Natural Environment and Reduce Climate Impacts.** The City aims to protect tree canopies, water features, and natural habitats to sustain the natural environment. The City is committed to reducing and mitigating the climate impacts from buildings, transportation, and City operations.
- 2 **Develop Multimodal Transportation.** Work with King County Metro and other transit providers to enhance connectivity within Sammamish and access to the surrounding cities, including walking, biking, and transit network.
- 3 **Develop a Distinguished Park and Recreation System.** Create a park, open space, and recreational system that incorporates cultural amenities, and leverages the unique natural resources of the Pacific Northwest to promote environmental conservation.

## Equitable Social Environment

- 4 **Ensure Inclusive, Connected, and Safe Neighborhoods.** Plan neighborhoods that are safe, where people can meet, interact, and access retail, restaurants, key services, and other amenities within walking distance.
- 5 **Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles.** Expand the range of available housing options to provide affordable and appropriate housing for individuals based on their needs and income.
- 6 **Increase Diverse Job Opportunities and Access to Work in Sammamish.** Many residents commute outside of Sammamish for employment, justifying the need to increase opportunities for work within Sammamish.
- 7 **Foster Diversity, Equity and Inclusion through Purposeful Engagement and Quality Human Services.** The City will maintain ongoing communication and engagement with the community and organizations on critical planning issues, provide opportunities for input and feedback, and promote the provision of high-quality human services to create an inclusive and welcoming environment.

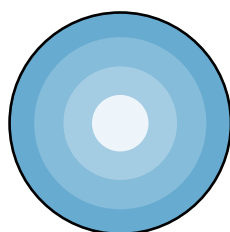
## Viable Economic Development

- 8 **Build Thriving Town Center and Mixed-use Districts.** The City will support the development of the Town Center that reflects Sammamish's identity and encourage redevelopment of walkable mixed-use districts for more housing, retail, services and amenities.
- 9 **Support Local Businesses and Entrepreneurship.** Provide support for a thriving local economy and nurture the community's entrepreneurial spirit.
- 10 **Establish Fiscal Sustainability and Diversify Revenues for the City.** The City is dedicated to improving and diversifying its tax base and revenue streams through economic development.

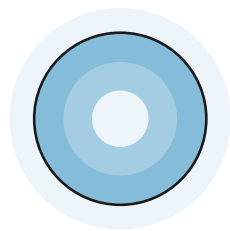
# Vision - Element Matrix

Each element within the Comprehensive Plan Update is related to Sammamish's Vision for 2044. This matrix illustrates the strength of the connection between the items in the Vision and the impact individual Elements have on them.

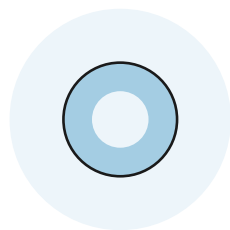
Very Strong Connection



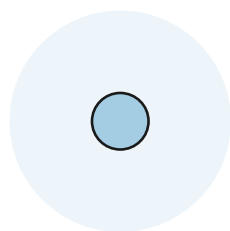
Strong Connection



Moderate Connection



Weak Connection



## Sustainable Natural Environment

Sustain Natural Environment and Reduce Climate Impacts

Develop Multimodal Transportation

Develop a Distinguished Park and Recreation System

## Equitable Social Environment

Ensure Inclusive, Connected, and Safe Neighborhoods

Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles

Increase Diverse Job Opportunities & Access to Work in Sammamish

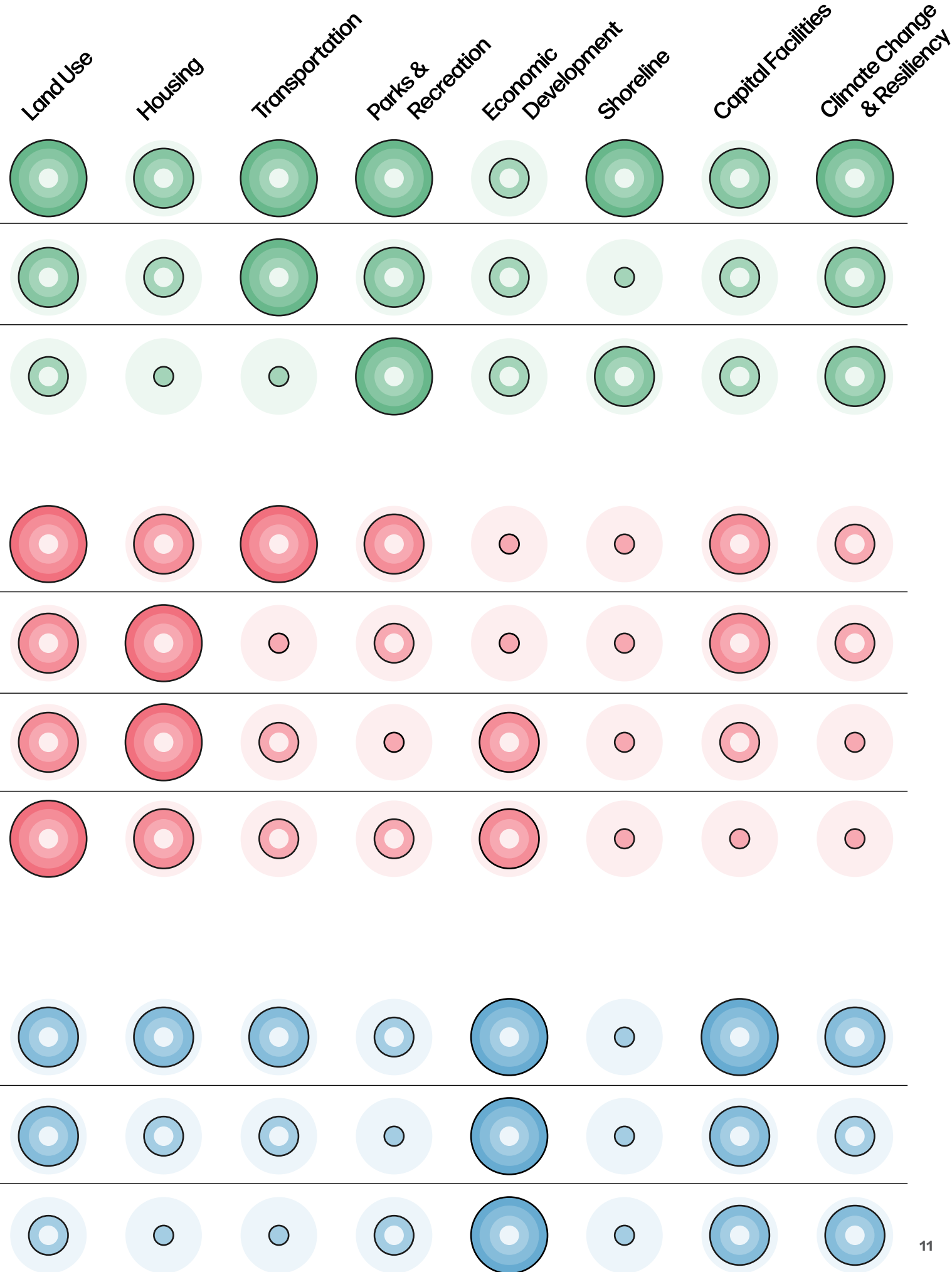
Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

## Viable Economic Development

Build Thriving Town Center and Mixed-use Districts

Support Local Businesses and Entrepreneurship

Establish Fiscal Sustainability and Diversify Revenues for the City



# Policy Framework

## Background

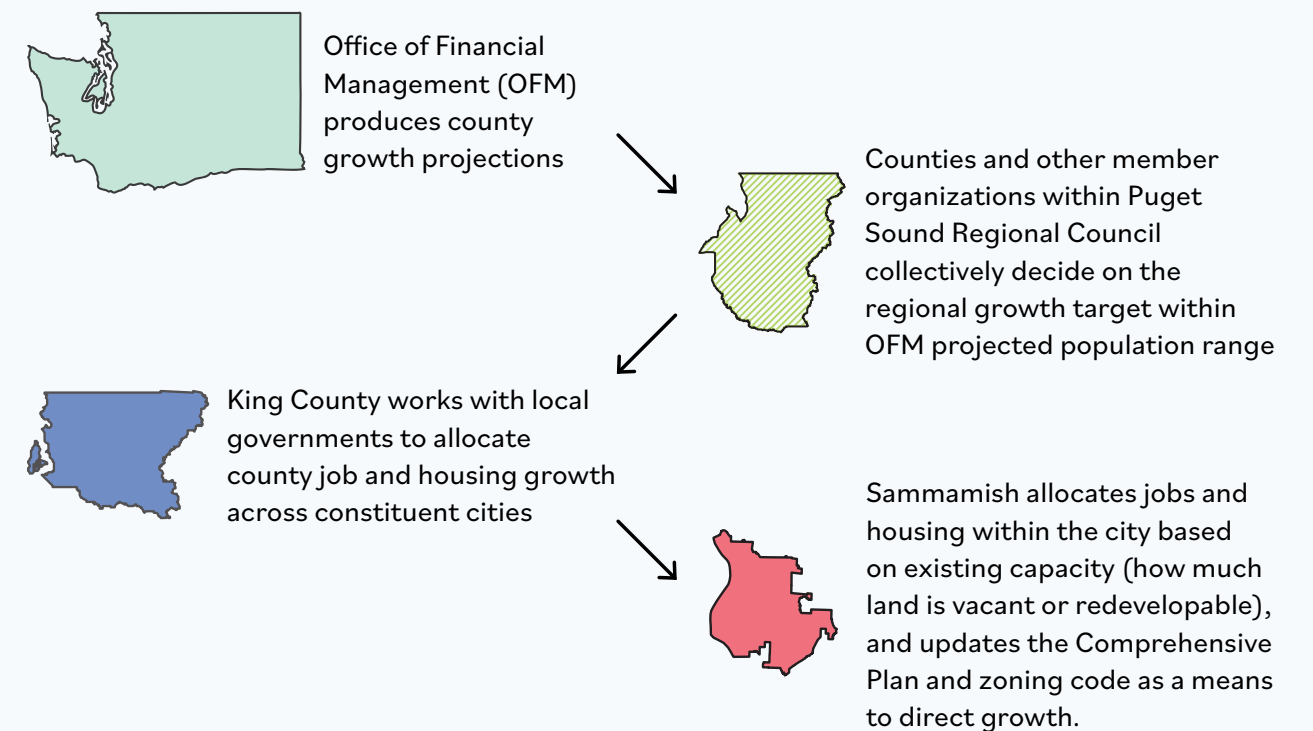
Comprehensive planning is a fundamental method for calibrating state, regional, county, and municipal goals and objectives and linking them to strategic policies and actions to guide the City over a twenty-year planning period. Comprehensive plans must plan for a minimum of twenty years, with periodic updates every ten years to ensure that the city is growing and changing in alignment with the Plan. Periodic updates are also an opportunity to address changing conditions and needs in the city and region. Each planning effort is informed by significant community engagement, as well as coordination and participation between City agencies, boards and commissions, and elected officials. Comprehensive planning serves as an important opportunity for collaboration across departments and the community, resulting in positive and coordinated growth that respects and enhances a city's unique sense of place.

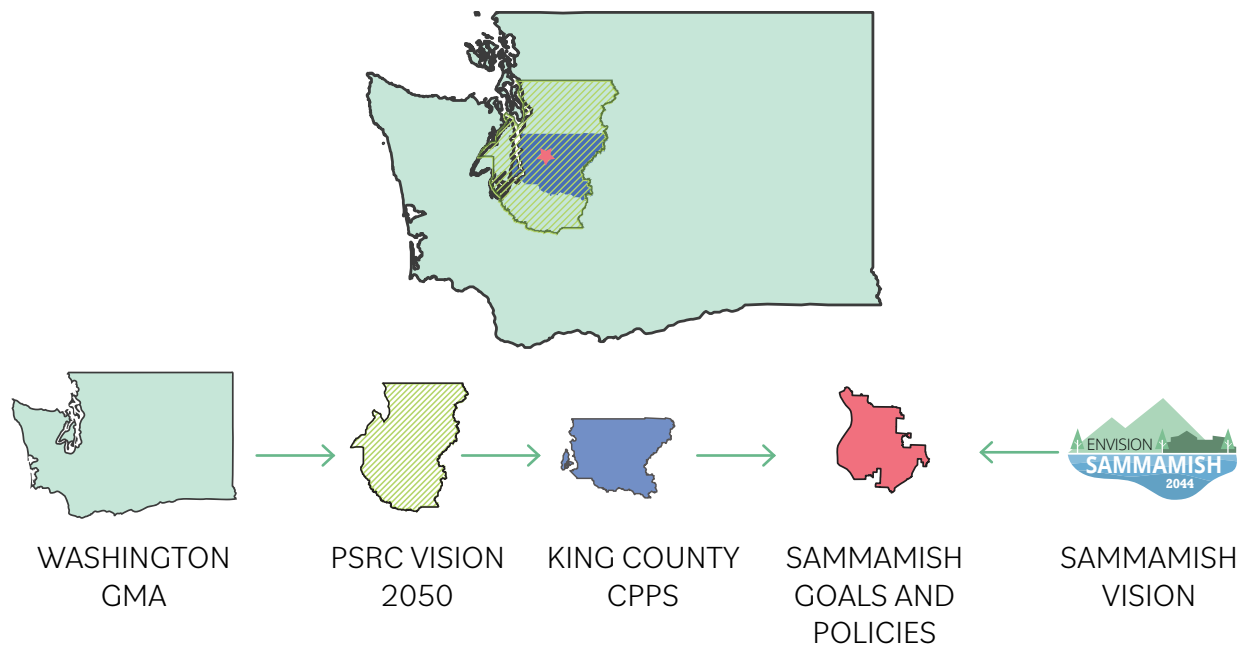
## State, Regional, & County Context

### Purpose

The purpose of the Comprehensive Plan, as articulated by State legislation, is to create a policy framework that aligns planning efforts across and within agencies. The Plan guides the adoption and implementation of development regulations by the City and partner organizations and establishes both long- and short-term City priorities. It is intended to be a central resource linking goals, policies, and strategies, local standards, and implementing actions at the municipal level. Importantly, legislation includes a requirement that zoning, capital expenditures, and development regulations conform to the goals, policies, strategies, and actions articulated in the Comprehensive Plan. Beyond state and regional mandates, the Comprehensive Plan is a guiding document that drives the day-to-day work of the City.

### Growth Allocation Methodology





### Washington State Growth Management Act (GMA)

Sammamish is guided by Washington State planning requirements that are contained in State legal codes and the Growth Management Act (GMA), which is codified in RCW Chapter 36.70A and in other related and amended sections of the Revised Code of Washington (RCW). As the name indicates, the GMA was adopted in 1990 to ensure strategic growth in the state preserves resource lands and coordinates density in jobs and housing within existing regional centers. This approach reduces infrastructure costs and resource consumption while preserving Washington’s environmental assets.

### Coordinating State, Regional, County and Local Growth

In advance of planning efforts, the Office of Financial Management (OFM) provides a range of population projections for Washington counties so that the counties can plan appropriately to accommodate anticipated growth. For large metropolitan regions such as Puget Sound, a regional

body acts as an intermediary for these growth allocations. In Puget Sound, members of the Puget Sound Regional Council (PSRC) including Snohomish, Kitsap, King, and Pierce Counties as well as the region’s tribes, cities, transit agencies, and port districts work together to set a regional growth target and then allocate growth to the respective counties. This ensures that large transit projects and other regional infrastructure investments are coordinated with growth in employment and housing.

Finally, counties work with their constituent cities following the regional growth construct set by PSRC to allocate jobs and housing across different geographic areas. These growth targets are formalized in the King County Countywide Planning Policies (CPPs). Each city must then plan for its assigned growth within its urban growth area and municipal boundary. A complete description of the King County-led process for establishing development capacity, growth targets, and affordable housing need is provided in Volume II.

### Coordinating State, Regional, County, and Local Policies

The GMA triggers comprehensive plans at the regional, county, and city level. Countywide Planning Policies must be consistent with the regional comprehensive plan (PSRC’s VISION 2050), and City comprehensive plans must be consistent with both regional and county plans. For Sammamish, this means that this Comprehensive Plan must conform to state requirements, PSRC’s VISION 2050, and King County’s Countywide Planning Policies. In recent years, major amendments to the Growth Management Act, VISION 2050, and Countywide Planning Policies include provisions to address deficits in affordable housing, climate change adaptation and mitigation, and racially disparate impacts.

### Relationship with Other City Plans

The topics addressed in this comprehensive plan are also the subject of many other City efforts and plans. The comprehensive plan is aligned as accurately as possible with the latest topic-focused plans for housing, capital facilities, parks, and more without introducing redundancies in City policymaking. For example, the Housing Element includes goals, policies, and strategies that support the 2023 Housing Diversification Toolkit without directly repeating the strategies and actions in the Housing Diversification Toolkit. As such, prior to the introduction of each element’s goals, policies, and strategies, this document will identify other relevant City plans.

*For more context on the Growth Management Act, VISION 2050, and other upstream regulations that inform the Comprehensive Plan, please refer to Volume II.*

### Plan Components

The Sammamish Comprehensive Plan follows the framework of the Community Vision, which is implemented through the Plan’s Future Land Use Map and the Plan elements. Each Plan element includes a series of goals, policies, and strategies, which together make up the framework the City must follow when directing operations over the 20-year planning period to support the vision.

For the purposes of this document, the terms “Goal,” “Policy,” and “Strategy” are defined as follows:

**Goal** – Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed.

**Policy** – Topic-specific statements designed to address a specific goal or objective. Policies provide guidelines for current and future decision-making, identifying a clear commitment of the local legislative body. A policy is an extension of a plan’s goals, reflecting topical nuance as well as an assessment of conditions, and drives progress towards achieving that goal.

**Strategy** - Plans for getting from the current state to the conditions outlined in a goal or policy. A strategy provides a general plan or program directive required to further a goal or policy. In some cases, a strategy can help the City articulate a specific set of actions.

All goals, policies, and strategies are written to achieve compliance with the Growth Management Act (RCW 36.70A.070(1)), PSRC VISION 2050, and the King County Countywide Planning Policies, and to further the vision articulated by community members.

## Update Process

The City of Sammamish first adopted a Comprehensive Plan in 2003, which underwent a full update in 2015. This periodic update to the existing Comprehensive Plan must align with state, regional, and county-level requirements which stem from the State’s Growth Management Act, Puget Sound Regional Council’s VISION 2050 and its Multi-County Planning Policies, and King County’s Countywide Planning Policies respectively.

Furthermore, new bills adopted in recent State legislative sessions significantly augment the ways in which comprehensive plans support growth. These new mandates must also be met during—or closely following—this Plan Update. Applicable bills are summarized below:

**HB 1220:** Requires jurisdictions to plan for and accommodate, rather than encourage the availability of, emergency and affordable housing.

**HB 1241:** Changes the Comprehensive Planning Periodic Update and Shoreline Master Program cycles from 8 to 10 years. Requires a 5-year implementation progress report and an annual work program for select jurisdictions.

**HB 1717:** Adds new requirements for cities and counties to include local and regional tribes in planning processes and decisions.

**HB 2001:** Expands the ability to build tiny houses.

**SB 5042:** Changes the initial effective date of certain actions under the GMA.

**SB 5118:** Designates juvenile rehabilitation community facilities as essential public facilities.

**SB 5235:** Increases housing unit inventory by removing arbitrary limits on housing.

**SB 5275:** Enhances opportunity in limited areas of more intensive rural development (LAMIRDs).

**SB 5368:** Encourages rural economic development.

**SB 5593:** Allows counties to make revisions to Urban Growth Area (UGA) boundaries to accommodate patterns of development.

**SB 5818:** Promotes housing construction in cities through amendments to, and limiting appeals under, SEPA and GMA.

**HB 1181:** Requires fully planning cities and counties to include a climate change element in comprehensive plans. By 2029, Sammamish must adopt a greenhouse gas sub-element and a resiliency sub-element.

**HB 1110:** Requires cities with a population over 25,000 to allow 2 units on all residentially-zoned lots; 3 units must be allowed if one unit is affordable or if the lot is within 1/4 mile of public transit.

The 2024 Comprehensive Plan Update builds on the 2015 iteration of the Plan (and its more recent amendments), updating existing goals, policies, and strategies from the previous plan. Staff from a variety of City departments collaborated with the consultant team on the following policy review and development processes:

An external consistency check was conducted by comparing existing goals and policies against state, regional, and county requirements. Existing goals and policies were consolidated, reorganized, and revised to maintain or establish compliance.

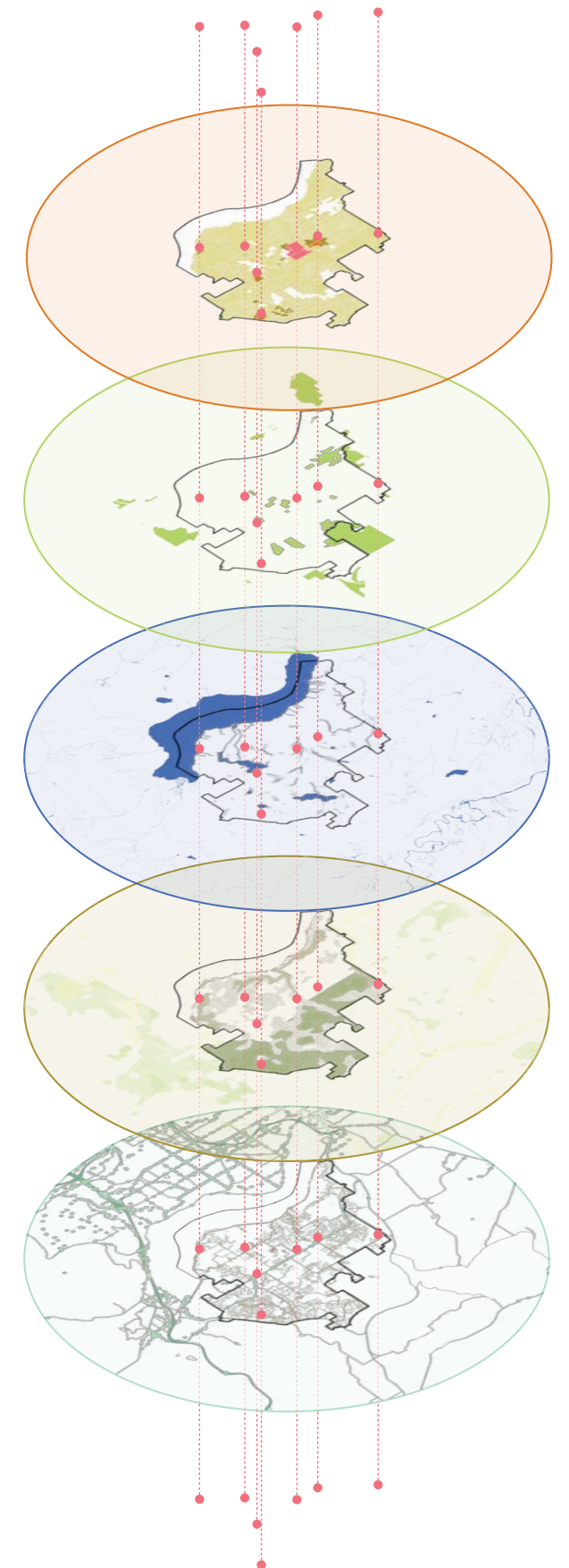
Strategies were introduced to provide more hierarchy and ease of implementation. In some cases, existing policies were rewritten and recategorized as strategies.

New goals, policies, and strategies were drafted to comply with state, regional, and county requirements. City staff also reworked goals, policies, and strategies to best align with related planning efforts.

Ultimately, the revised goals, policies, and strategies were evaluated against the community vision for 2044.

## Element Mapping

It is critical to understand the spatial relationships between land uses, transportation networks, natural features, and other components of the built and natural environment addressed within each element. The layering of each element’s spatial attributes shows the interconnectedness throughout Envision Sammamish. When combined, the collection of assets, risks, and opportunities for each element can indicate where synergies and conflicts exist, and highlight where the City should allocate resources to address community needs.



# Land Use + Environmental Stewardship

## Introduction & Vision Connection

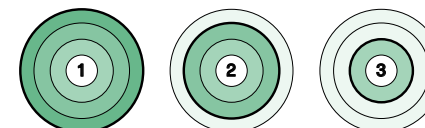
Sammamish's Land Use + Environmental Stewardship Element is the foundation for meeting the community's vision by 2044. Expanding housing choices, improving access to services within neighborhoods, creating a walkable Town Center, addressing climate change and sustainability, expanding access to jobs, designating locations for parks, and many other planning goals start with the Land Use + Environmental Stewardship Element. This Element will continue to emphasize residential land uses with an emphasis on more diverse housing types that can be built in residential areas. Opportunities for affordable housing are also expanded through updates to the Land Use Element and zoning regulations. The Sammamish Town Center continues to provide opportunities for affordable housing as well as commercial and market-rate housing development, cultural uses and amenities, and services. New land use designations for neighborhood-serving commercial areas are also introduced in this Element. These newly defined areas, Mixed-Use Centers

and Neighborhood Centers, are smaller in size and scale than the Town Center, and will be subject to future subarea plans following adoption of the amended Town Center Plan. Updates to the Land Use + Environmental Stewardship Element include:

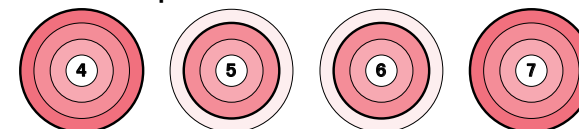
- New Future Land Use Map categories to provide greater flexibility as a planning tool;
- Addition of Neighborhood Centers;
- Addition of wildlife corridors and bridges;
- Addition of Wildland Urban Interface (WUI) designation;
- Updates to residential designations in proximity to Town Center and Mixed-Use Centers; and
- Identification of parcels for affordable housing opportunities (i.e. bonus parcels).

**This is Volume I of the Land Use + Environmental Stewardship Element.** Volume II includes supporting documentation and background information such as State mandates, capacity estimates, and development assumptions that establish the 2044 Growth Strategy.

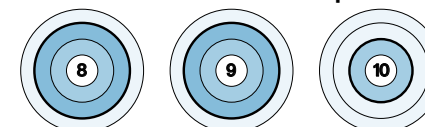
### Sustainable Natural Environment



### Equitable Social Environment



### Viable Economic Development



**The Land Use + Environmental Stewardship Element affects every other element within the Comprehensive Plan. This makes it highly relevant to most aspects of the Vision, particularly in creating an equitable and sustainable community.**



Sammamish Farmers Market (Image credit: Jean Johnson).

## Planning Themes

The Land Use Element goals are derived from key themes that reflect state and regional planning requirements, along with input from the wider Sammamish community. The influence of these foundational themes can be seen throughout the Comprehensive Plan.

- **Ensure that people of all income levels have access to choice and opportunities including housing, employment, transportation, services, and amenities** (Influence elements: Housing, Capital Facilities and Utilities, Parks and Recreation, Transportation, Economic Development).
- **Prioritize approaches that increase physical activity, social interaction, and community health and wellbeing** (Housing, Capital Facilities and Utilities, Parks and Recreation, Transportation, Climate Change and Resiliency).
- **Balance the preservation of environmental assets with the creation of new housing and employment opportunities while reducing exposure to environmental hazards** (Housing, Environment and Conservation, Parks and Recreation,

Economic Development, Climate Change and Resiliency).

- **Maintain the provision of high-quality public services, infrastructure, multi-modal connectivity, and parks and open space while facilitating inclusive population and employment growth** (Housing, Parks and Recreation, Capital Facilities and Utilities, Transportation).
- **Elevate environmental stewardship and conservation** (Housing, Parks and Recreation, Climate Change and Resiliency).
- **Address racially disparate impacts and racial exclusion through land use planning** (Housing, Parks and Recreation, Transportation, Capital Facilities and Utilities, Climate Change and Resiliency).

### RACIALLY DISPARATE IMPACTS

Outcomes in which policies and practices disproportionately affect individuals of a specific racialized group. The result is discrimination and inequality in housing, health, wealth, and other outcomes faced by racial group or ethnic community.

## Background & Engagement

### Community Input

Land use was at the center of many public engagement workshops, discussions, and activities that informed this comprehensive plan update – beginning with the work to renew the community vision. From the onset, Sammamish residents emphasized the importance of balancing growth and affordability with stewardship of the natural environment and retention of green space. Priorities for how Sammamish uses its land emerged during various engagement efforts:

- **Planning Summit Kick-Off and Visioning Workshop** – Residents indicated their ultimate desire was a thriving Town Center and walkable community in 2044.

- **Planning Summit Housing Session** – More affordable and diverse housing options that are integrated with nature and well-connected to everyday destinations.
- **Planning Summit Mixed-Use Centers Session** – Active centers with unique physical character and local businesses will be accessible to all residents by 2044. These places should balance a variety of retail opportunities, housing types, and public open space. The walkability of downtown Kirkland was seen as an exemplar among many residents.
- **Earth Day** – Communitywide trip reduction strategies, including transit-oriented development and location-efficient housing, were voted as top community priorities to reduce greenhouse gas emissions.

The Planning Summit Kick-Off event at Sammamish City Hall.



- **Planning Commission and City Council Meetings** – Elected leaders, Commissioners, and members of the public helped determine an appropriate and realistic distribution of housing and job growth in the land use alternatives for the Plan. Meeting feedback emphasized the City’s commitment to HB 1220 and HB 1110 compliance by embracing a range of housing types in residential and mixed-use land use types at viable intensities for affordable housing development.
- **Goals and Policies Workshop** – Attendees emphasized the importance of the Land Use Element: it should ensure a healthy and equitable balance of land uses, appropriate infrastructure, climate mitigation and resilience, and a development pattern that is economically and environmentally sustainable. The Element must define and enhance Sammamish’s community identity through natural environment protection, high-quality live-work-play opportunities, and distinctive urban design.

## Relationship to Other Elements

The Land Use Element influences all Elements within the Comprehensive Plan. Land use goals, policies, and strategies help to determine the distribution of different land use types within the city as well as to coordinate the other Elements in the plan. Accordingly, most goals, policies, and strategies within this chapter concern multiple elements simultaneously. For example, land use goals and policies work to establish a development pattern that co-locates multimodal transportation with higher density housing and amenities. This impacts the Housing, Transportation, and Capital Facilities & Utilities Elements. Similarly, the land use goals work to establish a lower-density development pattern close to environmentally critical areas. This impacts the Housing Element as well as the Climate Change & Resiliency Element.

Pine Lake Beach Park. Throughout the engagement process, Sammamish residents emphasized the importance of integrating future growth with their natural surroundings.



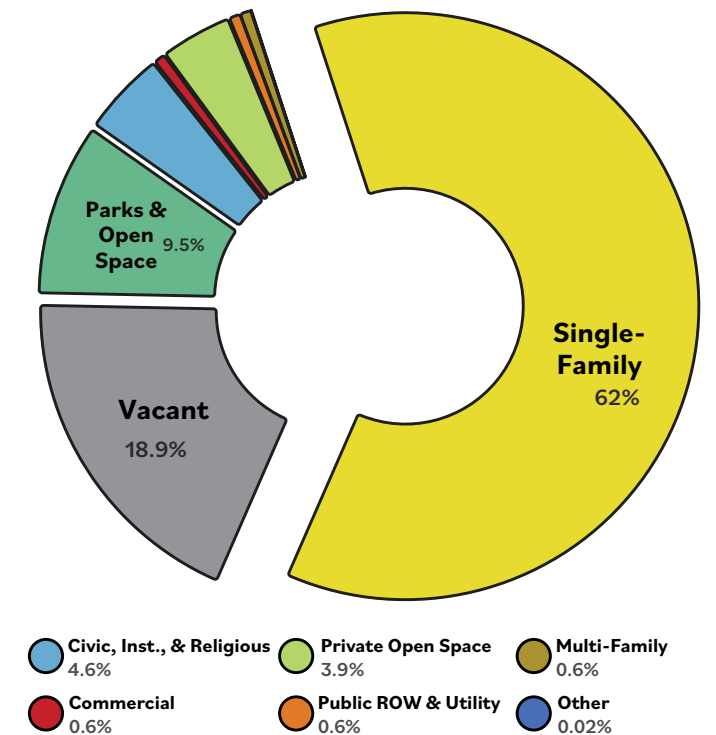
Single-family homes make up the vast majority of built land in the city (Image credit: Seattle Times).

## Land Use Today

The current land use pattern in Sammamish includes suburban residential neighborhoods with limited mixed-use or commercial areas. Residential subdivisions with single-family detached homes dominate the city’s landscape, and are often disconnected from one another with curving, dead-end streets. Commercial uses primarily exist along 228th with a variety of lower-density strip-style development, gas stations, retail, restaurants, services, and dispersed civic and institutional buildings. Figure LU-1 breaks down the city’s existing land uses based on King County parcel data from 2023.

A complex of natural features including lakes, streams, wetlands, bogs, and forested areas with severe topographical relief are found throughout the city. These environmental assets in combination with parks and open spaces like Pine Lake Park, Sammamish Commons, and Klahanie Park comprise a rich natural landscape that coexists with a low-density built environment.

Figure LU-1. Existing Land Use in Sammamish (King County, 2023)



# Future Land Use Map

The Future Land Use Map (FLUM) is an extension of the community vision and brings together all the other elements of the Plan. It is designed to balance environmental stewardship with the inclusive growth desired by the community. The FLUM will help Sammamish improve upon its historically disconnected development pattern by creating safe, connected neighborhoods and distinct walkable centers with diverse job opportunities and housing choices the city currently lacks. The protection of the tree canopy, aquatic assets, and natural habitat is also in the purview of the FLUM as it directs development away from fragile ecosystems and, in doing so, restores the natural environment's ability to mitigate climate impacts. The FLUM also initiates viable economic development across the city by aligning new housing, commercial, services, and amenities in walkable activity centers necessary to support the local economy, foster entrepreneurship, and enliven cultural attractions.

At its core, the FLUM is a planning tool that guides where the City focuses growth in jobs and housing as well as the capital facilities, open space, utilities, and other infrastructure needed to support that growth. To that end, the FLUM flows from the goals and policies articulated in this Plan—particularly those set forth in the Land Use Element—while addressing the housing need identified by King County. The FLUM was developed in collaboration with the City's Planning Commission, City Council, City Departments, and property owners.

## How to Read This Map

The map is divided into land use designations within residential, mixed-use, and open space types. The FLUM should not be read as a zoning map—different types of zoning can occur within each of the listed

land use designations so long as they fit under the umbrella of the designation. For instance, there may be multiple types of residential zoning within Urban Residential, but scale and intensity requirements and use allowances within Urban Residential will be higher than in Neighborhood Residential and reflective of geographic constraints and opportunities. Similarly, the designation and subsequent zoning regulations for Town Center—the city's most urban classification—will vary greatly from Neighborhood Centers, which are intended to provide limited, lower-intensity mixed uses supportive of the surrounding neighborhood. The FLUM is meant to create some flexibility in zoning decisions made by the City and will be the basis for future zoning updates. The FLUM is designed to ensure that there is enough employment and housing capacity to meet the future need of the city to address future needs across different income brackets allocated by King County. The FLUM is also designed to help efficiently plan for future infrastructure by adding emphasis to limited geographic areas of growth

Beyond the general distribution of land uses, the FLUM contains forward-looking designations that respond to community desires and growth pressures as Sammamish evolves. The map identifies locations for new Neighborhood Centers and Mixed-Use Center expansion, which should develop into walkable, amenity-rich destinations through the subarea planning process.

The FLUM also includes several layers that are critical to the growth and sustainability of Sammamish's infrastructure and natural environment. Among these are **community assets**, which include essential community hubs and infrastructure like schools and fragile environmental features that compose Sammamish's pristine natural beauty, like lakeshores, forest blocks, wetlands, bogs, and stream corridors. The map also contains **community risks** to guide future development away from natural hazards.

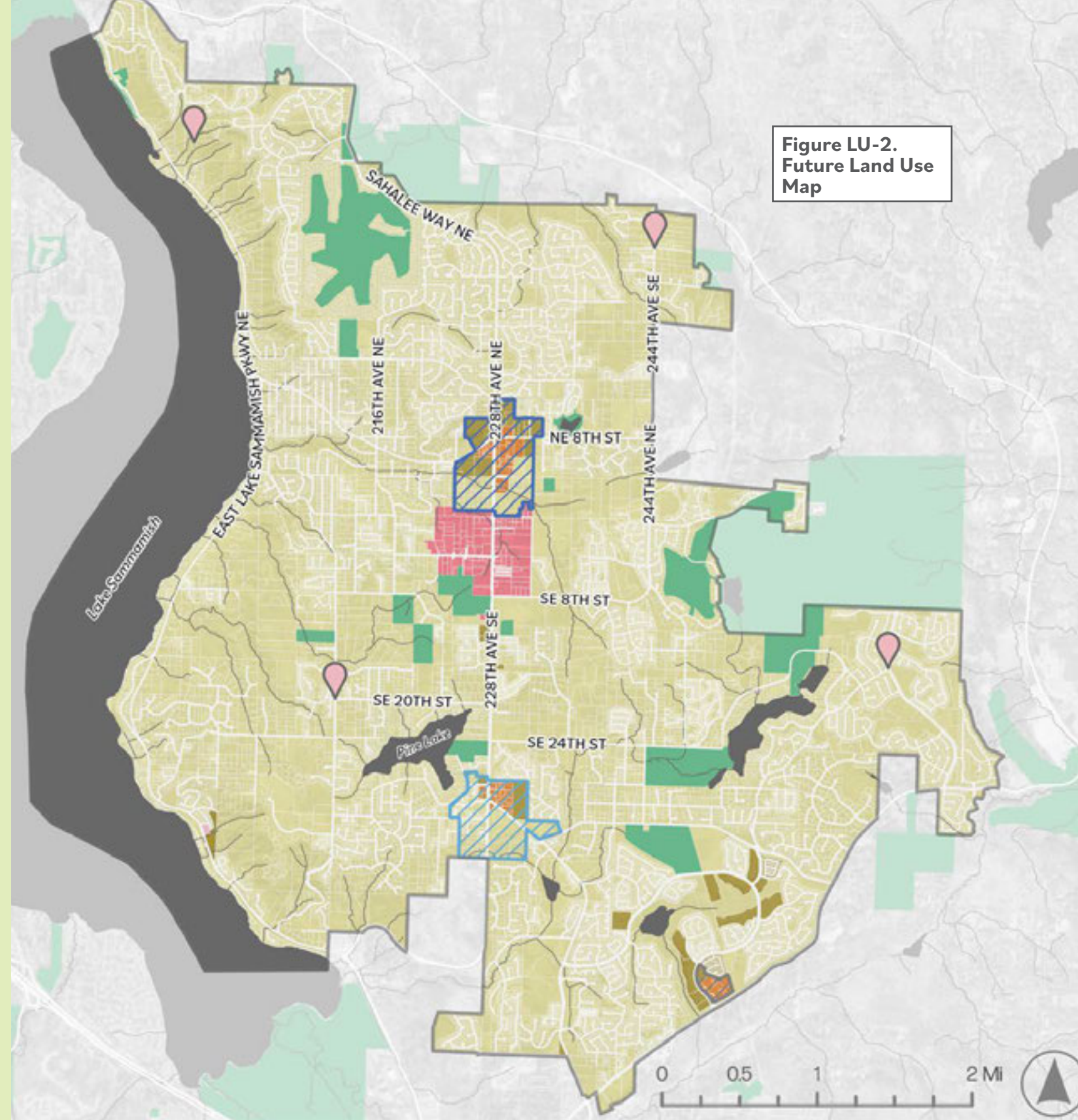
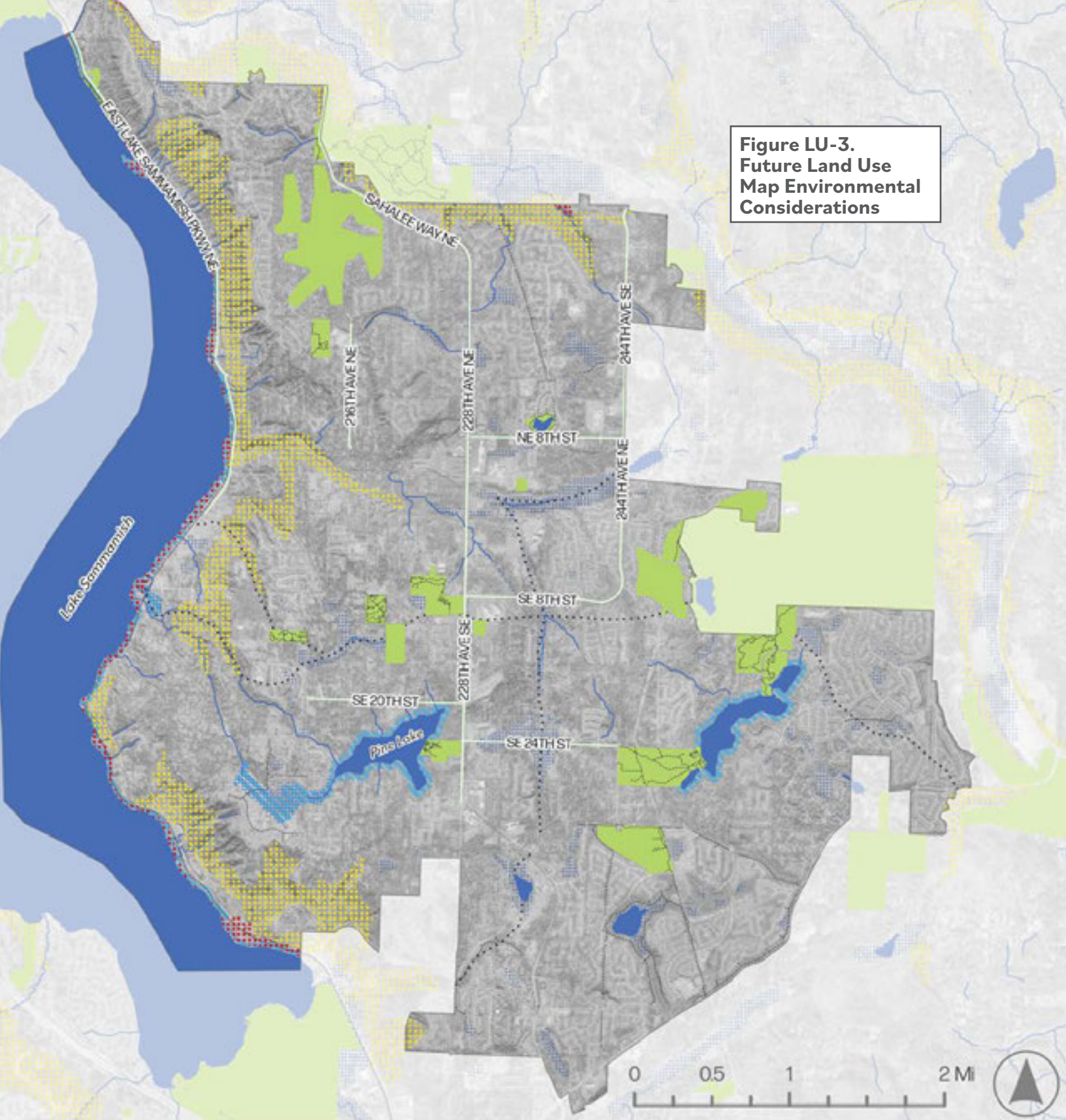


Figure LU-2. Future Land Use Map

## FUTURE LAND USE DESIGNATIONS

- Parks
- Neighborhood Residential
- Urban Residential
- Neighborhood Center
- Mixed-Use Center
- Town Center
- Subarea Planning Required\*
  - Conceptual Inglewood Subarea
  - Conceptual Pine Lake Subarea
  - Conceptual Klahanie Subarea
- Lakes
- Streams
- Prospective Neighborhood Center

*\*Exact boundaries, land uses, and intensities to be determined during a formal subarea planning effort*



**Figure LU-3.  
Future Land Use  
Map Environmental  
Considerations**

**ENVIRONMENTAL CONSIDERATIONS**

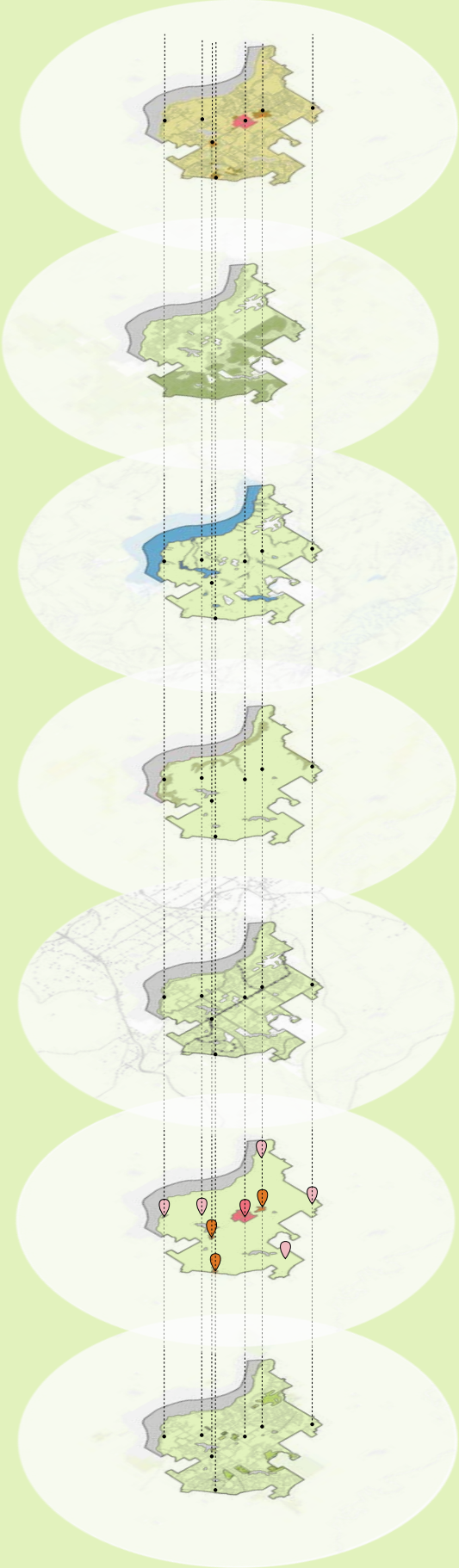
- Lakes
- Wetlands
- Shoreline Designations
- Wildlife Corridor
- Seismic Hazard Areas
- Trails
- Streams
- Landslide Hazard Area
- Parks

Note: this is a generalized map; actual environmental constraints must be identified during a field evaluation.

**Key Takeaways**

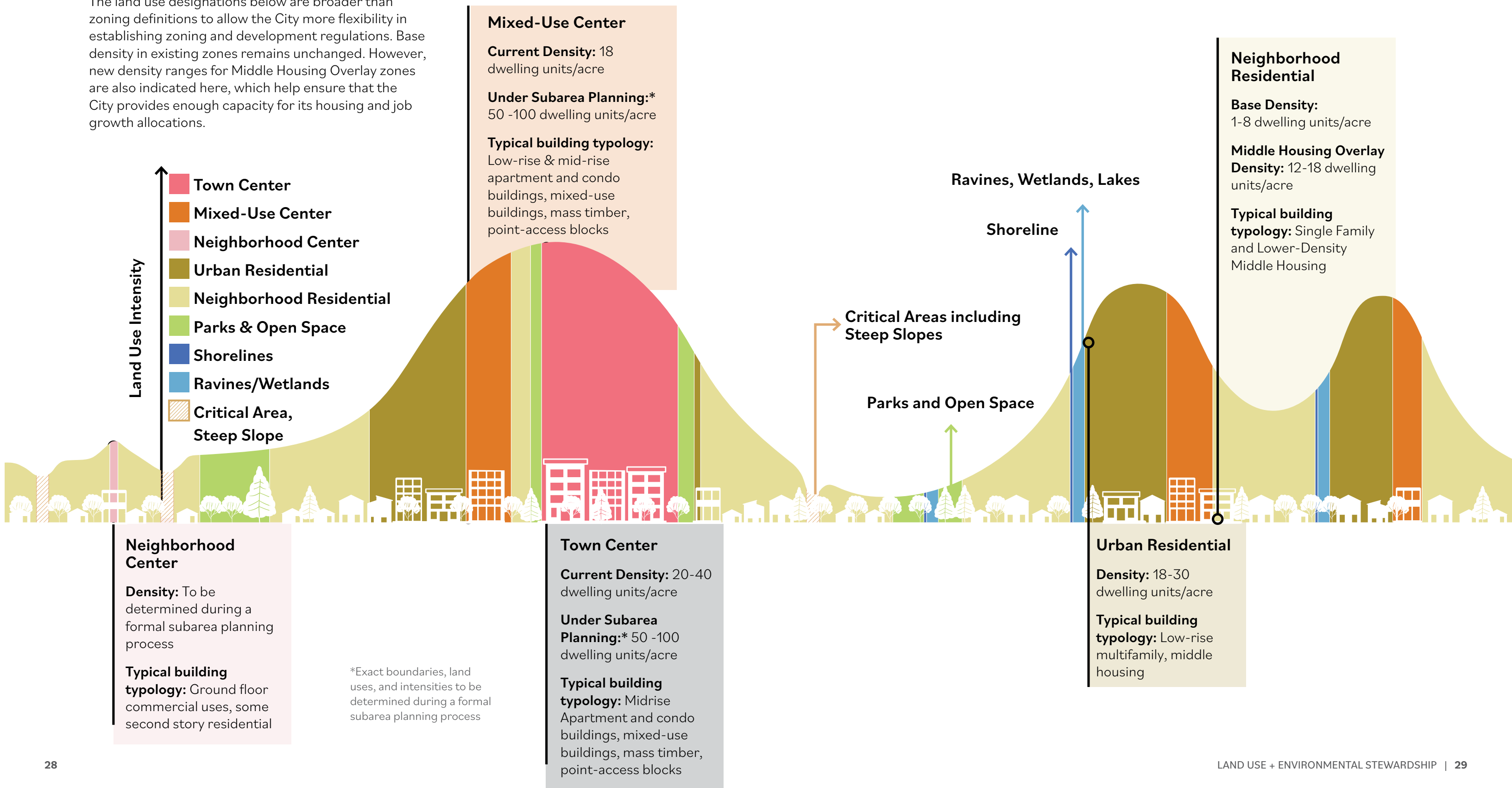
- The FLUM combines higher intensity uses like multi-family housing, public, educational, and institutional assets, and city-serving commercial uses to create an active and walkable Town Center and Mixed-Use Centers like Inglewood, Pine Lake, and Klahanie.
- To fulfill the city’s affordable housing need (part of the King County CPP Growth Target for the city), Sammamish must allow mid-rise apartment buildings in viable locations. The FLUM accommodates that housing in Town Center and Mixed-Use Centers because these areas have the greatest access to infrastructure, transit, schools, services, and amenities.
- The base zoning in residential neighborhoods will remain the same, and overlay districts that comply with HB 1110 will enable the construction of the middle housing densities demonstrated in the FLUM.
- The FLUM identifies areas for new Neighborhood Centers to bring locally-serving commercial uses and gathering spaces into residential areas.
- The FLUM shows current and proposed open space including parks, open space, forested areas, and wildlife corridors to enhance wildlife habitat and provide equitable access to the city’s pristine natural environment for all residents.
- The FLUM shows sensitive natural areas and hazards where development is discouraged.

Ultimately, the FLUM is crucial to carrying out the community vision. The diagrams in the following pages show how clustering certain land uses can help orchestrate the community vision.



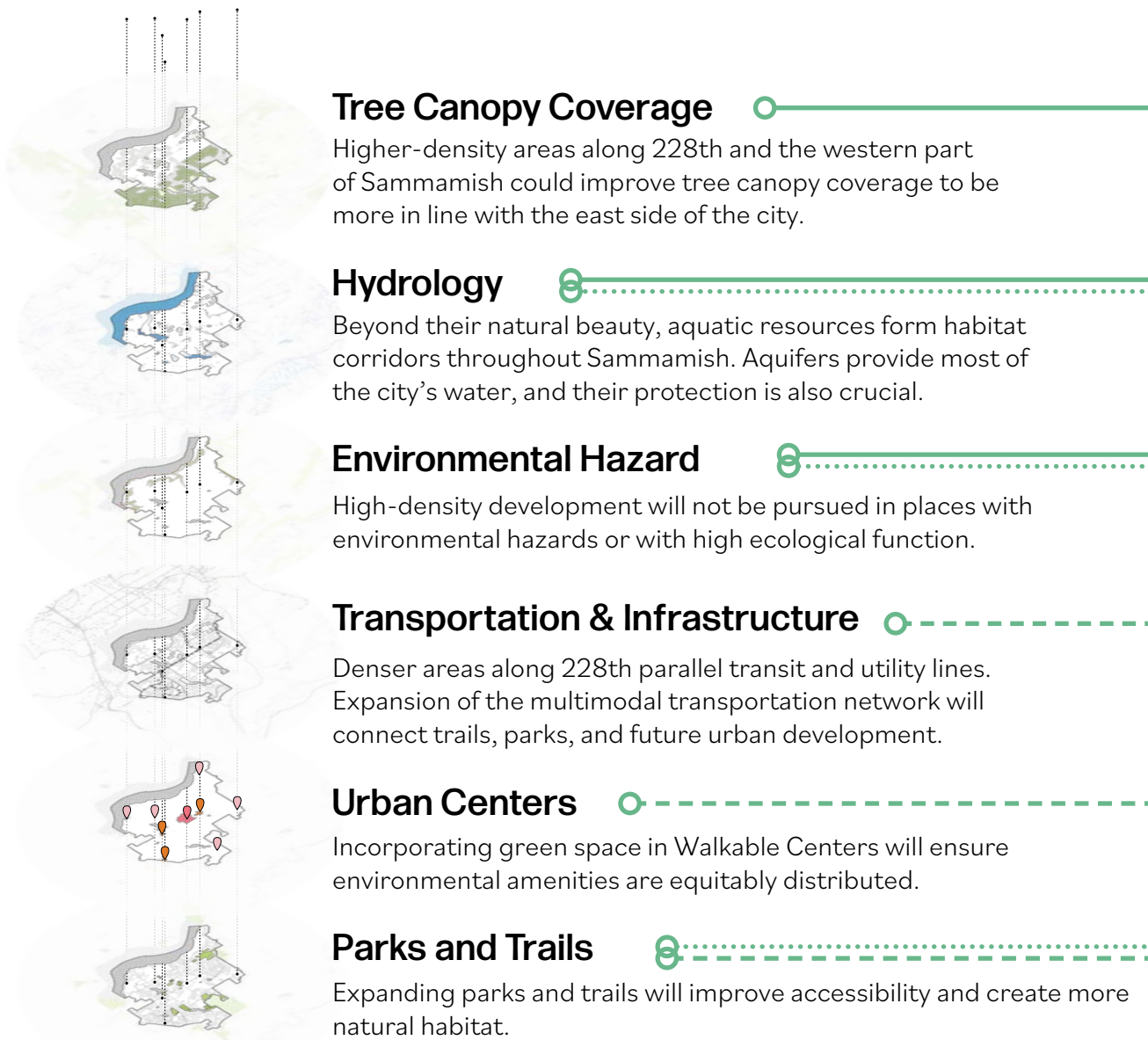
# Land Use Descriptions

The land use designations below are broader than zoning definitions to allow the City more flexibility in establishing zoning and development regulations. Base density in existing zones remains unchanged. However, new density ranges for Middle Housing Overlay zones are also indicated here, which help ensure that the City provides enough capacity for its housing and job growth allocations.



# Connecting Future Land Use to the Community Vision:

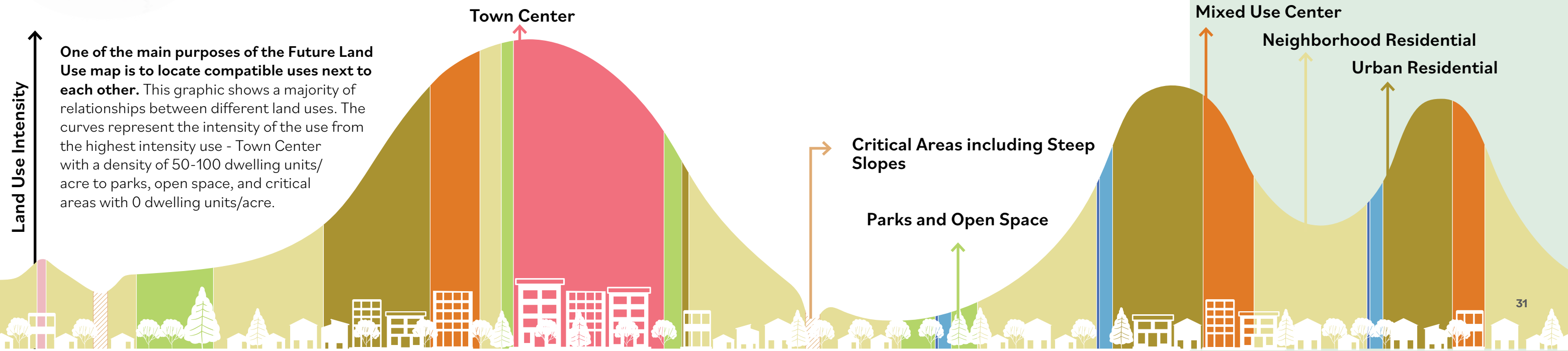
## Sustainable Natural and Built Environment



- 1 Sustain the Natural Environment and Reduce Climate Impacts.** The City aims to protect tree canopies, water features, and ecosystems to sustain the natural environment. The City is committed to reducing and mitigating the climate impacts from buildings, transportation, and City operations.
- 2 Develop Multimodal Transportation.** The City aims to work with King County Metro and other transit providers to enhance connectivity within Sammamish and access to the surrounding cities, including walking, biking, and transit networks.
- 3 Develop a Distinguished Park and Recreation System.** The City aims to create a park, open space, and recreational system that incorporates cultural amenities, and leverages the unique natural resources of the Pacific Northwest to promote environmental conservation and encourage use.

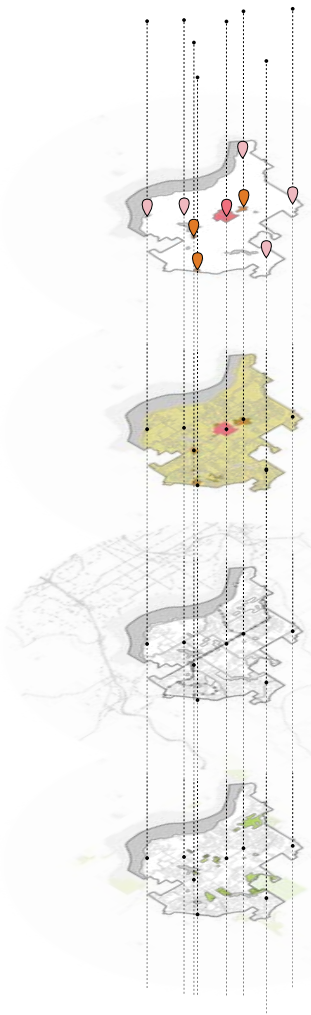
The section below shows the intent for land use decisions to fulfill these Community Vision Statements by distributing parks and open space equitably throughout the city, preserving and protecting ecosystems, and offering a diversity of recreational opportunities. To the extent feasible, low density and open space are located adjacent to critical areas, shielding them from adverse impacts.

- Town Center**
- Mixed-Use Center**
- Neighborhood Center**
- Urban Residential**
- Neighborhood Residential**
- Parks & Open Space**
- Shorelines**
- Ravines/Wetlands**
- Critical Area, Steep Slope**



# Connecting Future Land Use to the Community Vision:

## Equitable Social Environment



### Urban Centers

Higher-density areas can support many different types of housing at greater levels of affordability. Centers are distributed throughout the city.

### Housing Distribution

Although neighborhood residential will remain the dominant land use in Sammamish, more middle housing will be allowed across the city via overlay zones, creating access to more housing options across the income spectrum.

### Transportation & Infrastructure

High density areas designated along 228th exist in parallel with high capacity transit lines and utility mains. Future transportation and infrastructure improvements will facilitate movement for everyone in the city.

### Parks and Trails

Opportunities to strategically expand the park and trail network will connect more neighborhoods through non-vehicular means.

**4 Ensure Inclusive, Connected, and Safe Neighborhoods.** Plan neighborhoods that are safe, where people can meet, interact, and access retail, restaurants, key services, and other amenities within walking distance.

**5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles.** Expand the range of available housing options to provide affordable and appropriate housing for households based on their needs and income.

**6 Increase Diverse Job Opportunities and Access to Work in Sammamish.** Many residents commute outside of Sammamish for employment; increase opportunities for work, including remote work, within Sammamish.

**7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services.** The City will maintain ongoing communication and engagement with the community on critical planning issues, provide opportunities for input and feedback, and promote the provision of high-quality human services to create an inclusive and welcoming environment.

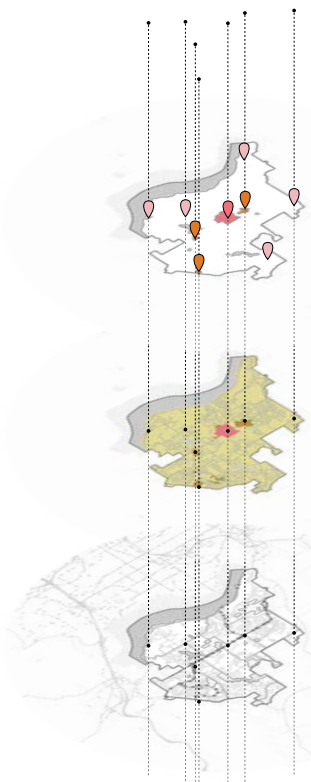
The section below shows how land use decisions can fulfill these Community Vision Statements by strategically locating areas of higher density housing and commercial activity across the city. These areas can support more affordability, amenities, services, and civic uses for a growing population.

- Town Center**
- Mixed-Use Center**
- Neighborhood Center**
- Urban Residential**
- Neighborhood Residential**
- Parks & Open Space**
- Shorelines**
- Ravines/Wetlands**
- Critical Area, Steep Slope**



# Connecting Future Land Use to the Community Vision:

## Viable Economic Development



### Urban Centers

Higher-density areas can support many different types of housing at greater levels of affordability. Centers are distributed throughout the city, and are located strategically along principal arterials with planned transit service expansion.

### Housing Distribution

Although neighborhood residential remains the dominant land use in Sammamish, more middle housing will be allowed across the city with pockets of higher density.

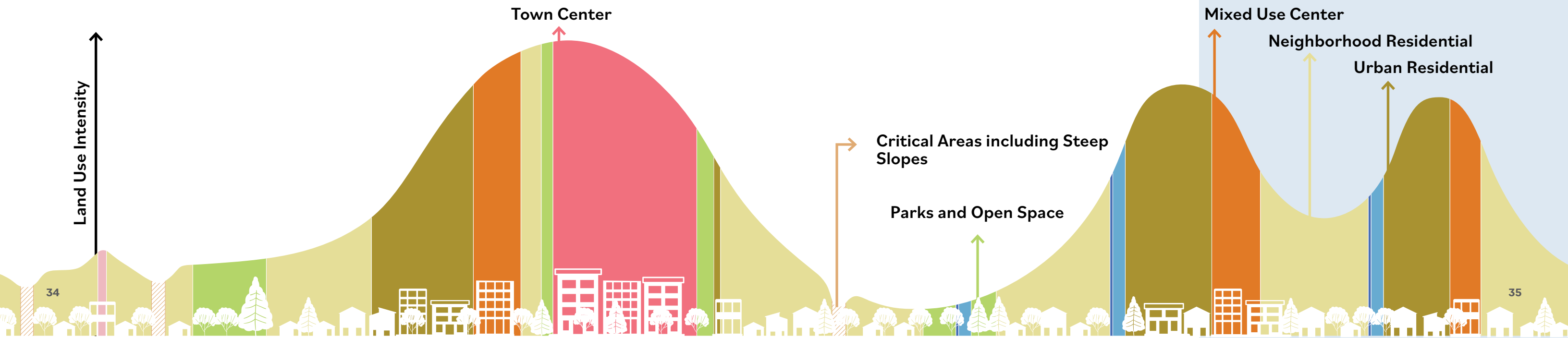
### Transportation & Infrastructure

High density areas designated along 228th exist in parallel with high capacity transit lines and utility mains. Future transportation and infrastructure improvements can create new capacity for new businesses and markets.

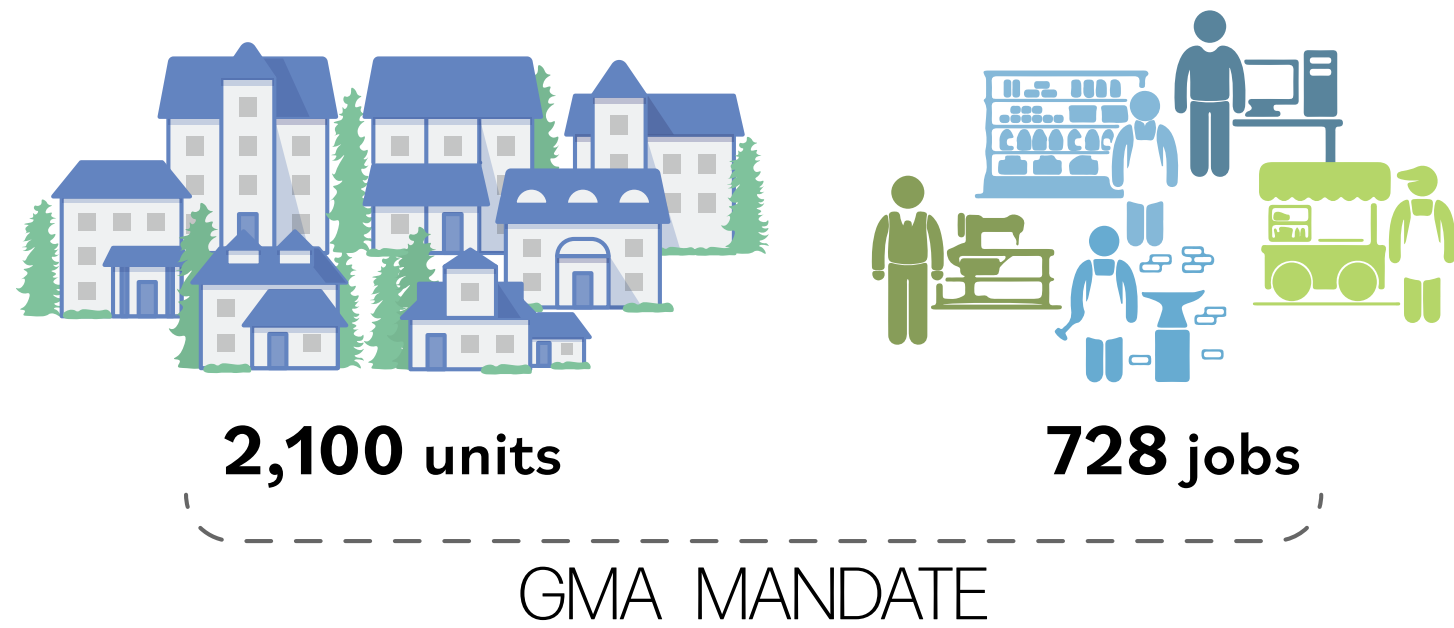
- 8 **Build Thriving Town Center and Mixed-use Districts.** The City will support the development of the Town Center that reflects Sammamish's identity and encourages redevelopment of existing commercial areas into walkable, mixed-use districts for more housing, retail, services, and amenities.
- 9 **Support Local Businesses and Entrepreneurship.** Provide support for a thriving local economy and nurture the community's entrepreneurial spirit.
- 10 **Establish Fiscal Sustainability and Diversify Revenues for the City.** The City is dedicated to improving and diversifying its tax base and revenue streams through economic development.

The section below shows how land use decisions can fulfill these community vision statements by distributing land uses that allow higher-density housing and commercial uses across the city. These areas can support more affordability, amenities, services, and civic uses which in turn support the economic vitality of the community. Parks and open space are a large part of what attracts visitors to Sammamish. Investment in making Sammamish's park system more robust is also an economic development strategy.

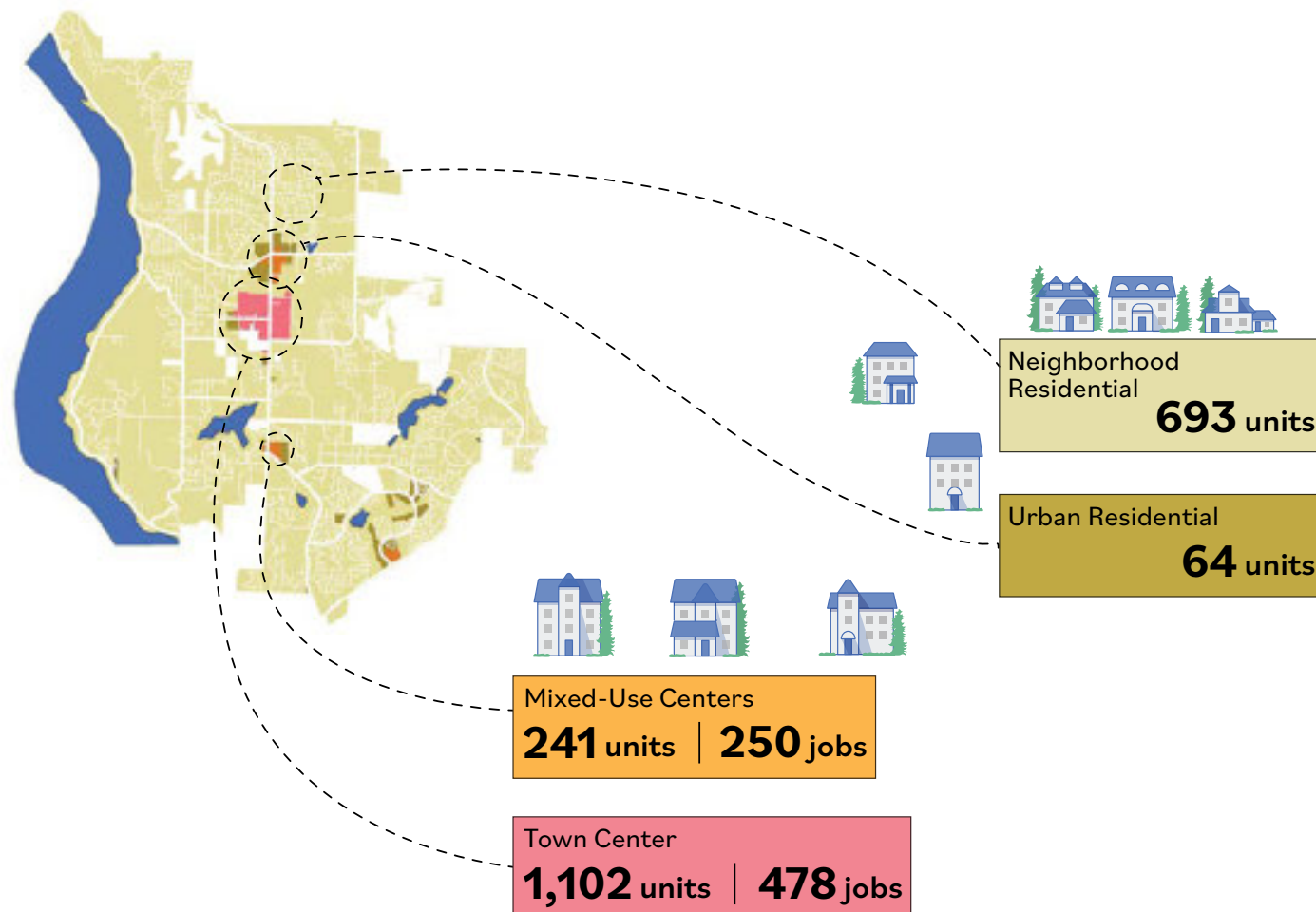
- Town Center
- Mixed-Use Center
- Neighborhood Center
- Urban Residential
- Neighborhood Residential
- Parks & Open Space
- Shorelines
- Ravines/Wetlands
- Critical Area, Steep Slope



**Figure LU-4.** 2044 housing and employment growth targets, per the King County CPPs Growth Target mandated under the GMA



**Figure LU-5.** Geographic distribution of the 2044 housing growth target (2,100 units) used for traffic modeling purposes. Circled areas indicate the corresponding land use designation, not the precise location of the unit distribution.



## Accommodating Local & Regional Growth

The City of Sammamish has been issued a 2044 growth target of 2,100 housing units and 728 jobs according to its “Cities and Towns” designation (Figure LU-4) (see Planning Policy Framework). These numbers were finalized through an amendment process to the King County Countywide Planning Policies in 2021, in which the City revised its growth targets to reflect updated sewer capacity.

The FLUM establishes sufficient development capacity for the City to fulfill not only its growth target, but the housing types necessary to support the affordable housing need. For example, housing affordable to households earning less than 50% of the area median income (AMI)—which makes up most of Sammamish’s

affordable housing need—is most feasibly provided in mid-rise apartment and condominium buildings. As such, much of the planned housing growth is distributed among the Town Center, Mixed-Use Centers, and public- or religious-owned Bonus Parcels. More information on Bonus Parcels, the 2044 growth strategy, capacity estimates, and development assumptions can be found in Volume II and the Housing Element.

Figure LU-5 shows the planned distribution of the city’s 2,100-unit target according to housing types that will realistically support its affordable housing need. Figure LU-6 estimates population growth based on the average King County household size of 2.75 people per household; Sammamish is expected to grow to 73,925 people by 2044.

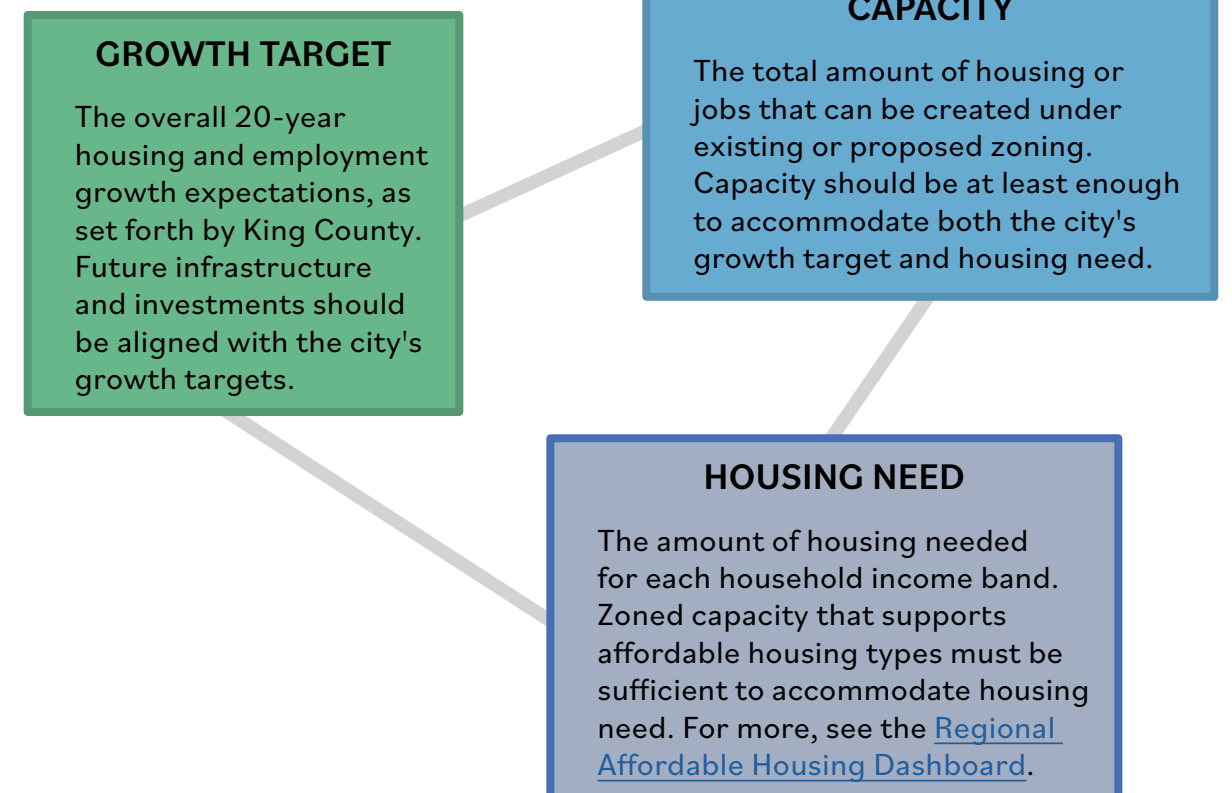
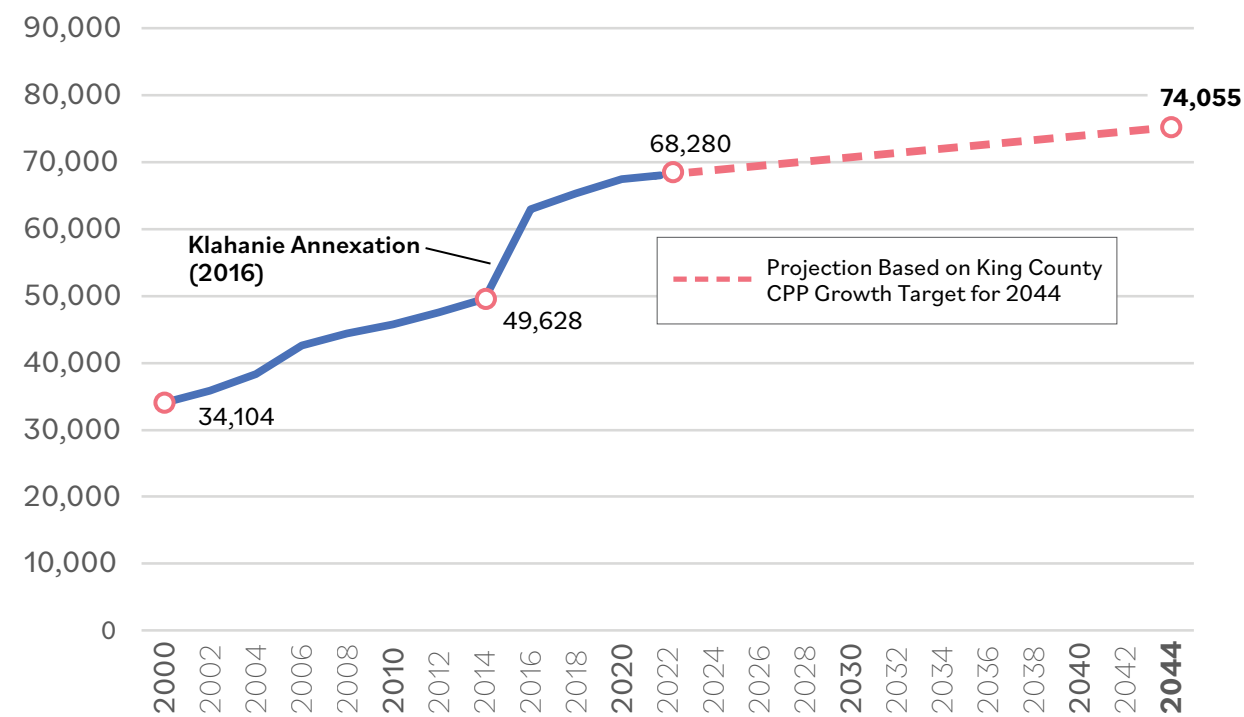


Figure LU-6. Projection of the Sammamish Population



## An Overlay of Natural Assets and Critical Areas

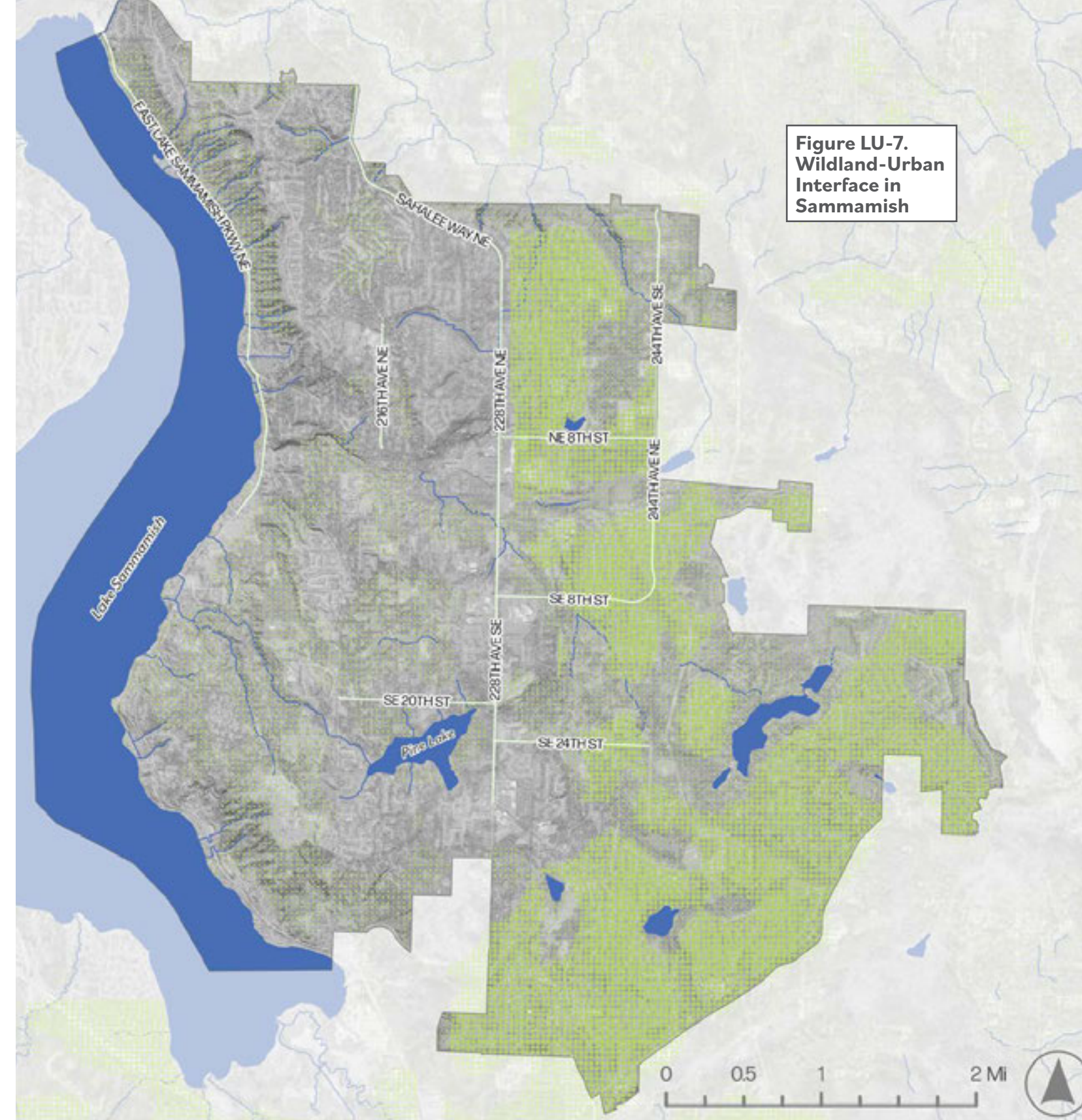
While not a designated land use type, the many wetlands, streams, lakes, forested hillsides, wildlife habitats, shorelines, and other natural ecosystems encompasses an invaluable asset to Sammamish, which the FLUM specifically identifies. State-protected critical areas (wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas) and their associated buffers are protected from development and can enhance the city’s natural beauty and climate resilience.

In combination with the Climate Change & Resiliency Element, the FLUM and Land Use Element play a pivotal role in natural hazard mitigation by managing development near critical areas and preserving natural

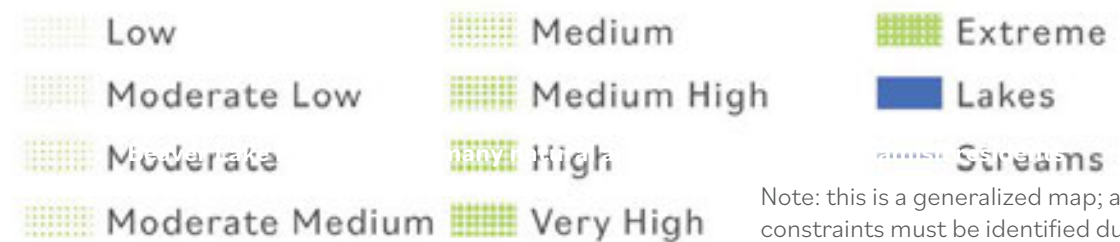
resources to decrease flood and wildfire risk, mitigate urban heat island effects, and protect water quality.

Wildfire risk is a particular focus of future hazard mitigation. Sammamish is embraced by pristine coniferous forests, and this Element seeks to negotiate conflicts between development, untouched forested tracts of land, and dense forests at the city’s edge. This area, called the Wildland-Urban Interface (WUI) (Figure LU-7), presents unique challenges for wildfire management and prevention, including increased difficulty in controlling wildfires, higher risks to human lives and property, and more complex evacuation processes. As urban expansion continues into wildland areas, the WUI becomes a critical focus for fire safety regulations, land use planning, and community preparedness efforts.

Figure LU-7. Wildland-Urban Interface in Sammamish



### WILDLAND-URBAN INTERFACE

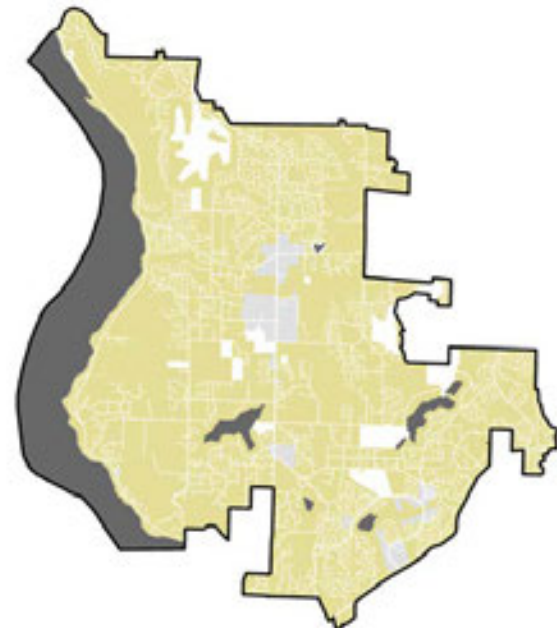


Note: this is a generalized map; actual environmental constraints must be identified during a field evaluation.

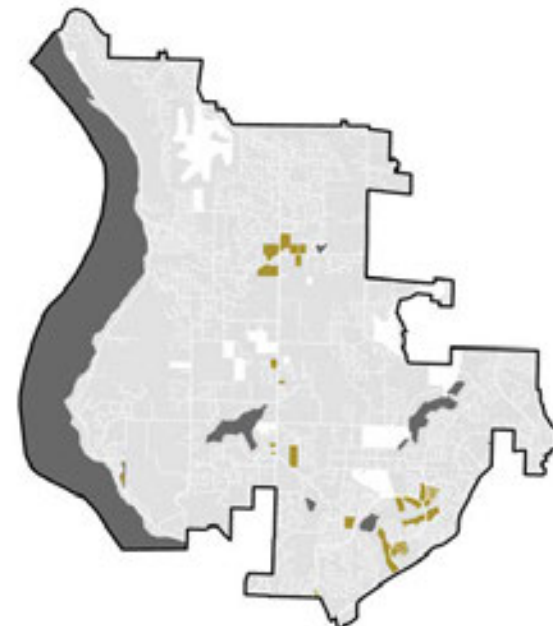
# Land Use Types

The following pages illustrate the six major land use types identified in the FLUM. Below, maps show the location and extent of the Neighborhood Residential, Urban

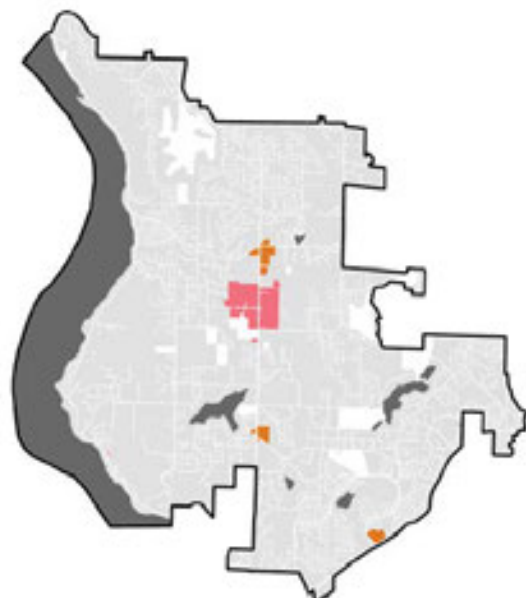
Residential, Town Center, and Mixed-Use Center designations. Example photos of the various types of uses allowed under each are found on the following pages.



Neighborhood Residential



Urban Residential



Town Center & Mixed-Use Centers  
(to be clarified under a future subarea planning effort)

## SUBAREA PLANNING

A subarea planning process focuses on a specific geographic area within a larger community. The process aims to address local needs, opportunities, and challenges through tailored policies, strategies, and projects to guide future growth and development within that subarea.

## Neighborhood Residential

Sammamish has significant zoned capacity for housing, however, since the last periodic update, Washington State has passed new legislation (HB 1110) that requires cities to allow middle housing—smaller house-scale multi-family buildings—in all residential areas. To comply with this mandate and implement community desires for more diverse housing choice, the FLUM designates much of the city’s residential areas as Neighborhood Residential. While zoning will ultimately dictate exact densities and land uses allowed, Neighborhood Residential is intended to support detached and attached single-family homes, accessory dwelling units, and a range

of middle housing types, including duplexes, triplexes, fourplexes, fiveplexes, townhomes, and cottages.

## Urban Residential

The FLUM establishes Urban Residential as the next increment of residential development intensity above Neighborhood Residential. Generally, this land use designation supports multi-family development—multi-plex buildings, stacked flats, courtyard apartments, and other forms of large middle housing—between Neighborhood Residential and higher-intensity areas like Town Center and Mixed-Use Centers.

Single-Family with DADU | Kirkland, WA



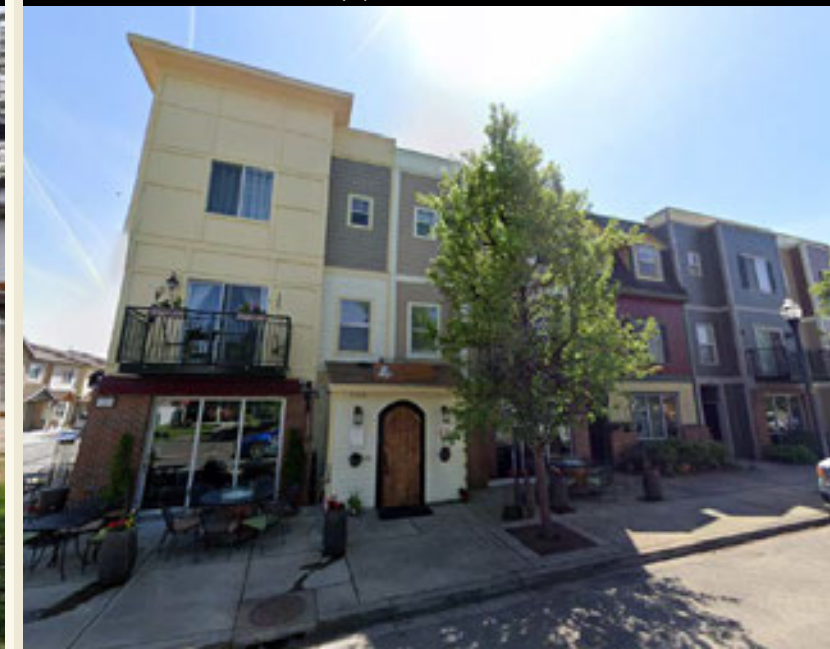
Multi-Family Housing | Shoreline, WA



Attached Townhomes | Bainbridge, WA



Live-Work Multi-Family | Battle Ground, WA



## Town Center

Sammamish has enough zoned capacity to accommodate its employment allocation of 728 jobs within its Town Center and Mixed-Use Centers. The initial vision for the Sammamish Town Center stretches as far back as 2003, and major mixed-use development projects are beginning to take form. The development of the Town Center into an active, walkable district with a variety of housing types, public and institutional facilities, services, and amenities is a top priority over the next 20 years.

## Mixed-Use Centers

Mixed-Use Centers will also absorb much of the employment and housing growth anticipated in the coming years. Existing commercial areas in Inglewood, Pine Lake, and Klahanie will each undergo individual subarea planning processes, meaning that the area boundaries, land use mix, land use intensity, and transportation network will be finalized in planning efforts focused solely on these areas. Transforming these places into bustling, pedestrian-friendly hubs with diverse housing and job options will be key to providing equitable opportunity throughout the city.

## Neighborhood Center

Many of the city's existing residential neighborhoods are isolated from everyday destinations like shopping, medical clinics, schools, institutions, and social gathering spaces. The FLUM identifies an existing Neighborhood Center on East Lake Sammamish Parkway and four other areas as prospective Neighborhood Centers. Following a subarea planning process, these areas are envisioned to support locally-serving grocery or convenience stores, cafes, restaurants, community gathering or recreational areas, and diverse housing options that are connected to surrounding neighborhoods with safe pedestrian and bicycle networks.

## Parks and Open Space

Numerous public parks, natural preserves, recreational facilities, athletic fields, and open spaces exist throughout Sammamish. Continued investments in parks and recreation will be necessary to meet the needs of the community, support youth development, expand opportunities for inclusion, provide options for residents to lead healthy, active lives, and foster greater social and community connections. Critical areas such as wetlands, bogs, and geologic hazard areas are effectively undevelopable and should be designated as passive open space in the future.

Sammamish Village | Sammamish, WA



Woodinville, WA



Seven Coffee Roasters | Seattle, WA



Pine Lake Park | Sammamish, WA



Sammamish, WA (Proposed)



Kirkland, WA



Rolling Bay | Bainbridge Island, WA



Sammamish Commons | Sammamish, WA



# Land Use

## Goals, Policies, & Strategies

### **LU 1 Support a land use pattern that promotes safe and active living within neighborhoods, reduces health disparities, and improves access to healthy foods.**

- LU 1.1.** Develop and maintain a comprehensive network of multimodal streets, public transit, pedestrian-friendly pathways, and trails to safely connect neighborhoods, schools, parks, and commercial areas and support pedestrian and wildlife movement.
- LU 1.2.** Adopt land use designations that enhance safe, active transport and encourage proximity-based planning for residences, businesses, and recreation for increased walking and biking.
- LU 1.3.** Establish and maintain land use regulations that promote healthy neighborhoods, enhance the connection between critical areas, parks and open spaces, reduce health disparities, and provide safe and equitable access to food, goods, services, and transit.
- LU 1.4.** Review and update development standards to ensure that new and expanding businesses restrict adverse impacts including but not limited to noise, vibration, smoke, fumes, surface or ground water pollution, air pollution, hazardous wastes, and risk of explosion.
- LU 1.5.** Promote urban agriculture via community gardens for healthy food access and sustainable, inclusive cultivation.
- LU 1.6.** Allocate land, funding, education, and regulatory support for community gardens, kitchens, food banks, and other means to increase public access to healthy foods.

### **LU 2 Promote the development of walkable centers as high-quality places to live, work, shop, and recreate, emphasizing a diverse range of quality and affordable housing opportunities.**

- LU 2.1.** Promote context-sensitive development and smooth transitions between differing land uses.
- LU 2.2.** Encourage middle density infill development on underutilized lands, considering impacts to equity, displacement, and climate resilience.
- LU 2.3.** Encourage compatible non-residential uses in residential neighborhoods.

### **LU 2.4.** Encourage infill development in areas which:

- a)** Transition between residential neighborhoods and other uses or densities;
- b)** Are served by an arterial street system with sidewalks;
- c)** Have nearby pedestrian access to public transit services; or
- d)** Are located within one-quarter mile of a neighborhood park or recreation area.

### **LU 2.5.** Wherever feasible, incorporate streetscape improvements that enhance the distinctiveness of ROWs and encourage informal community gathering.

### **LU 2.6.** Periodically review development standards to:

- a)** Monitor effectiveness in achieving GMA and Plan goals;
- b)** Review regulatory impact on economic feasibility and barriers to development;
- c)** Assess potential racially disparate impacts, including displacement, displacement risk, and exclusion; and
- d)** Assess impacts of climate change.

### **LU 2.7.** Mixed-Use Centers should emphasize lively public life consisting of active and passive uses, such as:

- a)** Civic, community service, cultural, community gathering, and recreational uses;
- b)** Diverse housing options affordable to wide range of incomes;
- c)** Pedestrian and bicycle network connectivity and transit access;
- d)** Healthcare services;
- e)** Professional services;
- f)** Local specialty retail and restaurants;
- g)** Lodging and hotels; and
- h)** Transit hubs and other multi-modal transportation infrastructure.

- LU 2.8.** Neighborhood Centers should punctuate residential areas at key intersections with locally-serving uses, such as:
  - a) Small-scale convenience stores, grocers, or markets;
  - b) Local cafes and restaurants;
  - c) Community gathering and recreational uses;
  - d) Pedestrian and bicycle network connections to the surrounding neighborhood and other centers;
  - e) Diverse housing options affordable to a wide range of incomes;
  - f) Mobility hubs and multi-modal transportation infrastructure; and
  - g) Provide important road and/or public trail connections.
- LU 2.9.** Promote the use of public art to celebrate the community's cultural diversity and create a sense of identity.
- LU 2.10.** Design standards and development regulations should support the following values:
  - a) Compatibility with existing natural features;
  - b) Retention of trees and native and climate resilient species;
  - c) Emphasis of the human scale;
  - d) Attractive landscaping that enhances the climate resilience of site and buildings;
  - e) Integrated access and infrastructure for bicycles and pedestrians;
  - f) Balanced use of passive and active open spaces, including community gathering places; and
  - g) Creating a sense of personal safety.
- LU 2.11.** Improve existing streetscapes through the addition or enhancement of wayfinding signs, lighting, public art, enhanced landscaping, and street furniture.
- LU 2.12.** Use clear and objective language in design standards and development regulations, avoiding ambiguity while remaining flexible enough to accommodate innovative design solutions.
- LU 2.13.** Develop subarea plans and design guidelines for walkable centers that strive to create equitable outcomes and improve access to economic opportunity.

- LU 2.14.** Encourage the use of Development Agreements to provide flexibility for development proposals, including those which overall provide a variety of housing options, create important road and/or public trail connections, or result in the long-term preservation of open space, protection of tree canopy, improved stormwater management, and/or protection of critical areas within the City of Sammamish.
- LU 2.15.** Encourage the development of new Neighborhood Centers which are designed to provide a variety of housing options and/or create important road and/or public trail connections.
- LU 2.16.** Use Transfer of Development Rights (TDR) to incentivize growth through appropriate and feasible density in designated subareas.
- LU 2.17.** Maintain and enhance the City's street tree maintenance program.

**LU 3 Encourage sustainable development that prioritizes climate resilience, reduces greenhouse gas emissions, promotes wildfire preparedness, and fosters environmental stewardship.**

- LU 3.1.** Ensure development design integrates sustainable practices, preserves native ecosystems, and minimizes environmental impact.
- LU 3.2.** Prioritize maximum preservation of trees, native vegetation, and existing landscaping during development while ensuring adequate replacement where retention isn't feasible.
- LU 3.3.** Encourage flexible and environmentally conscious design that preserves, where feasible, existing site features, such as trees and wetlands, and emphasizes strategic placement of community landmarks without compromising environmentally sensitive areas.
- LU 3.4.** Support green development that maximizes retention of a site's natural contours and features and consider alternatives to minimize grading cuts and fills and leveling of lots.
- LU 3.5.** Support green building practices and infrastructure measures.
- LU 3.6.** Emphasize the preservation of the natural environment as a crucial component of the City's identity, a climate resilience strategy, and a means of mitigating past environmental damage.
- LU 3.7.** Determine appropriate balance between tree canopy goals, housing needs, safe neighborhoods, sustainability, and climate resilience.
- LU 3.8.** For all new development, require parks and open space retention, creation, and connection to promote healthy and climate-resilient communities locally and regionally.

**LU 3.9.** Encourage development and provide design flexibility when a project will result in the long-term preservation of open space, protection of tree canopy, improved stormwater management, and/or protection of critical areas within the City of Sammamish.

**LU 3.10.** Encourage recreational and eco-tourism uses that provide an overall environmental benefit to the City of Sammamish.

#### **LU 4 Encourage sustainable development practices that ensure water quality through stormwater and groundwater conservation and management.**

**LU 4.1.** Collaborate with partners to promote innovative approaches towards sustainable water management and conservation.

**LU 4.2.** Promote lot clustering to preserve open space, retain significant natural features, and reduce surface water runoff, where appropriate.

**LU 4.3.** Collaborate with partners to promote water conservation technologies including smart meters, water efficient fixtures, rainwater harvesting, and re-use of greywater.

**LU 4.4.** Enhance the visual character and function of stormwater management facilities through land use design requirements utilizing creative features, such as stamped concrete, fountains and ponds, rain gardens, and innovative use of evolving technologies.

**LU 4.5.** Promote sustainable water management activities, such as rain harvesting, rain gardens, and using strategies such as infiltration that limit impervious surfaces and maximize infiltrated water quality. Ensure any re-use of greywater or rain harvesting should be kept away from all potable water sources.

**LU 4.6.** Design stormwater facilities to provide supplemental benefits, such as pollinator and wildlife habitat, recreation, trails and enhancement of community aesthetics.

**LU 4.7.** Restrict new and incentivize existing homeowners' associations from imposing unsustainable watering requirements, especially during summer months and drought.

**LU 4.8.** Prioritize riparian management zone protection and enhancement through best available science.

#### **LU 5 Ensure that public facilities support and strengthen social equity, community health, and environmental stewardship.**

**LU 5.1.** Establish and maintain a process for identifying and siting essential public facilities in accordance with state law. Include considerations for ecological, social equity, future climate-related conditions, and health outcomes to minimize exposure to harmful pollutants and damage to existing environments.

**LU 5.2.** Provide attractive, high-quality parks, recreational areas, and streetscapes throughout the City.

**LU 5.3.** Encourage joint use and development of recreation lands and facilities in accordance with the Park, Recreation, and Open Space (PROS) Plan.

**LU 5.4.** Encourage public and private community service providers, including the City, to share or reuse facilities to reduce costs, conserve land, and provide convenience and amenity for the public.

**LU 5.5.** When siting community facilities, including schools, prioritize locations in places that will align with future growth plans taking into consideration availability of adequate developable property and service area needs specific to the facility.

#### **LU 6 Protect and enhance natural areas, parks, and open spaces to maintain biodiversity, provide quality recreation opportunities, and enhance the overall quality of life for residents.**

**LU 6.1.** Prioritize land acquisition that can fulfill public purposes including but not limited to the following:

- a) Protection of environmentally sensitive areas;
- b) Preservation of wildlife corridors identified in Figure LU-3;
- c) Preservation of view corridors;
- d) Preservation of parcels that contribute to the historic tradition of the community;
- e) Low-income, transitional, and permanent supportive housing;
- f) Utility corridors for all utilities serving the City;
- g) Transportation corridors;

- h) Landfills;
- i) Sewage treatment facilities for all facilities serving the City;
- j) Stormwater management facilities;
- k) Passive and active recreation; and
- l) Schools.

- LU 6.2.** Acquire property for public purposes that are consistent with Plan goals and policies.
- LU 6.3.** When considering land for acquisition, evaluate the feasibility of both fee simple acquisition and the acquisition of development rights or easements. Identify potential funding sources, grants, and gifting strategies.
- LU 6.4.** Use flexible development regulations, incentives, and open space acquisition to protect environmentally critical areas.
- LU 6.5.** Negotiate public easements, acquire land, or use development regulations to protect and enhance wildlife corridors identified in the Future Land Use Map, Environmental Considerations (Figure LU-3).
- LU 6.6.** Celebrate the City's historic role as a tourist destination through well-designed allowed private recreational amenities.
- LU 6.7.** Establish outdoor lighting standards that balance dark sky best practices, local infrastructure objectives, and community safety.

**LU 7 Foster inclusive engagement practices, welcoming diverse perspectives to ensure a comprehensive and representative approach to land use decisions.**

- LU 7.1.** Encourage active civic engagement in the creation of plans, regulations, and development proposals.
- LU 7.2.** Evaluate available resources such as physical meeting spaces and communication platforms and identify barriers to engagement, such as transportation or internet access. Develop solutions to encourage wider participation.
- LU 7.3.** Provide notification and foster public awareness and participation in decisions affecting communities that have been disproportionately impacted. When appropriate and possible, consider expanded engagement that includes people who do not currently live in Sammamish.
- LU 7.4.** Balance community objectives with the perspectives of private property owners by ensuring appropriate protection of property rights.

**LU 8 Preserve and protect Sammamish's historic and cultural resources, taking into account potential impacts on culturally significant sites and tribal treaty activities such as fishing, hunting, and gathering.**

- LU 8.1.** Honor the community's history and cultural roots through identification, preservation, restoration, and adaptive re-use of buildings and cultural sites.
- LU 8.2.** Participate in regional efforts to identify and preserve historic and cultural sites.
- LU 8.3.** Collaborate with the Snoqualmie Tribe to identify and protect Critical Cultural Resources and to apply Indigenous Knowledge in decision-making.
- LU 8.4.** Engage the community to define and differentiate between buildings and features worthy of historic preservation, adjust development regulations, and identify appropriate mitigation mechanisms.

**LU 9 Promote development that prioritizes equity, ensuring that growth benefits all residents and minimizes the risk of displacement to vulnerable communities.**

- LU 9.1.** Integrate equity impact assessments into land use decision-making processes to systematically identify and address potential displacement risks associated with development projects.
- LU 9.2.** Promote the availability of affordable commercial spaces to prevent displacement of local small businesses.
- LU 9.3.** Identify and support businesses and residents that are vulnerable to displacement.

**LU 10 Facilitate inclusive population and employment growth that fosters diverse, connected, and sustainable communities.**

- LU 10.1.** Establish and maintain a forward-looking Comprehensive Plan Future Land Use Map, included as Figure LU-2.
- LU 10.2.** Consider annexations as designated in the potential annexation area (PAA) map, Figure LU-8. Formalize the removal of any PAAs with King County.
- LU 10.3.** Promote efficient development patterns and limit existing sprawl, preserving our natural resources and fostering walkable communities.

- LU 10.4.** Pursue PSRC Regional Growth Center designation.
- LU 10.5.** Designate the general distribution, location, and extent of the uses of land for housing, commerce, recreation, open spaces, public utilities, public facilities, and other land uses.
- LU 10.6.** Through strategically adopting future land use patterns, promote a variety of housing types to meet the needs of a growing and diversifying population.
- LU 10.7.** Coordinate future planning and interlocal agreements for annexation areas with appropriate agencies.
- LU 10.8.** Collaborate with King County and neighboring jurisdictions to study and adjust the City's portion of King County's UGA boundary where appropriate, and include or remove areas as part of Sammamish's Potential Annexation Area (PAA). Annexations are appropriate under the following conditions:
  - a) The area demonstrates an economic benefit or neutrality to the City.
  - b) The area is easily integrated into the City's land use regulations based on existing development patterns.
  - c) The area does not constitute an environmental challenge for management.
  - d) The area includes parcels that can sensibly be converted to an urban land use rather than a rural land use.
  - e) The City and its providers can reasonably serve the area.
  - f) The area helps to meet the City's growth targets.

**REGIONAL GROWTH CENTER**

The Regional Growth Center is a formal designation of the PSRC. These centers are the locations of the region's most significant business, governmental, and cultural facilities, and are focal points for planned growth, economic development and transportation infrastructure investments.

**URBAN GROWTH AREAS**

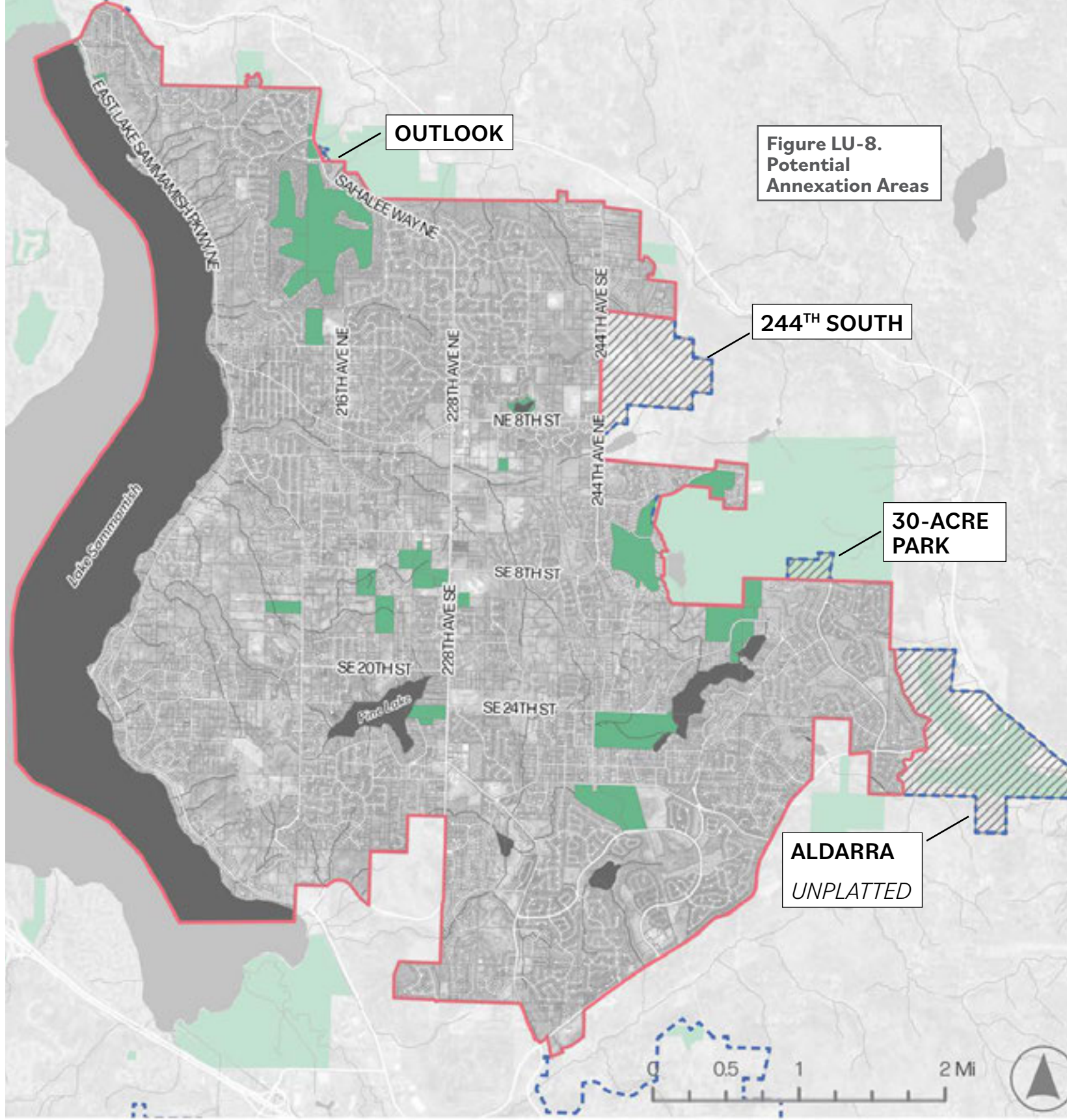
Urban Growth Areas, or UGAs, are places in which "urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature" (RCW 36.70A.110).

**ANNEXATION**

Annexation is the process of incorporating previously undesignated territory into a city, and is one of the primary means by which cities grow. Through annexation, cities can better provide urbanizing areas with municipal services.

**POTENTIAL ANNEXATION AREAS (PAAS)**

Areas planned to be annexed to a city in the future.



**Figure LU-8.**  
Potential Annexation Areas



# Land Use

## Goals and the Community Vision

The following pages show the relationship between individual Land Use Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

### VISION STATEMENTS

#### Sustainable Natural & Built Environment

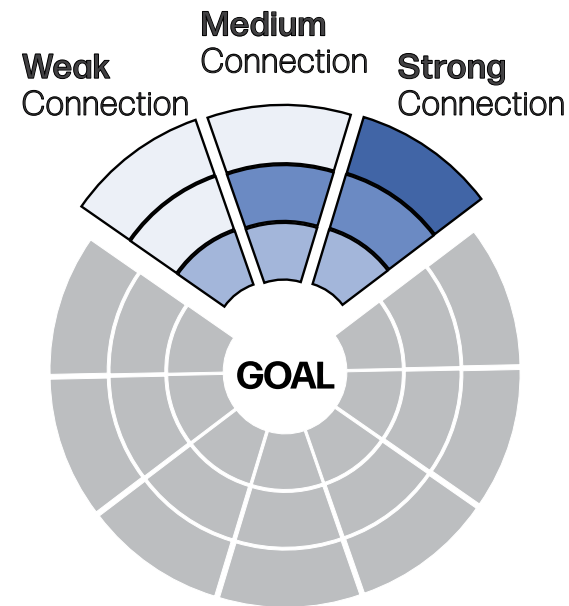
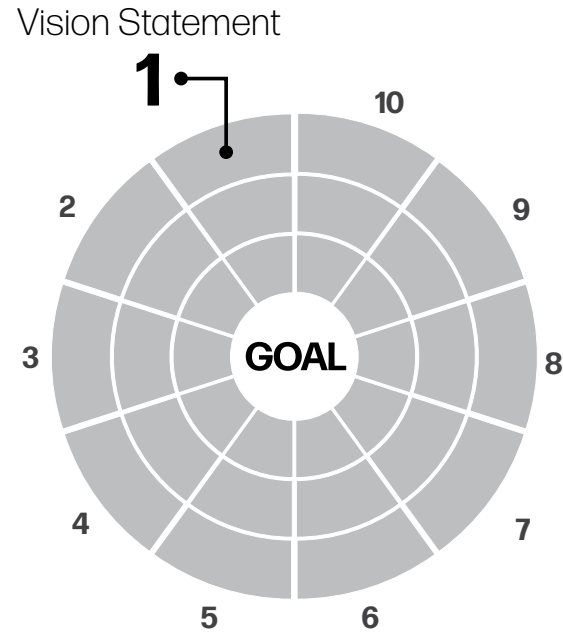
- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

#### Equitable Social Environment

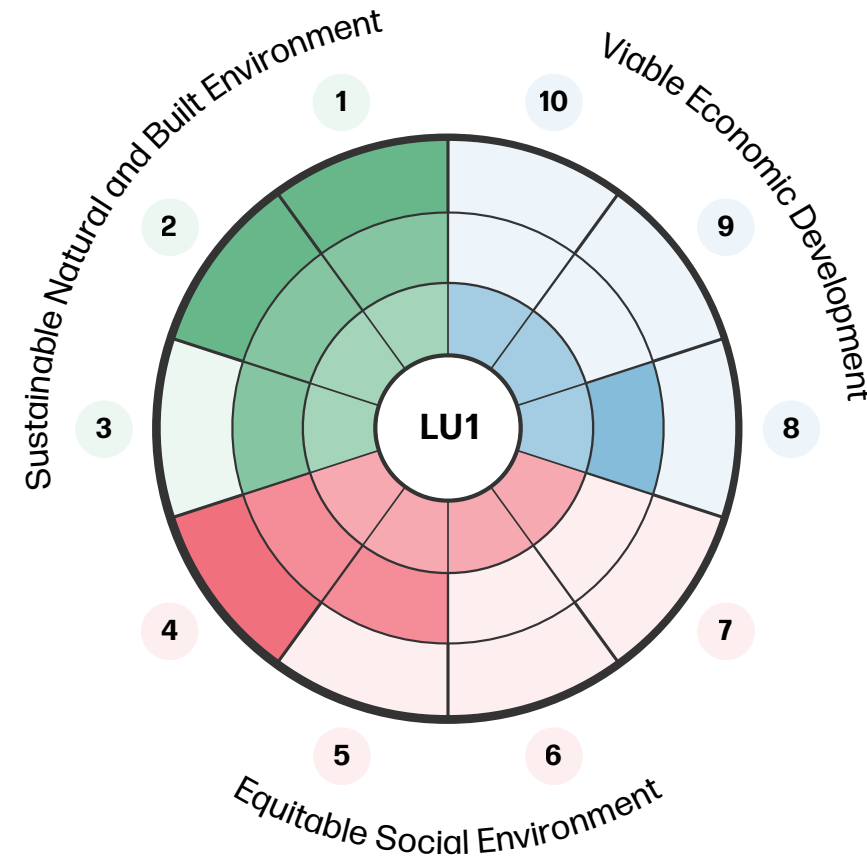
- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

#### Viable Economic Development

- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City

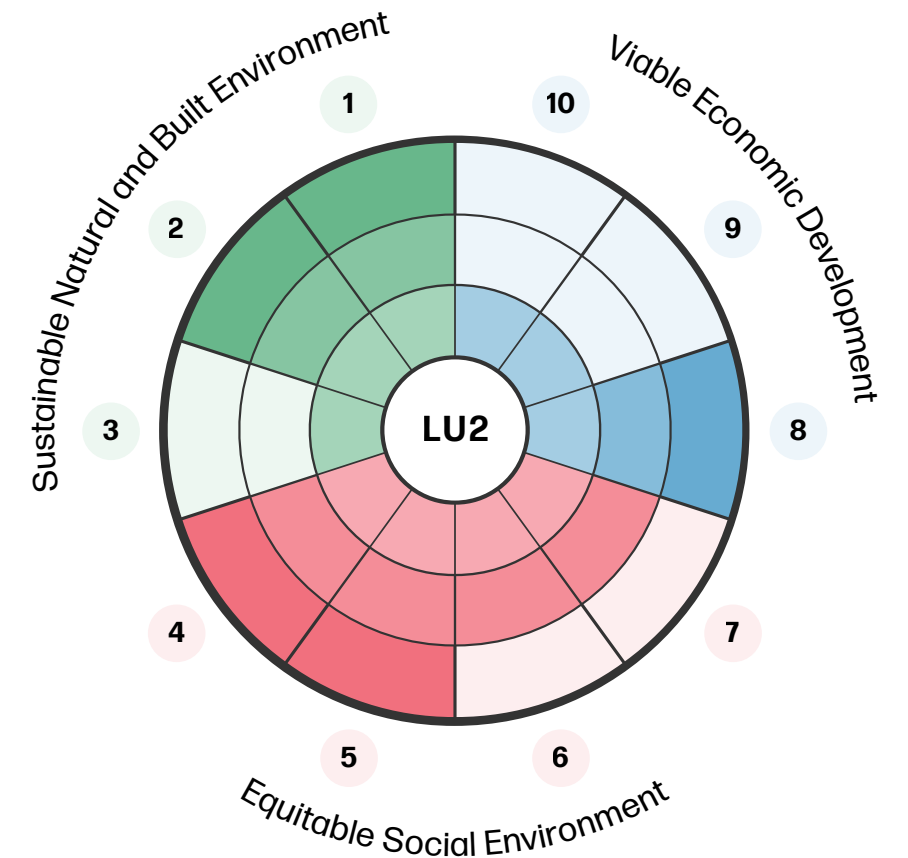


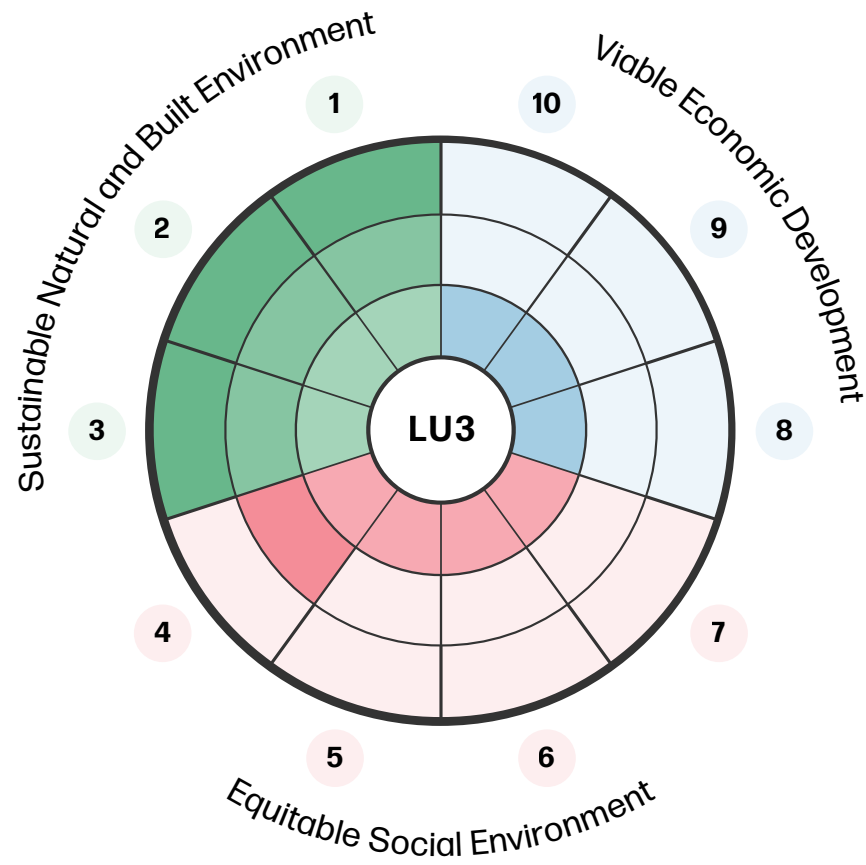
Strength of Connection between Vision Statement and Goal



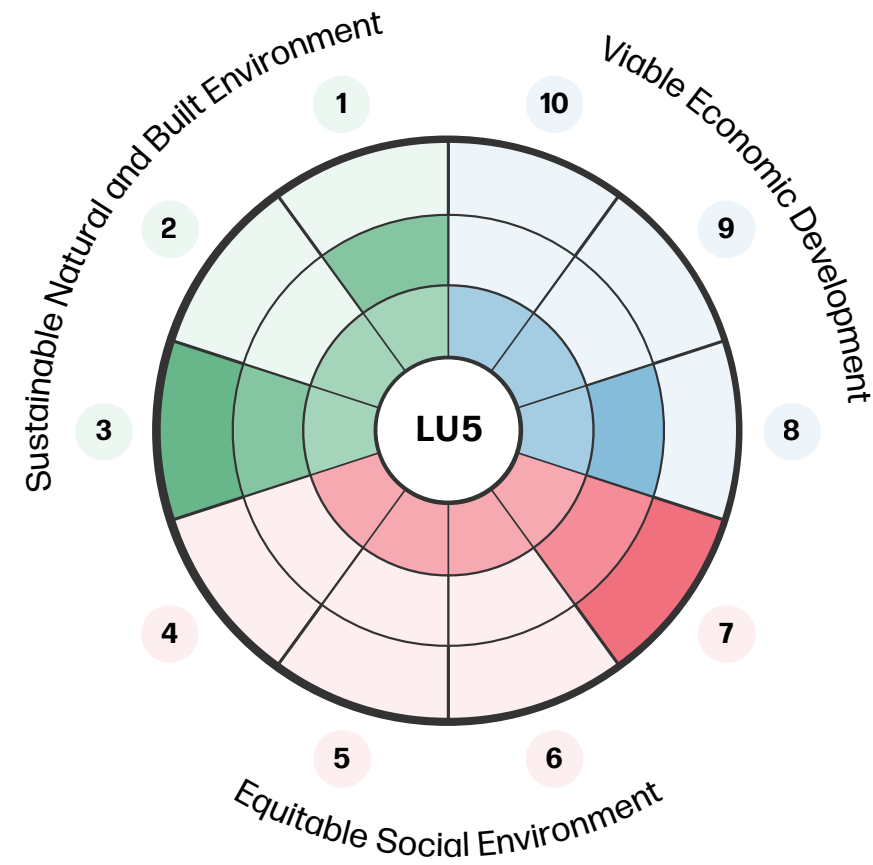
**LU1** Support a land use pattern that promotes safe and active living within neighborhoods, reduces health disparities, and improves access to healthy foods.

**LU2** Promote the development of walkable centers as high-quality places to live, work, shop, and recreate, emphasizing a diverse range of quality and affordable housing opportunities.

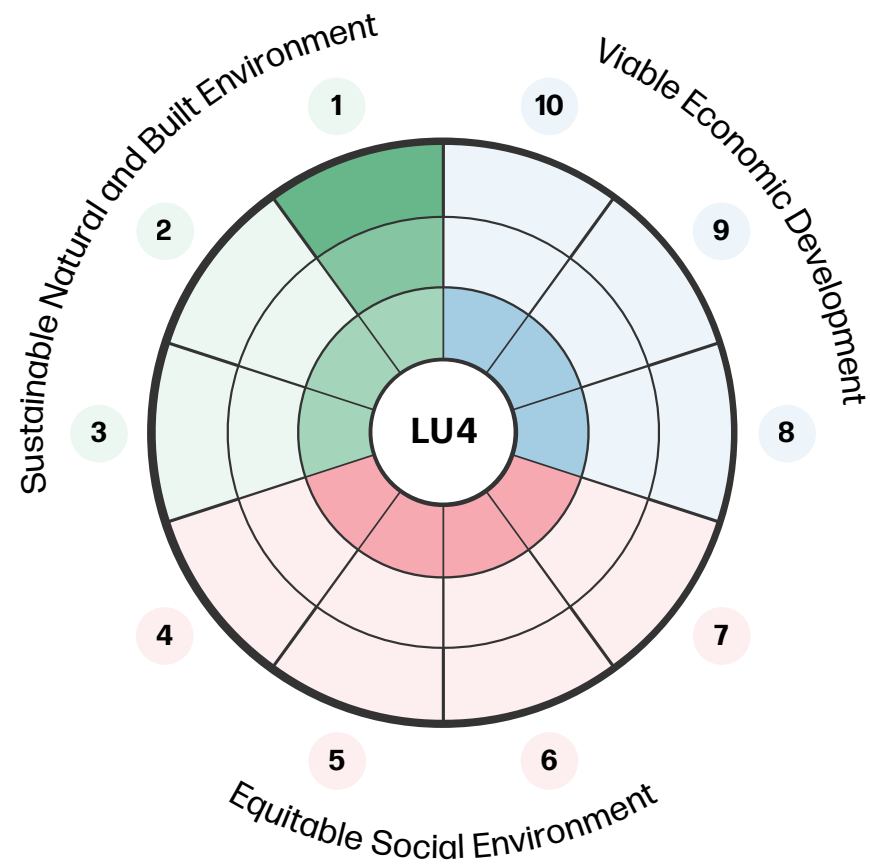




**LU3** Encourage sustainable development that prioritizes climate resilience, reduces greenhouse gas emissions, promotes wildfire preparedness, and fosters environmental stewardship.

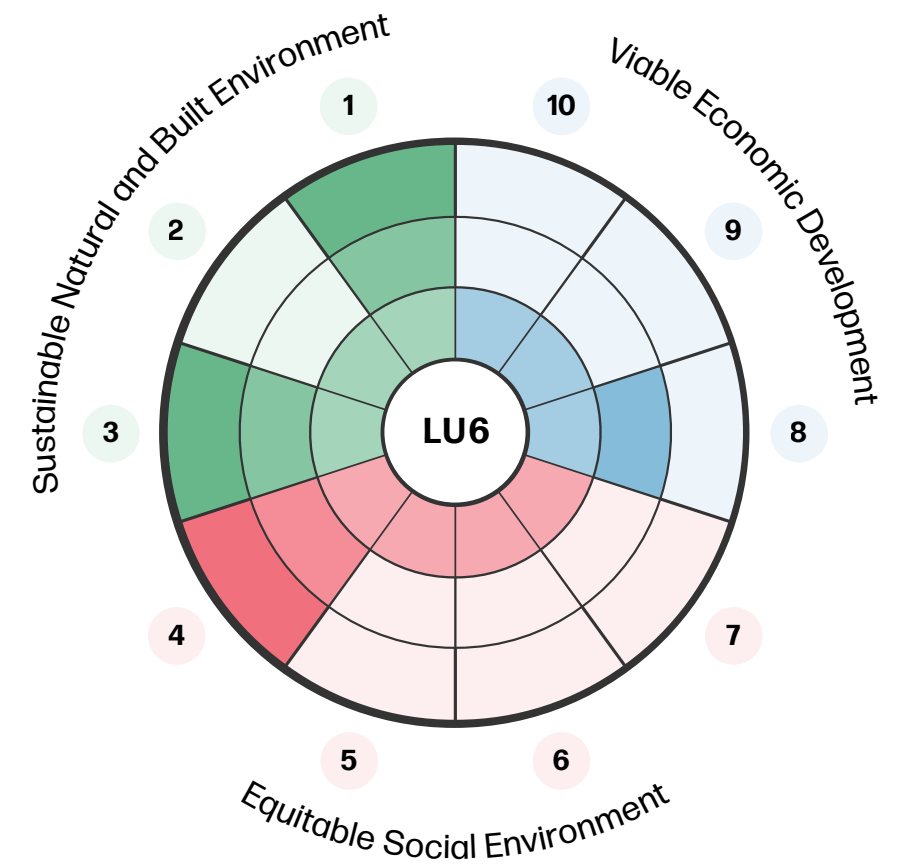


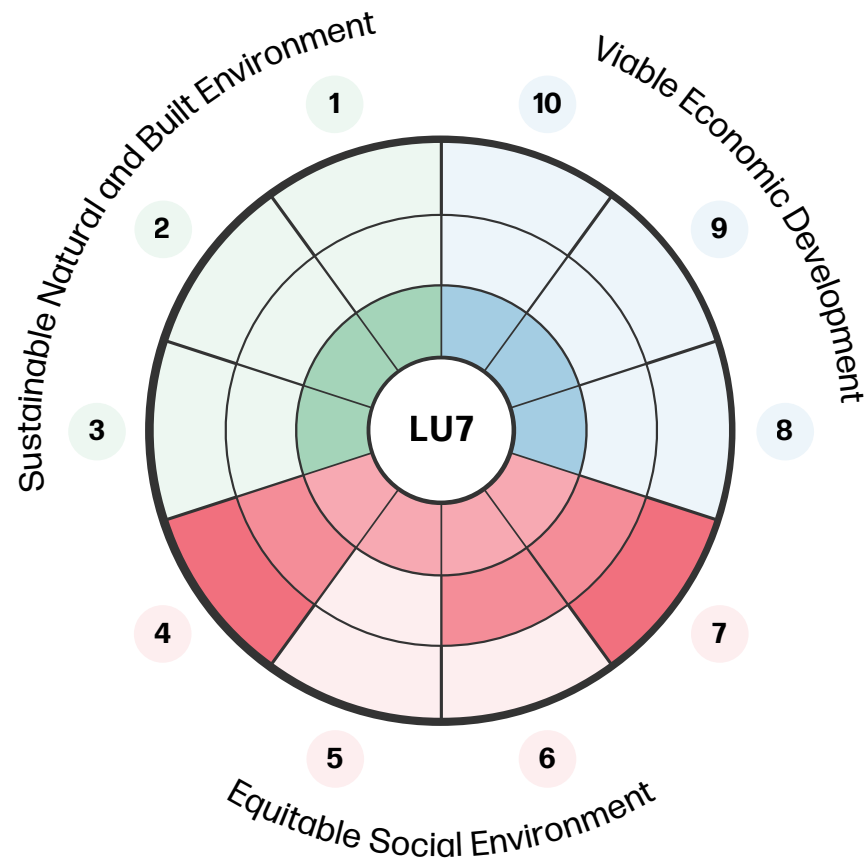
**LU5** Ensure that public facilities support and strengthen social equity, community health, and environmental stewardship.



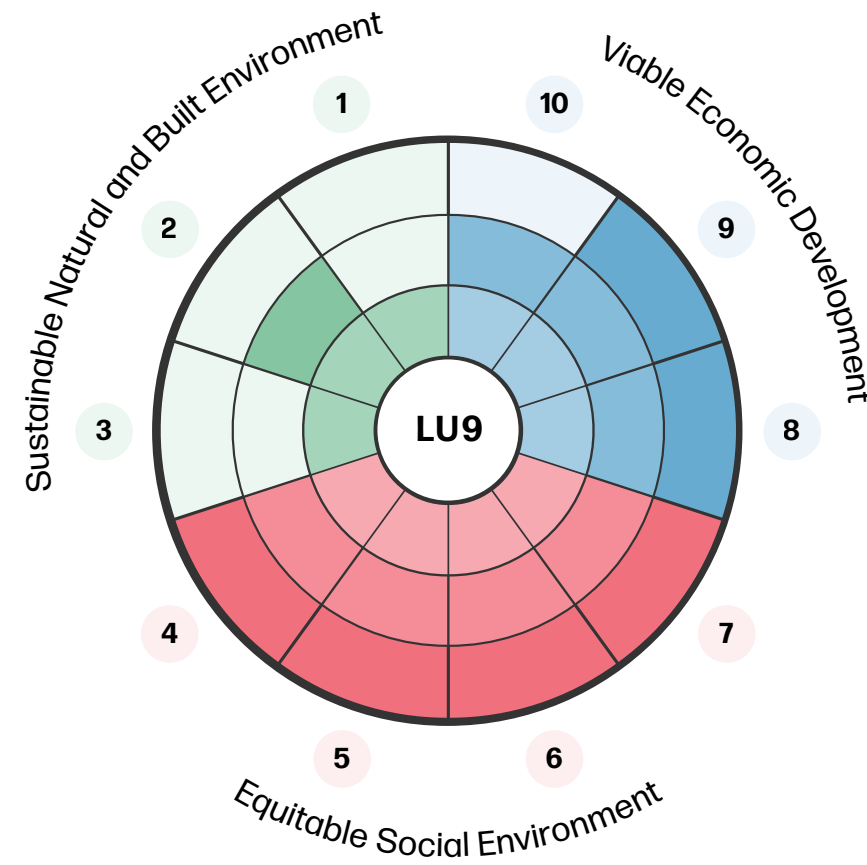
**LU4** Encourage practices for sustainable development that prioritize stormwater and groundwater conservation and management.

**LU6** Protect and enhance natural areas, parks, and open spaces to maintain biodiversity, provide quality recreation opportunities, and enhance the overall quality of life for residents.

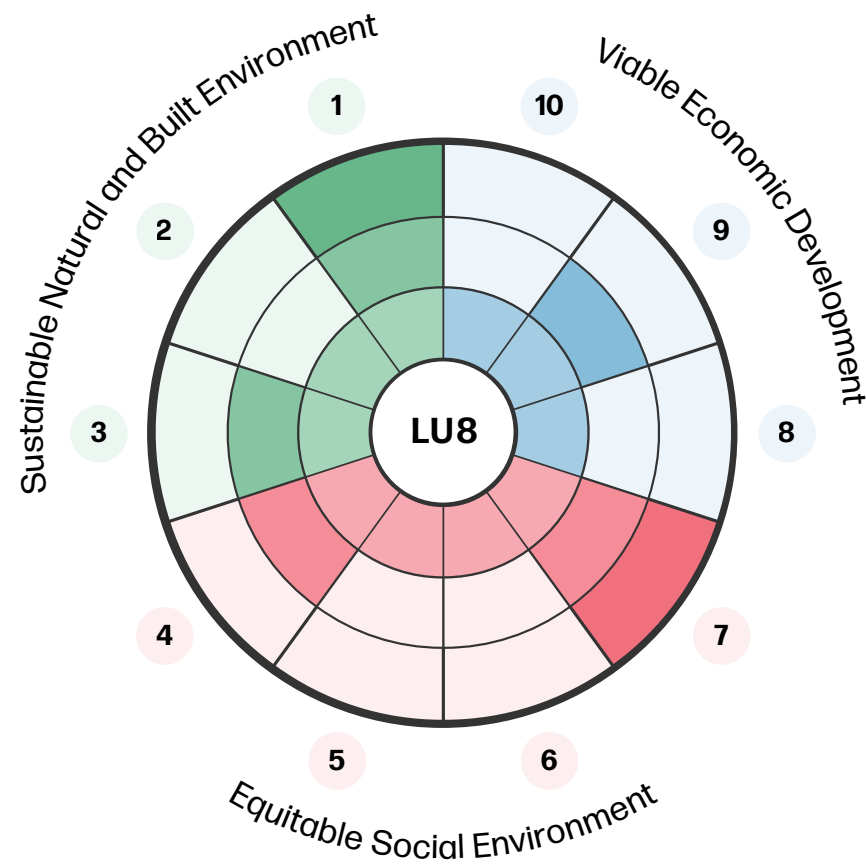




**LU7** Foster inclusive engagement practices, welcoming diverse perspectives to ensure a comprehensive and representative approach to land use decisions.

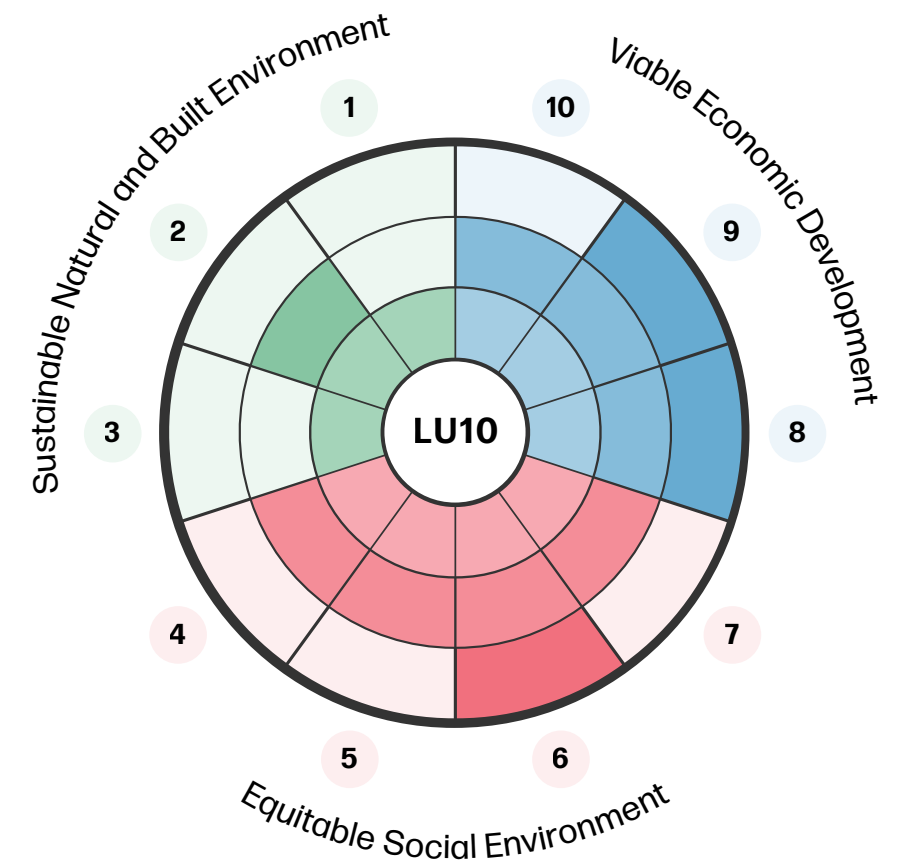


**LU9** Promote development that prioritizes equity, ensuring that growth benefits all residents and minimizes the risk of displacement to vulnerable communities.



**LU8** Preserve and protect Sammamish's historic, visual, and cultural resources, taking into account potential impacts on culturally significant sites and tribal treaty activities such as fishing, hunting, and gathering.

**LU10** Facilitate inclusive population and employment growth that fosters diverse, connected, and sustainable communities.





## Environmental Stewardship & Critical Areas

Sammamish is surrounded by immense natural beauty. Residents identify streams, lakes, forested areas, and other natural features as defining elements of the city, and they believe the preservation of these natural features should be an important priority. This priority is expressed through the following goals, policies, and strategies that support environmental stewardship, protect natural habitat areas, and preserve surface and groundwater quality.

The Environment + Conservation Element, which was previously included in the City's comprehensive plan, has been adapted to serve as this sub-element due to the intrinsic connection between stewardship, critical areas, and land use. The planning directives below address numerous dimensions of a sustainable and healthy community, including air quality, water quality, tree cover, and sustainable development practices.

This section also adopts by reference the following documents and plans related to the natural environment:

- The [Urban Forest Management Plan](#)
- The [Urban Forest Workplan](#) and accompanying [Implementation Strategies Matrix](#)
- [Stormwater & Surface Water Management Plan](#)
- [Stormwater Capital Improvement Plan](#)
- [Transportation Improvement Plan](#)
- [Basin Plans](#)
- [WRIA 8 Salmon Recovery Plan](#)



Beaver Lake Park

## Background & Engagement

### Community Input

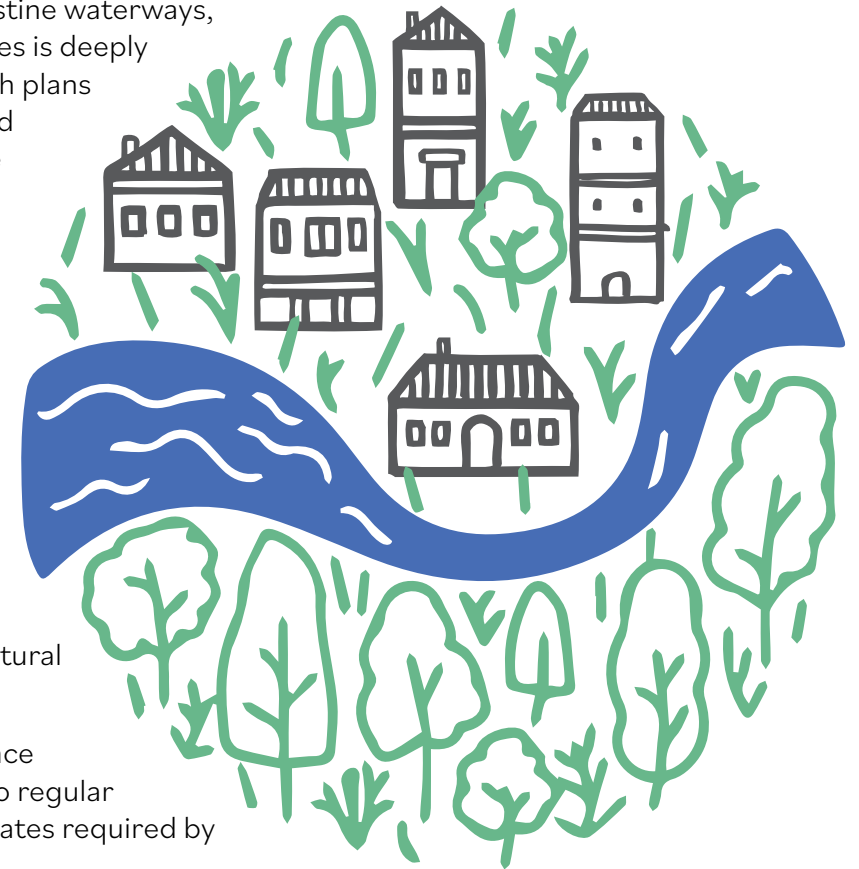
Continued conservation of Sammamish's natural assets and environmental stewardship was frequently emphasized during public outreach events and discussions that informed this comprehensive plan update. From the initial visioning efforts, Sammamish residents elevated the importance of fostering the City's lush tree canopy and other ecological virtues. Priorities for how Sammamish sustains its stewardship and conservation emerged during several outreach efforts:

- **Planning Summit Kick-Off and Visioning Workshop** – Residents voiced their desire for Sammamish to further its environmental responsibility and leadership on habitat protection and sustainable development.
- **Planning Summit Housing Session** – Low-impact development principles should enable green living opportunities with a close connection to the pristine natural environment that embraces the City's neighborhoods.
- **Love Letters to Sammamish** – The "wow factor" of natural features like Lake Sammamish, towering trees, and wildlife made an appearance in the majority of photos and letters to the city.

## The Fundamental Connection Between Land Use and the Natural Environment

The protection, restoration, and enhancement of wetlands and bogs, wildlife corridors, pristine waterways, and other environmental features is deeply rooted with the way Sammamish plans for new housing, jobs, parks, and transportation networks. As the community works toward its vision for 2044, effective land use regulation, investment, and preservation efforts will continue to be deployed to safeguard local natural assets:

- Concentrating development in walkable centers and away from fragile ecosystems.
- Aligning new parks and trails with wildlife corridors and natural areas.
- Applying Best Available Science and Indigenous Knowledge to regular Critical Areas Ordinance updates required by state law.
- Implementing and refining regulatory mechanisms for buffering, grading, tree canopy protection, and low-impact development according to best practices.
- Directing grant money and City investment towards environmental restoration efforts.



Lake Sammamish Trail (Image: Cascade Bicycle Club)

# Environmental Stewardship & Critical Areas

## Goals, Policies, and Strategies for Land Use

### **LU 11 Preserve and protect critical areas, including wetlands and waterways, critical aquifer recharge areas, habitat conservation areas, and natural geologic hazards areas.**

- LU 11.1.** Use measures such as development incentives, development agreements, regulation, acquisition, easements, and other means to preserve habitat and natural areas critical to wildlife, salmonids, and pollinators.
- LU 11.2.** Right-size changes in development regulations to limit creations of non-conformities on past legally permitted development.
- LU 11.3.** Ensure development of regulations that address risks and hazards associated with landform and land stability related to erosion, surface releases, and land-form failures.
- LU 11.4.** Develop and maintain critical areas mapping that serve in an advisory capacity indicating a regulated feature.

### **LU 12 Preserve and protect habitat and natural areas.**

- LU 12.1.** Recognize, protect, and enhance the inter-relationship between natural systems, people, economy, and landscape.
- LU 12.2.** Preserve and maintain wetlands to safeguard the long-term biological function and value of the wetland through effective mitigation measures.
- LU 12.3.** Promote the use of native and climate resilient plants in landscaping and restoration efforts in all projects and facilities, public and private.
- LU 12.4.** Encourage the use of environmentally safe methods of vegetation and pest control.
- LU 12.5.** Encourage the retention and connectivity of active and passive open space and areas of natural vegetation to mitigate harmful impacts of development on ecologically vulnerable areas.
- LU 12.6.** Partner with local organizations to protect native plant communities through education, management, and control of non-native invasive plants, including aquatic plants.

- LU 12.7.** Preserve wildlife habitats via corridors and create or expand corridor connections where possible.
- LU 12.8.** Identify and map optimal wildlife corridors and patches and promote sensitive development that enhances the range of features within.
- LU 12.9.** Protect aquatic species and habitat by protecting and improving riparian areas and water quality.
- LU 12.10.** Participate in regional and local species and habitat protection efforts. Allow City funds to support restoration and enhancement on sites not under City ownership that are identified in a basin plan or other regional plan. Sites must be protected in perpetuity with a notice on title.
- LU 12.11.** Preserve wetlands and protect areas of native vegetation that connect wetland systems to other habitat areas. Whenever effective, use incentive programs.
- LU 12.12.** Work in cooperation with local tribes, agencies, and organizations to support regional biodiversity and protection and preservation of native vegetation, wildlife, and pollinator habitat.
- LU 12.13.** Support development proposals which result in the preservation and protection of critical areas and natural areas and provide areas that will be preserved as permanent open space.

### **LU 13 Preserve and enhance the City's trees and urban forest.**

- LU 13.1.** Support and implement the Urban Forest Management Program by carrying out the biennial urban forest workplans, providing annual State of the Urban Forest Reports, and working with the City Council to ensure the city's urban forest priorities are being accomplished.
- LU 13.2.** Promote retention of high value trees, including heritage, landmark trees, and those identified by local tribes as Critical Cultural Resources.
- LU 13.3.** Use native and climate resilient trees and vegetation in all restoration.
- LU 13.4.** Encourage the preservation of the green and wooded composition of existing neighborhoods. Direct residents to the tree removal permitting guide whenever necessary.
- LU 13.5.** Prioritize on-site tree planting within the city. Where on-site performance is not feasible, create a tree-in-lieu fund or allow off-site options for replanting to meet tree retention requirements, achieve tree canopy coverage, and maximize stormwater capture.

- LU 13.6.** Prioritizing clusters and/or a continuous canopy with trees on adjacent lots when feasible.
- LU 13.7.** Prioritize tree retention and planting to create or add to clusters and/or a continuous canopy with trees on adjacent lots when feasible.
- LU 13.8.** Develop and maintain a healthy urban forest ecosystem on all public properties and facilities to the maximum extent possible.
- LU 13.9.** Balance the need for tree preservation and replanting with the need for climate resiliency efforts and the development and use of the built environment.

#### **LU 14 Elevate stewardship in education and activities in the natural environment.**

- LU 14.1.** Ensure that public access to environmentally sensitive areas protects habitat and public safety.
- LU 14.2.** Preserve in perpetuity land used for wetland mitigation.
- LU 14.3.** Use open space tracts to mitigate the detrimental impacts of development to critical areas and lakes, located where it will have the maximum environmental benefit.
- LU 14.4.** Promote educational campaigns like the Snoqualmie Tribe Ancestral Lands Movement to raise awareness about environmental issues. Lead public education to encourage the wise use of renewable natural resources while conserving nonrenewable natural resources.
- LU 14.5.** Prioritize public actions that provide multiple benefits, including preservation, protection, and restoration of valuable natural systems.
- LU 14.6.** Utilize evolving technologies and strategies to support environmental stewardship and sustainability.
- LU 14.7.** Establish and maintain effective regulatory penalties and practices for unauthorized removal or damage of trees.

#### **LU 15 Protect waterbodies, wetlands, basins, and groundwater.**

- LU 15.1.** Protect critical aquifer recharge areas (CARAs) and the quality of groundwater used for public water supplies to ensure adequate and healthy future potable water.
- LU 15.2.** Establish an overall goal of no net loss of wetland acreage and functions within each drainage subbasin.
- LU 15.3.** Locate wetland mitigation, when permitted, within the sub-basin if feasible and practicable.

- LU 15.4.** Protect lakes through management of lake watersheds and shorelines and developing and maintaining lake management plans.
- LU 15.5.** Support a resident's lake monitoring program with local community groups, as appropriate.
- LU 15.6.** Protect the quality and quantity of groundwater through collaborative efforts with the City's water purveyors.
- LU 15.7.** Prefer land uses that retain a high ratio of permeable to impermeable surface area and, where appropriate, maintain or augment the infiltration capacity of the natural soils.
- LU 15.8.** Manage surface conditions of development projects to infiltrate and where necessary provide water quality treatment.
- LU 15.9.** Work with adjacent local governments, tribes, and other agencies on issues of mutual concern regarding development and conservation efforts in the environmentally sensitive areas.
- LU 15.10.** Provide outreach and education to improve compliance with stormwater regulations.
- LU 15.11.** Periodically update studied sub-basin plans and develop and maintain basin plans and policies within the city, updating boundaries of drainage basins and relevant studies as appropriate.
- LU 15.12.** Work with regional stakeholders and agencies to maintain groundwater-supported base stream flows.
- LU 15.13.** Manage runoff to streams to prevent erosive conditions and maintain or improve streambank stability and riparian microclimate.
- LU 15.14.** Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.

#### **LU 16 Facilitate sustainable Surface Water Management.**

- LU 16.1.** Promote low-impact development (LID) measures that preserve natural discharge patterns. Where feasible, make LID the preferred and most commonly used approach to site development.
- LU 16.2.** Promote the retention of existing open surface water systems and the rehabilitation of degraded conditions by including incentives to daylight piped stream segments, prioritizing improvements that benefit fish habitat.

- LU 16.3.** Maximize vegetation retention, assure environmentally-friendly re-vegetation, and apply other best management practices. Encourage the use of native and climate resilient species.
- LU 16.4.** Protect and enhance water quality through best management practices.
- LU 16.5.** Discourage the establishment of new septic systems. New or replacement septic should only be allowed when no sewer connection is available and property meets requirements for septic systems.
- LU 16.6.** Manage runoff caused by development or redevelopment to prevent adverse impacts to water resources.
- LU 16.7.** Partner with other agencies to improve surface waters designated by the State as Water Quality Impaired under the Clean Water Act (water bodies included on the State 303(d) list) through monitoring, source controls, best management practices, enforcement of existing codes, and Total Maximum Daily Load plans (TMDLs).
- LU 16.8.** Do not allow development projects to increase or otherwise aggravate existing flood conditions.
- LU 16.9.** Through regulation, maintenance, and enforcement, prevent unmitigated significant adverse impacts to water resources caused by flow rates, flow volumes or pollutants.
- LU 16.10.** Complete and maintain a Comprehensive Flood Control Management Plan to support stormwater management, salmonid habitat, and streamflow planning for all the frequently flooded areas in Sammamish.
- LU 16.11.** Utilize the FEMA Climate Resiliency approach to support flood hazard management planning, and grant funding opportunities.

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## **LU 17 Cooperate with local and regional partners on environmental protection.**

- LU 17.1.** Coordinate efforts with local, state, tribal, regional, and federal governments, community organizations, and other stakeholders to prepare watershed plans for all sub-basins, and to promote integrated and interdisciplinary approaches for environmental planning and assessment.

# Environmental Stewardship

## Goals and the Community Vision

The following pages show the relationship between individual Land Use Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

### VISION STATEMENTS

#### Sustainable Natural & Built Environment

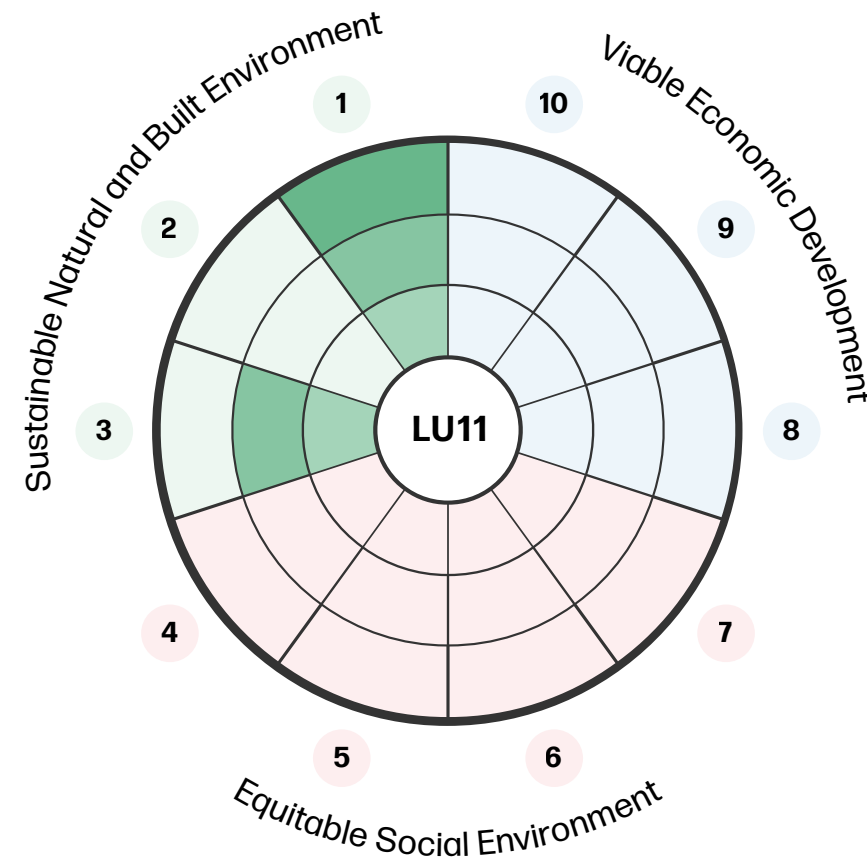
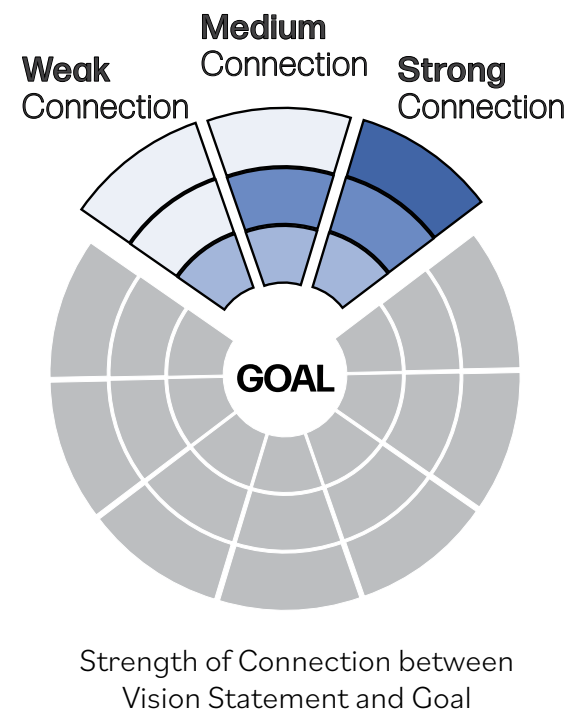
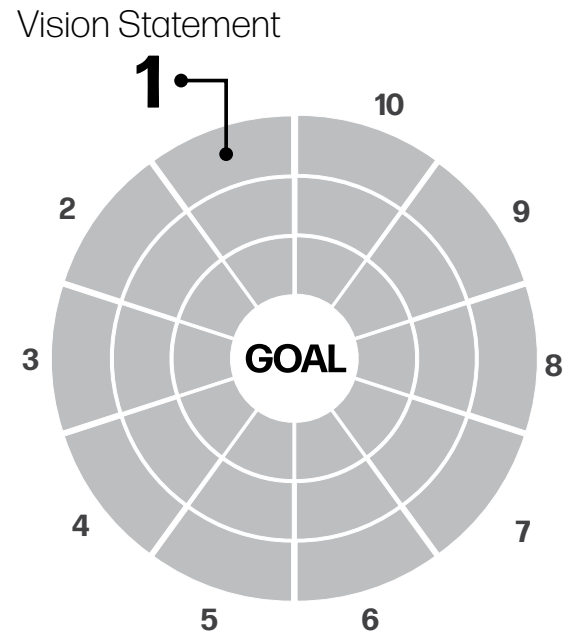
- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

#### Equitable Social Environment

- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

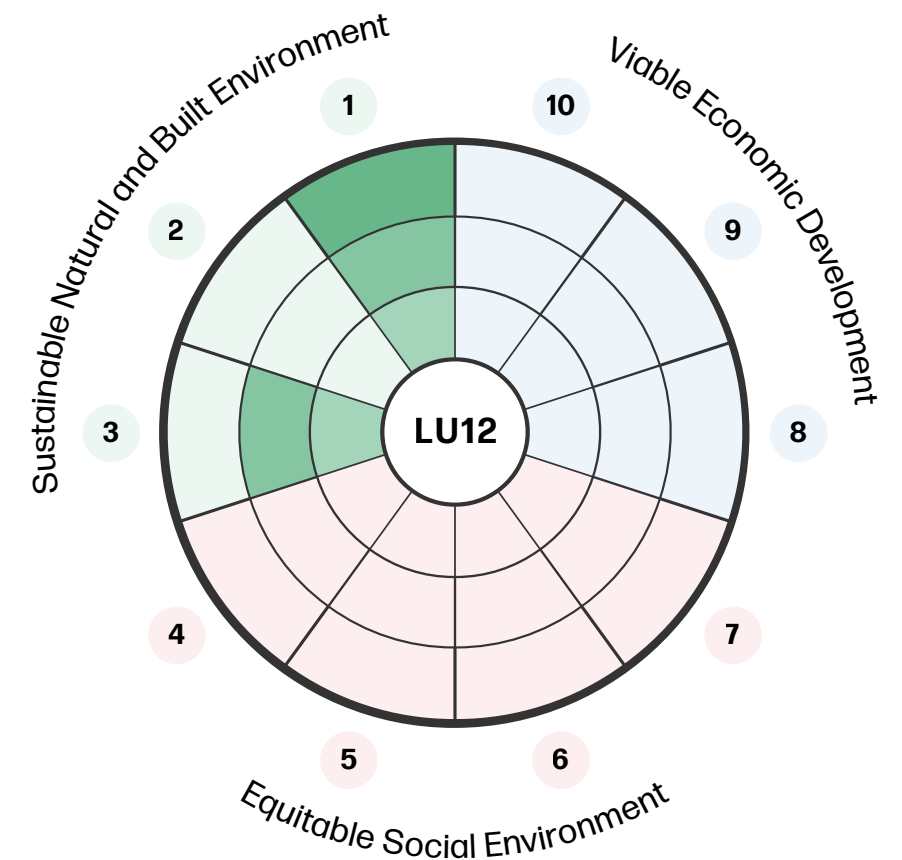
#### Viable Economic Development

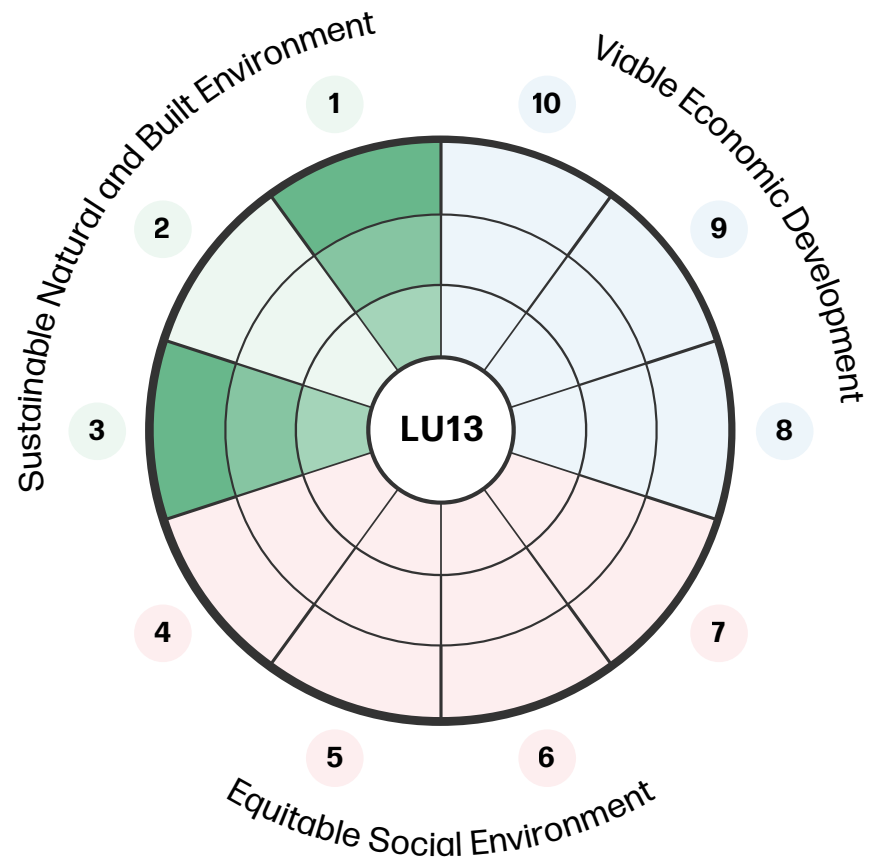
- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City



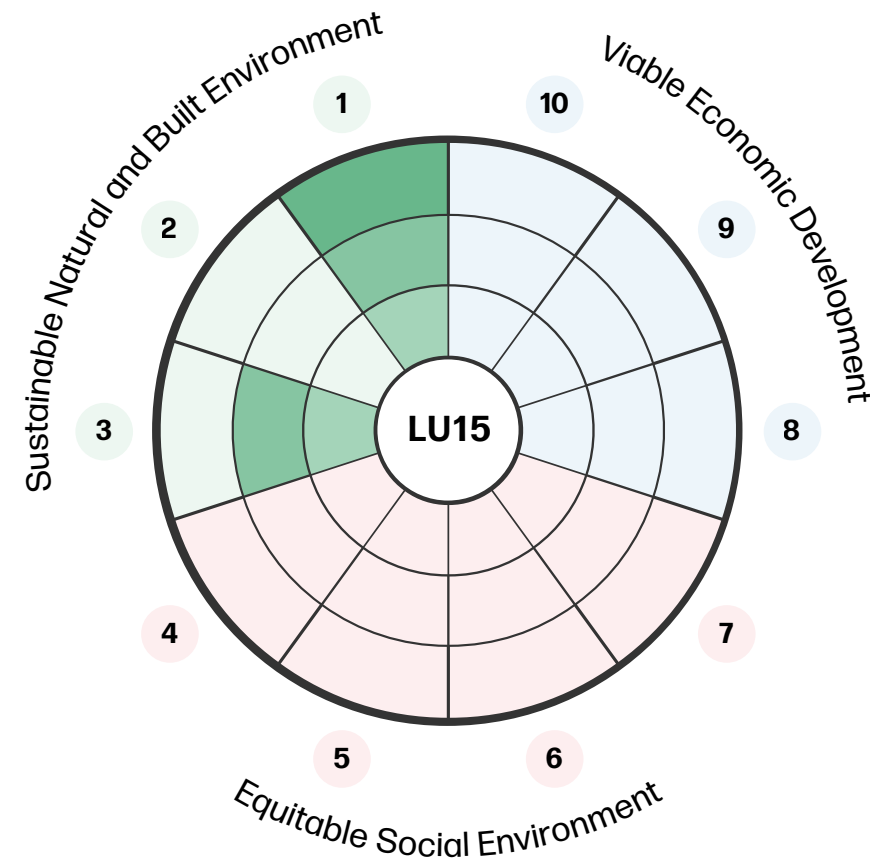
**LU11** Preserve and protect critical areas, including wetlands and waterways, critical aquifer recharge areas, habitat conservation areas, and natural geologic hazards areas.

**LU12** Preserve and protect habitat and natural areas.

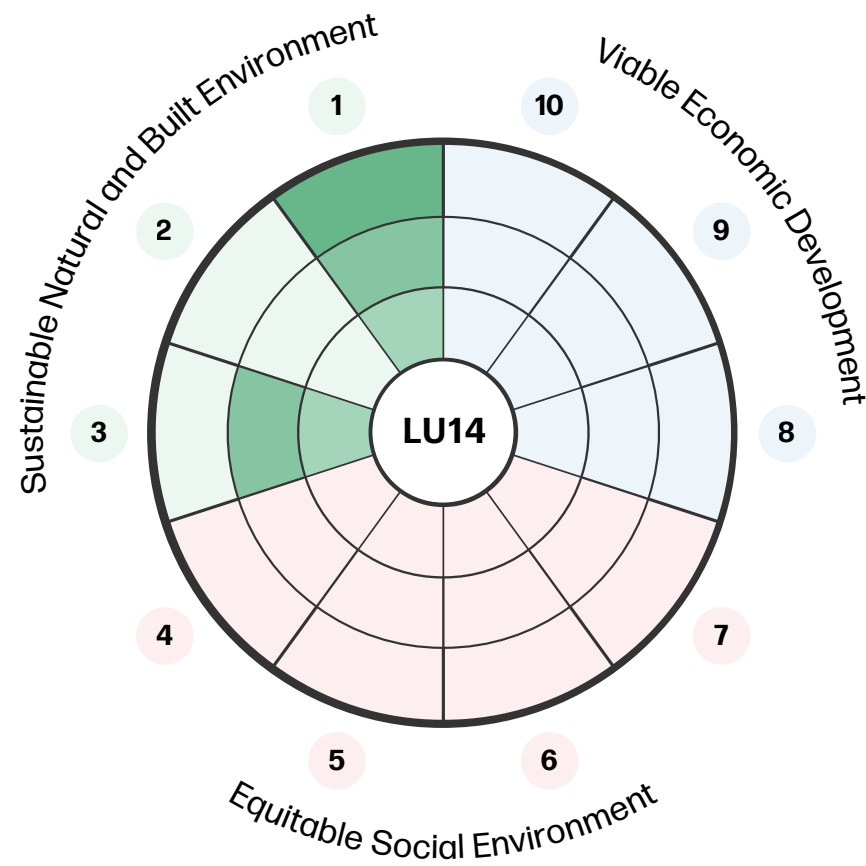




**LU13** Preserve and enhance the city's trees and urban forest.

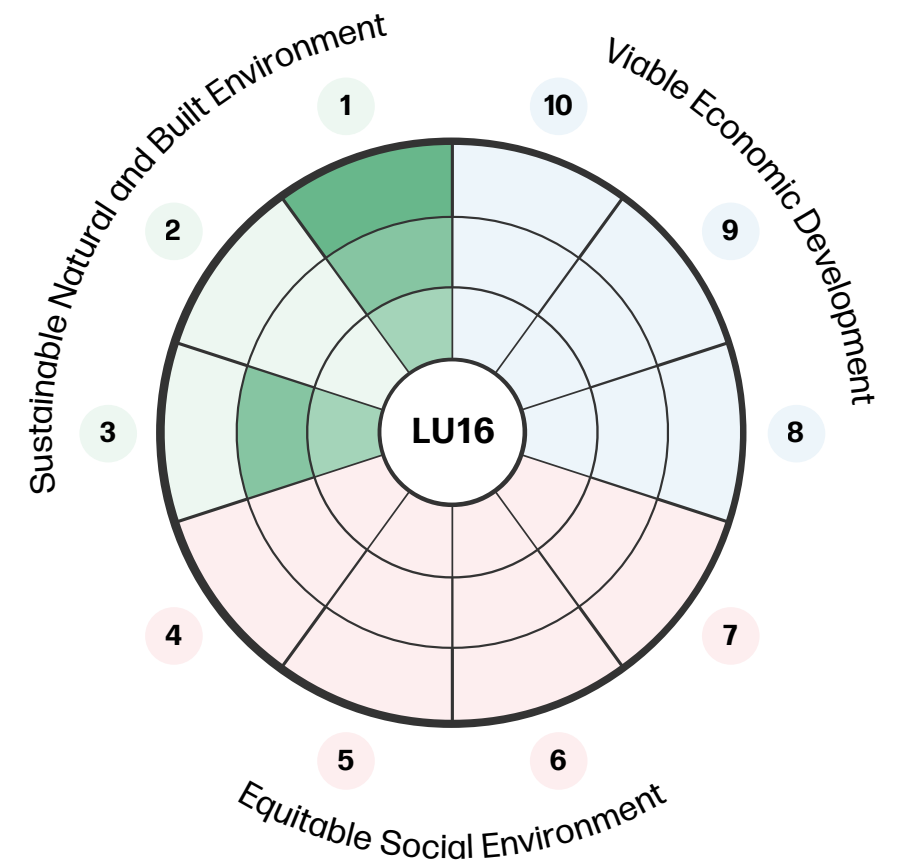


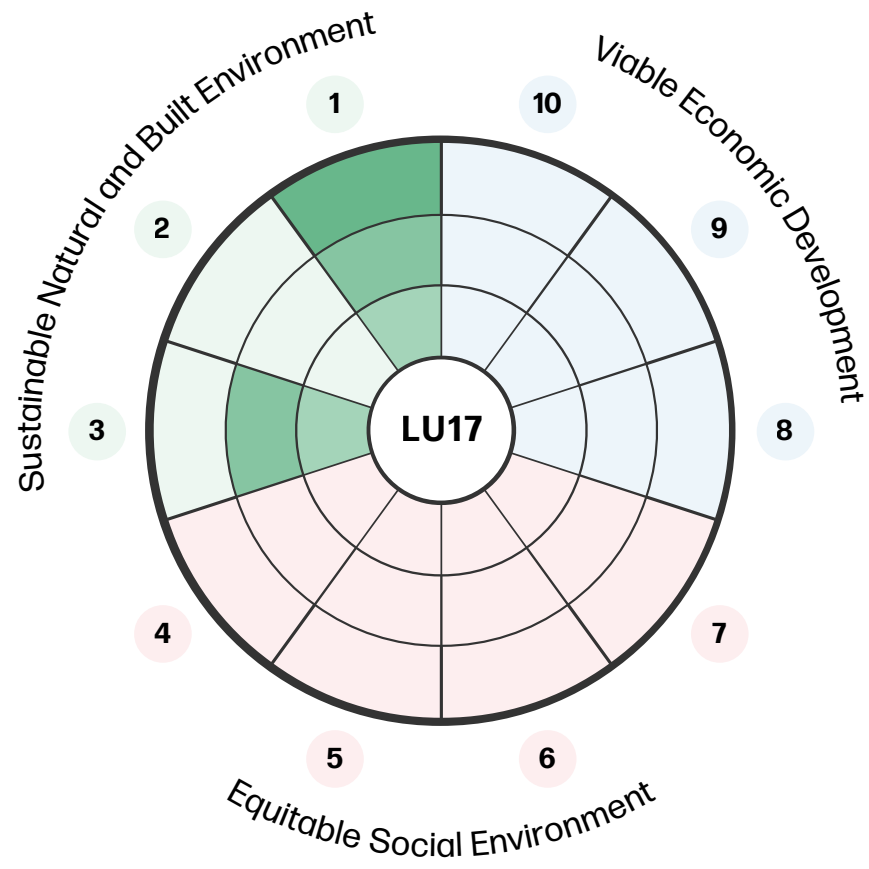
**LU15** Protect waterbodies, wetlands, basins, and groundwater.



**LU14** Elevate stewardship in education and activities in the natural environment.

**LU16** Facilitate sustainable Surface Water Management.





**LU17** Cooperate with local and regional partners on environmental protection.

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# Housing

## Introduction & Vision Connection

Sammamish’s Housing Element is closely tied to many aspects of the community vision for 2044, especially the aspirations related to an equitable social environment. Diverse housing choice, inclusive and safe neighborhoods, and social equity are at the core of many housing goals, policies, strategies, and actions. The Housing Element will continue to enhance existing and new neighborhoods with the architectural traditions and natural landscape that make Sammamish unique while expanding the range of housing types in a way that supports households of all ages, incomes, and abilities. Sammamish’s refreshed view of housing also treats neighborhoods more than one-dimensional bedroom communities, and instead as microcosms of everyday life that provide access to jobs, services, and amenities.

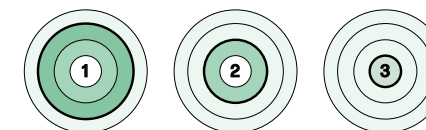
Opportunities abound for new approaches to affordable housing implementation.

Collaboration with diverse partners, the use of publicly owned land, new funding mechanisms, and regulatory innovations are among the many ways Sammamish can expand housing access to households with limited financial means.

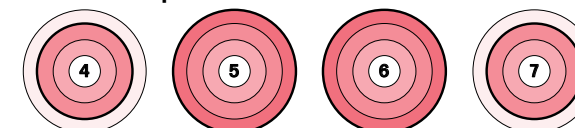
Updates to the Housing Element include:

- New policies and strategies to provide residential areas with access to jobs, services, and amenities.
- Implementation of appropriate housing types to equitably house all economic segments in the community.
- Adequate provisions for permanently supportive housing and emergency housing.
- Addressing racially disparate impacts, displacement, and exclusion in local housing.
- Clarification and enhancement of the physical characteristics that make Sammamish neighborhoods unique.

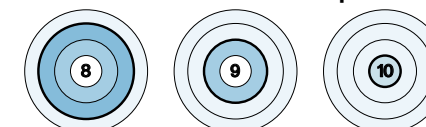
### Sustainable Natural Environment



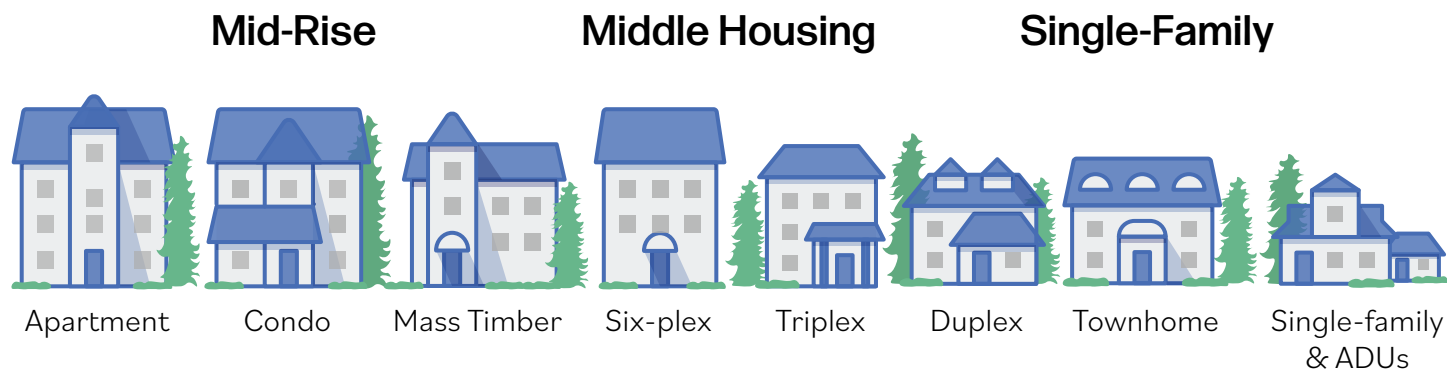
### Equitable Social Environment



### Viable Economic Development



**The Housing Element intersects many other elements within the Comprehensive Plan. It is most relevant to enabling an equitable social environment in Sammamish’s Vision 2044.**



A variety of housing types are required for State compliance and support the community vision for 2044. Middle Housing includes house-scale multi-family structures like townhomes, duplexes, triplexes, fourplexes, cottage courts, and courtyard buildings.

**This is Volume I of the Housing Element.** Volume II includes supporting documentation and background information like the Racially Disparate Impact (RDI) Report, land capacity analysis for HB 1220, and the City’s Housing Diversification Toolkit (Housing Action Plan).

## Planning Themes

The goals and policies in this element are meant to support expanded access to housing across all economic segments and housing needs. Historically, Sammamish has produced a relatively homogeneous housing stock that cannot fully accommodate a range of ages, income levels, household types, and other local needs, let alone take on its portion of regional growth. The goals and policies in this element seek to address housing access while retaining what makes the community a neighborly and hospitable place to live. Key themes in the Housing Element emerge from state mandates and community desires:

- **Ensure that people of all income levels have access to housing close to opportunities including employment, transportation, services, and amenities** (Influenced elements: Land Use, Capital Facilities and Utilities, Parks and Recreation, Transportation, Economic Development).
- **Support Missing Middle Housing that contributes to the physical and natural characteristics of existing neighborhoods** (Influenced elements: Land Use, Capital Facilities and Utilities, Climate Change).
- **Address racially disparate impact, displacement risk, and racial exclusion** (Influenced elements: Land Use, Parks and Recreation, Capital Facilities and Utilities, Climate Change).
- **Ensure development is coherently designed to support community and sustainability goals** (Influenced elements: Land Use, Parks and Recreation, Climate Change).

## Background & Engagement

### A State Mandate

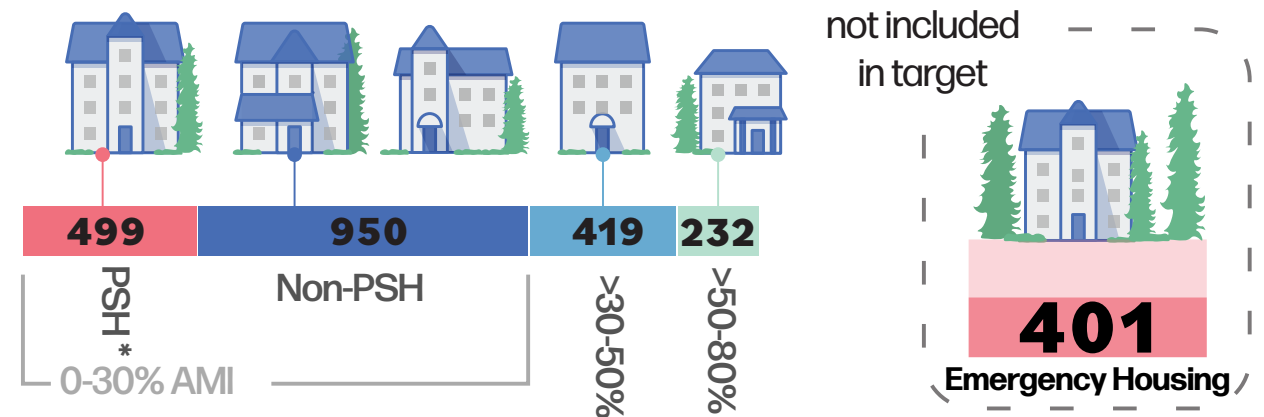
The purpose of the Housing Element is to create policies that support the development of housing in accordance with local needs and anticipated growth. Of course, merely providing enough housing does not ensure affordability, accessibility, or attractiveness—all of which are essential components of a successful community. The Washington State Growth Management Act (GMA) recognizes this, as reflected in the following housing goal that was updated in 2021 after the passage of HB 1220:

*“Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”*

**PERMANENT SUPPORTIVE HOUSING**

PSH combines low-barrier affordable housing, health care, and supportive services to help individuals and families lead more stable lives.

Sammamish’s 2044 Housing Growth Target of 2,100 units is spread across King County-defined affordability levels.



Washington State, and the Puget Sound Region more specifically, faces a catastrophic housing shortage. Sammamish’s proximity to Bellevue, Redmond, and Seattle—all major employment centers—creates significant demand for housing. To ensure that existing and future Sammamish residents can affordably live in the community, the City must reduce barriers to denser housing. Not only is this a directive in this Plan, but a mandate from Washington State.

New legislation passed in 2021—HB 1220—requires cities to provide enough zoned capacity to accommodate housing affordable to all economic segments, including emergency housing and shelters. Cities must also identify and rectify policy with racially disparate impacts, map areas with displacement risk, and adopt anti-displacement policies. The State also adopted HB 1110, which requires cities over a certain size to allow middle housing in neighborhoods historically zoned exclusively for single-family.

### Community Input

Housing affordability, local desires for housing types, and the regional housing demand were at the forefront of many engagement activities and discussions that influenced this plan update. From the beginning, residents underscored the need for living arrangements that could comfortably house a diversifying population and seniors who want to age in place. Priorities for local housing were clarified during many outreach events, including:

- **Planning Summit Housing Session** – More affordable and diverse housing options that are integrated with nature and well-connected to everyday destinations.

**HOUSING DIVERSIFICATION TOOLKIT**

This document, adopted in 2023, contains highly-relevant housing strategies and actions. This toolkit is referenced in Volume II and meets the state definition for a Housing Action Plan.

- **Planning Summit Mixed-Use Centers Session** – Active centers with unique physical character and local businesses—including a hardware store and restaurants—will be accessible to all residents in 2044. These places should balance a variety of retail opportunities, housing types, and public open space.
- **Earth Day** – Communitywide trip reduction strategies, including transit-oriented development and location-efficient housing, were voted as top community priorities to reduce greenhouse gas emissions.
- **Planning Commission and City Council Meetings** – Elected leaders, Commissioners, and members of the public determined appropriate strategies for supporting low-income housing development, such as affordable housing bonuses on religious- or publicly-owned land. Meeting feedback also confirmed the City’s commitment to HB 1220 and HB 1110 compliance by embracing a range of housing types in residential and mixed-use land use types at viable intensities for affordable housing development.

### Housing Diversification Toolkit Outreach

While the development of the Housing Diversification Toolkit, which aimed to find ways to grow diverse and affordable housing types throughout the City, was separate from the Comprehensive Plan, much of the feedback gathered for its development also helped to inform the updated policies and goals of the Housing Element. Summaries of engagement activities are below:

- **Housing Needs Assessment Community Survey** - The housing needs assessment, a precursor of the Toolkit, included a statistically significant survey to collect information on current and future housing needs. The survey was mailed to 8,000 Sammamish households and was available in four languages. Over 15% of respondents indicated dissatisfaction with their current living situation; increasing property taxes, future development, and limited access to daily needs were identified as top reasons. The majority of respondents anticipated a need to downsize their home in the next 5-10 years, one-fifth admitted they’ve been personally impacted by limited affordable housing options, and 43% know someone who has left the city due to rising housing costs.
- **Homelessness and Special Needs Housing Roundtable** - More housing options for families and other households that don’t qualify for financial assistance are needed. Modest, accessible homes are also missing for aging residents wishing to downsize.
- **Attainable Workforce Housing Roundtable** - Sammamish must facilitate moderate-income workforce housing

for school employees, utility workers, emergency personnel, and other service staff. Many of these people want to live closer to work, but can’t, and worry about the ability of Sammamish to function during an emergency or disaster.

- **Housing Choice Roundtable** - Centrally located living next to amenities, gathering places, goods, and services is desired among Sammamish residents of all ages. Senior housing with universal design features is necessary, as is a variety of housing types that can support young adults who want to return to the city.

## Relationships to Other Elements

The Housing Element interacts with many other elements within the Comprehensive Plan. Housing goals, policies, and strategies guide the composition of residential neighborhoods and consider affordability broadly in the sense of living and transportation costs—so many aspects of this chapter inherently concern other elements simultaneously. For example, housing goals and policies strive to provide safe, connected, and affordable living opportunities for households earning a range of incomes. In addition, residential buildings and energy consumption are two of the largest contributors to greenhouse gas emissions in Sammamish. This element impacts Land Use, Transportation, Parks & Recreation, Economic Development, Capital Facilities, and Climate Change & Resilience.

### THE GMA AND HOUSING AFFORDABILITY

Housing is considered to be “affordable” under the GMA if monthly costs (including utilities) do not exceed 30% of total monthly income for households making under specific thresholds.

For rental units, that threshold is 60% of the Area Median Income.

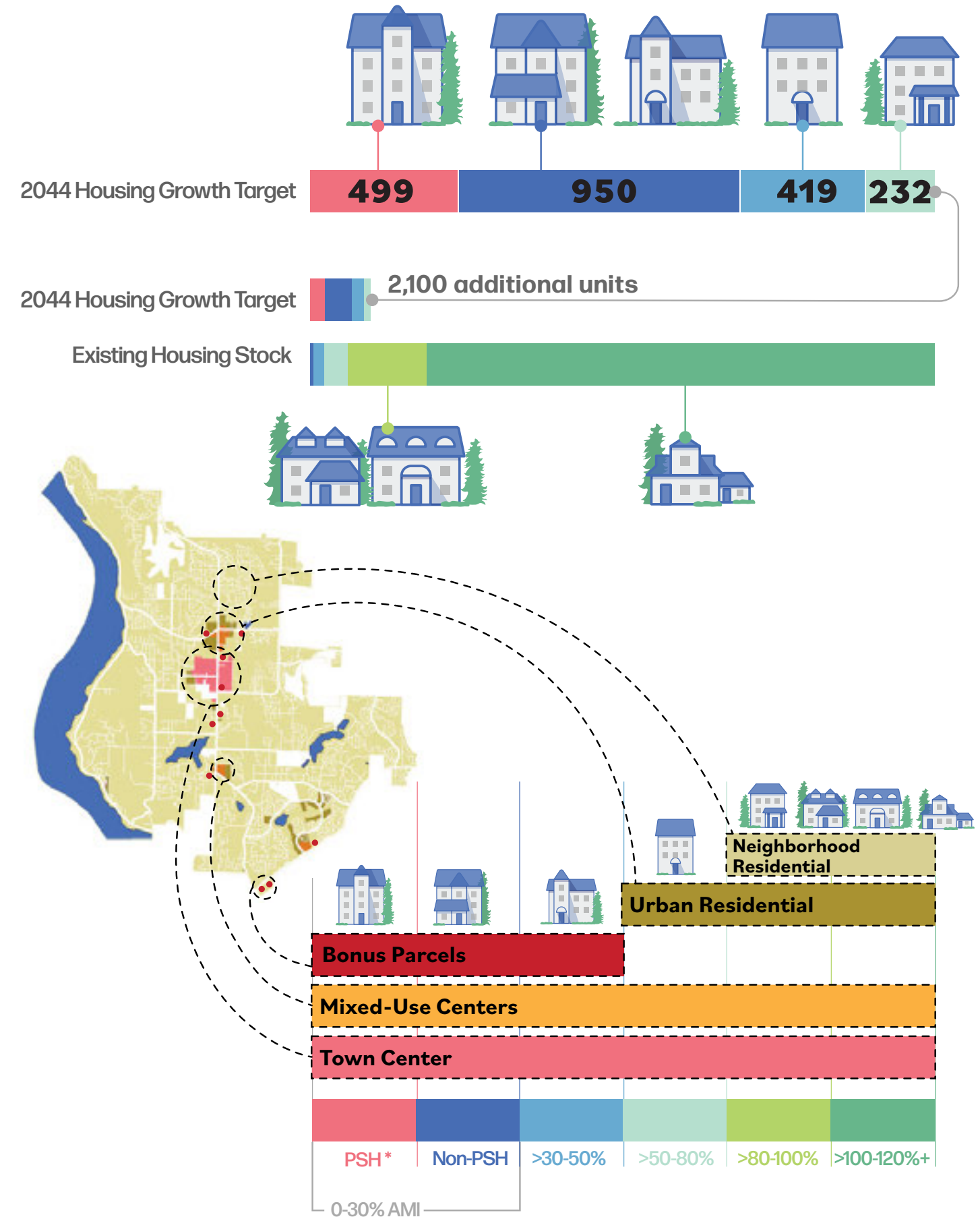
For ownership units, that threshold is 80% of Area Median Income.

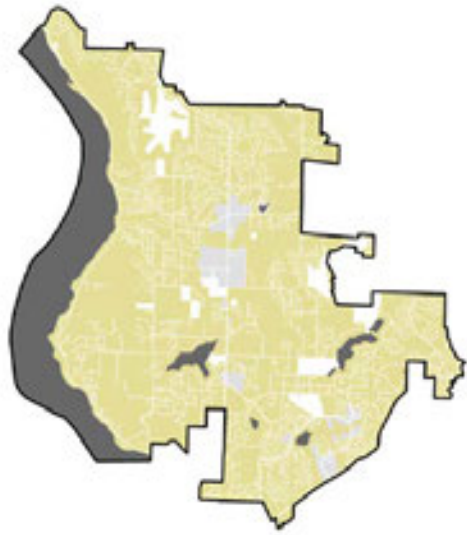
In other words, a rental unit is considered affordable if a household making 60% AMI can pay rent and utilities using 30% or less of their monthly income.

## Accommodating Growth

The graphic on the next page shows Sammamish’s existing housing stock compared to its King County Countywide Planning Policies (CPPs) 2044 growth target and housing need. As per guidance issued by the Washington State Department of Commerce, certain housing types are more feasible for different levels of affordability. For instance, mid-rise apartment or condominium buildings are the most viable form of housing for households earning between 0-50% Area Median Income (AMI). Areas on the map are color coded according to where the City intends to accommodate different types of housing:

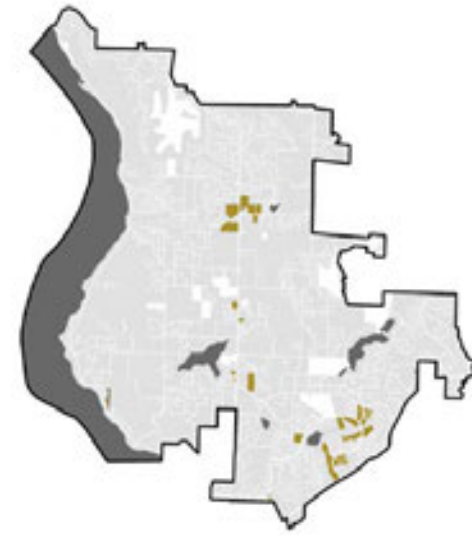
- **Neighborhood Residential:** Single-family homes, ADUs, and middle housing will accommodate income levels above 80% AMI.
- **Urban Residential:** Low-rise apartments, stacked flats, and larger forms of multi-family housing will accommodate households earning at least 50% AMI.
- **Mixed-Use Centers & Town Center:** Larger apartments and condos, mass timber buildings, point-access blocks, and other forms of mid-rise housing that can accommodate households earning 0-120% AMI. Deep affordability is possible with subsidies and incentives.
- **Bonus Parcels:** Fourteen public and religious-owned parcels for a variety of mid-rise and middle housing that can accommodate households earning 0-50% AMI, especially if paired with subsidies, incentives, and non-profit housing developers.





## Neighborhood Residential

This area will allow a large variety of middle housing types as well as traditional single-family detached homes and accessory dwelling units.



## Urban Residential

This area will allow low-rise, higher density housing such as garden apartments, stacked flats, and other forms of large middle housing.

Single Family + DADU | Tigard, OR



Townhomes | Anacortes, WA



Townhomes | Vancouver, BC



Battle Ground, WA



Cottage Cluster | Shoreline, WA



Multi-Plex | Bellevue, WA

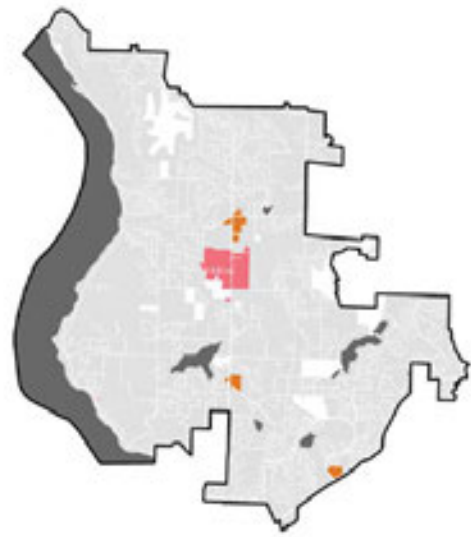


Six-Plex | Portland, OR



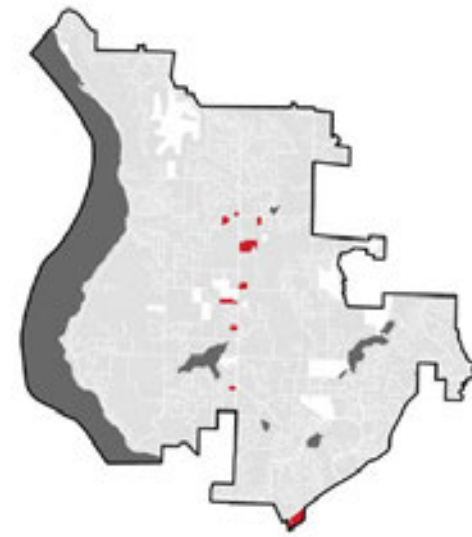
Six-Plex | Winnipeg, MB





### Town Center & Mixed Use Centers

This area will allow apartment and condominium buildings, mass timber buildings, courtyard apartment, point-access blocks, and other forms of mid-rise construction. These areas were chosen because of their existing adjacency to transit, services and amenities.



### Bonus Parcels

When a specific zoning overlay is applied and design parameters ensure context-sensitive design, appropriately located surplus land owned by the City, County, utility providers, or religious institutions can provide opportunities for deeper affordability across the City.

Woodville, WA



Uppsala, Sweden



Religious-Owned Land | Bellevue, WA



Religious-Owned Land | Berkeley, CA



Vancouver, BC



Sammamish, WA (Proposed)



King County Park & Ride | Kirkland, WA



Housing Hope Lincoln Village | Stanwood, WA



# Housing Today

The current housing stock in Sammamish is largely composed of larger single-family detached homes in suburban residential neighborhoods with limited non-residential uses. Housing costs are among the highest in the region (median cost for 2022 was \$1.14 million), rental opportunities are limited, and the housing stock does not appropriately match household size. Figure H-1 shows the mismatch between household size (number of people) and unit size (number of bedrooms). This is all but one example of how Sammamish’s housing stock is not keeping up with its diversifying community. Misalignment also exists between housing costs, household incomes, and local employment opportunities.

# Housing Types by Income

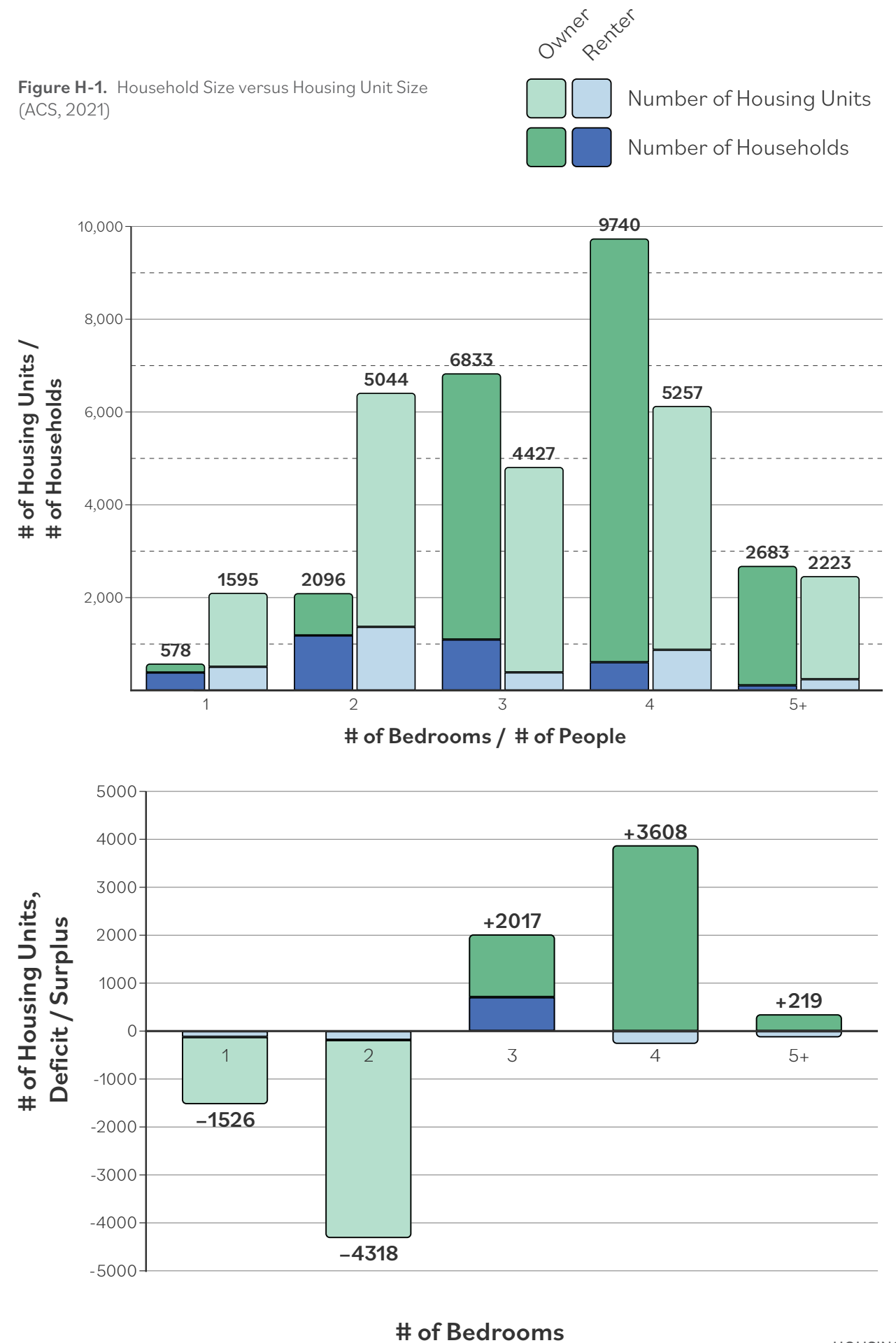
The majority of Sammamish (94%) is zoned for single-family residential. Significant zoned capacity for housing exists; however, new state legislation (HB 1220) requires cities to provide enough zoned capacity to accommodate affordable housing. The King County CPP growth target is divided into five income brackets determined by Area Median Income (AMI) to ensure that affordable housing is equitably distributed throughout the county. The State also adopted HB 1110, which requires cities over a certain size to allow middle housing in neighborhoods zoned exclusively for single-family. In Sammamish, this means that two units are now allowed on any unrestricted residential lot. Additionally, up to four units may be permitted if one unit is considered “affordable” under the GMA, or if the homes fall within one-quarter mile of high-capacity transit.

However, the prevalence of homeowners associations (HOAs) in Sammamish limits the reach of HB 1110. Many HOAs already had restrictions in place that capped the number of units per lot below the new allowances under HB 1110. For HOAs with these caps in place before the passage of HB 1110, the caps are allowed to remain, but such caps cannot be implemented from this point forward.

## Extremely Low-Income and Very Low-Income Housing (0-30% AMI, 30-50% AMI)

Due to high costs of land and housing construction, state guidance indicates that housing for extremely low- and very low-income households is most feasibly provided by larger apartment buildings. To accomplish this, the city needs increased density in some areas to support low- and mid-rise construction. PSRC and the GMA also indicate the importance of co-locating affordable housing with amenities, transit, and other services. To this end, the future land use map focuses growth in Town Center and Mixed-Use Centers. Appropriately located surplus land owned by the City, County, utility providers, and religious institutions can also accommodate feasible building types for extremely low- and very low-income housing when a specific zoning overlay is applied.

Figure H-1. Household Size versus Housing Unit Size (ACS, 2021)



### **Low Income and Moderate Income (50-80%, 80-100% AMI)**

In addition to HB 1220, HB 1110 created statewide mandates to allow middle housing in all residentially zoned areas. This means that residential lots in Sammamish must allow at least two units. Middle housing includes modest multi-family homes like duplexes, triplexes, sixplexes, courtyard apartments, cottage clusters, and townhomes. These homes can provide moderate income units under rare circumstances. More likely, market-rate and subsidized units in low- and mid-rise apartment buildings will accommodate this level of affordability. The future land use map establishes these opportunities in Town Center, Mixed-Use Centers, and in Urban Residential. Surplus public land in appropriate locations can also support this housing with a specific zoning overlay.

### **Median Income and High Income (100-120%, 120%+ AMI)**

State guidance indicates that generally, residents with incomes over 100% AMI can afford single-family housing, though the high home prices in Sammamish make this guidance less applicable today than it is in other cities in the Puget Sound region. However, even those households with more income flexibility and purchasing power desire a wider range of housing types to accommodate them in different stages of life. The future land use map seeks to align housing options more closely with the needs of current and future residents.

### **Emergency Housing**

State mandates updated with HB 1220 require that cities and counties provide adequate zoned capacity for emergency housing. This may take the shape of traditional shelter arrangements, hotel rooms, tiny home villages, or short-term apartments, all of which provide access to showers, bathrooms, and services. Sammamish zoning must allow these uses in enough places to accommodate the emergency housing allocation of 401 beds or units. Documentation of the City's capacity for emergency housing can be found in Volume II.

# Housing

## Goals, Policies, & Strategies

**H1 Promote safe, attractive, and vibrant neighborhoods with access to jobs, services, schools, and amenities. Encourage high-quality housing design that is compatible with the physical characteristics of surrounding development and strengthens Sammamish's sense of place. Where existing neighborhoods are in transition, new development should incorporate the qualities of well-designed neighborhoods.**

- H 1.1.** Create objective design standards to ensure new development is compatible in scale, architectural style, and landscape composition to that of existing and planned neighborhoods.
- H 1.2.** Support investment in existing neighborhoods to enhance livability, safety, and accessibility in a way that preserves unique physical character.
- H 1.3.** Support the preservation of housing that contains an official historic designation or other significant visual or cultural resource such as landmarks, archaeological sites, and historic or cultural landscapes.
- H 1.4.** Promote location-efficient and energy-efficient housing choices through incentives and other means.
- H 1.5.** Update parking requirements and development standards to encourage rear lot parking and vehicle access in new development where feasible. Allow on-street parking to fulfill requirements when curbspace adjacent to projects is sufficient.

**H2 Ensure that Sammamish has a sufficient quantity and diversity of housing types to accommodate projected needs and anticipated community growth distributed throughout the city.**

- H 2.1.** Permit and promote residential densities supportive of middle housing (e.g. duplexes, triplexes, fourplexes, fiveplexes, townhomes, and cottages) across the city's residential areas.
- H 2.2.** Develop land use policies and code amendments that promote a range of housing densities and types, including manufactured homes, throughout the city.

**H 2.3.** Provide technical support for interested landowners who may want to develop an ADU or infill housing on their property.

**H 2.4.** Provide access to housing types that serve a range of household sizes, types, incomes, and accessibility needs, including 2+ bedroom units for families with children and/or adult roommates, accessory dwelling units, middle housing types, and other forms of multi-family housing.

**H3 Provide for a range of housing opportunities to address the needs of all economic segments of the community.**

**H 3.1.** Increase housing options affordable to households at or below 50 percent of AMI in Neighborhood Residential zones.

**H 3.2.** Encourage and support non-profit agencies, affordable housing providers, non-profit developers, public-private partnerships, and housing authorities to preserve or build new, sustainable housing affordable to extremely low-, very low-, low- and moderate-income households.

**H 3.3.** Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet city housing need.

**H 3.4.** Maintain a record of publicly owned land. Prioritize the use of surplus land for affordable housing with a preference for housing for extremely low-, very low-, and low-income households.

**H 3.5.** Provide financial aid and/or technical assistance to organizations that provide affordable housing for extremely low-, very low-, low-, and moderate-income households.

**H 3.6.** Require or incentivize affordable housing through a refined, city-wide inclusionary zoning program.

**H 3.7.** Encourage collaborations between for-profit and non-profit developers.

**H 3.8.** Allow the negotiation of development agreements to increase the number or affordability of new units.

**H4 Support a variety of housing opportunities to serve those with physical or mental disabilities, lower incomes, and other demographic groups that have historically experienced inequities, including the unsheltered population.**

**H 4.1.** Maintain an adequate supply of appropriately zoned land to accommodate the city's housing growth targets and implement the regional growth strategy.

**H 4.2.** Promote a proportionate amount of the countywide need for housing affordable to households with moderate, low and very low incomes, including those with special needs.

**H 4.3.** Offer regulatory incentives such as priority processing of permits, fee waivers or reductions, and/or property tax relief for builders who provide extremely low-, very low-, low-, or moderate-income housing or buildings/developers providing housing for demographics needs, such as seniors, singles, and two-person households.

**H 4.4.** Identify and pursue funding sources and subsidies for affordable housing development.

**H 4.5.** Promote the preservation of existing low-cost rental and ownership housing.

**H 4.6.** Support a range of housing types for Black, Indigenous, and People of Color households, seniors, and other communities with disproportionate housing need.

**H 4.7.** Encourage universal design or home retrofits for lifetime use to support older adults and people with disabilities to remain in the community as their housing needs change.

**H 4.8.** Ensure development regulations support and encourage housing opportunities for special needs populations in Sammamish.

**H 4.9.** Support emergency transitional housing, public and private housing, and services for people who are homeless.

**H 4.10.** Actively participate and coordinate with nearby communities and other agencies in efforts to meet regional housing needs.

**H 4.11.** Support regional housing strategies and the development of region-wide plans for housing affordable to households with moderate, low and very low incomes, including those with special needs.

- H 4.12.** Support a coordinated regional approach to homelessness by supporting public and private housing and services for people who are homeless and work with other jurisdictions and health and social service organizations, including faith-based and other non-profit organizations.
- H 4.13.** Maintain membership in inter-jurisdictional agencies to promote affordable housing on the Eastside.
- H 4.14.** Support affordable rental and ownership housing throughout the city especially in areas with good access to transit, employment, education, and shopping.
- H 4.15.** Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.
- H 4.16.** Promote healthy and safe homes for all renting and owning households.

**H5 Promote housing preservation, improvement, and development to address local housing need and regional housing goals.**

- H 5.1.** Promote the preservation of existing housing which may provide for affordable forms of rental and ownership housing.
- H 5.2.** Ensure that buildings are designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.
- H 5.3.** Reduce energy use, leverage financial incentives for energy-efficiency projects, and comply early with the WA State Clean Buildings standard.

**H6 Implement Housing Element goals in a manner that is effective, efficient, and transparent. Use appropriate monitoring techniques to ensure effective implementation and revise policies or actions where gaps and unsatisfactory outcomes exist.**

- H 6.1.** Create regulations and procedures that balance clarity and objectivity with flexibility for design innovation.
- H 6.2.** Identify and eliminate standards and processes that inhibit the housing industry’s ability to respond to market needs or unnecessarily increase the costs of developing housing.
- H 6.3.** Monitor progress toward the elimination of racial and other disparities in housing and neighborhood choices.
- H 6.4.** Review and update the Housing Diversification Toolkit on a 10-year basis and ahead of the periodic update cycle.
- H 6.5.** Regularly adjust policies, strategies, and actions based on the monitoring of local programs and regulations, local housing production, and conversations with developers.
- H 6.6.** Evaluate and report on how the goals, policies, strategies, and actions of this Housing Element are being achieved.

**H7 Rectify and mitigate racially disparate impacts, displacement, and exclusion in local housing.**

- H 7.1.** Document and educate the community on the local history of racial exclusion and discrimination in housing policy.
- H 7.2.** Partner with Eastside for All and other King County advocacy groups to provide public resources and events focused on housing equity.
- H 7.3.** Promote equitable development.
- H 7.4.** Promote access to affordable home ownership for Black, Indigenous, and People of Color communities to help narrow the racial homeownership gap.
- H 7.5.** Explore the implementation of affordable homeownership models like community land trusts, down payment assistance, mixed-income housing requirements, and limited or shared equity housing cooperatives.
- H 7.6.** Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that address racial exclusion and risk of displacement. Prioritize the needs and solutions articulated by these disproportionately impacted populations.

- H 7.7.** Actively monitor vulnerable communities and enact proactive anti-displacement strategies.
- H 7.8.** Pursue anti-displacement mechanisms like property tax exemptions or deferrals, sewage and solid waste fee assistance, relocation assistance, tenant opportunity to purchase policy, and right -to-return policy.
- H 7.9.** Ensure fair and legal housing practices throughout the city.
- H 7.10.** Track compliance and advocate for stricter enforcement of fair housing laws.

**H 8 Promote housing choice in walkable centers and near transit to expand access to opportunity across income brackets and diverse communities.**

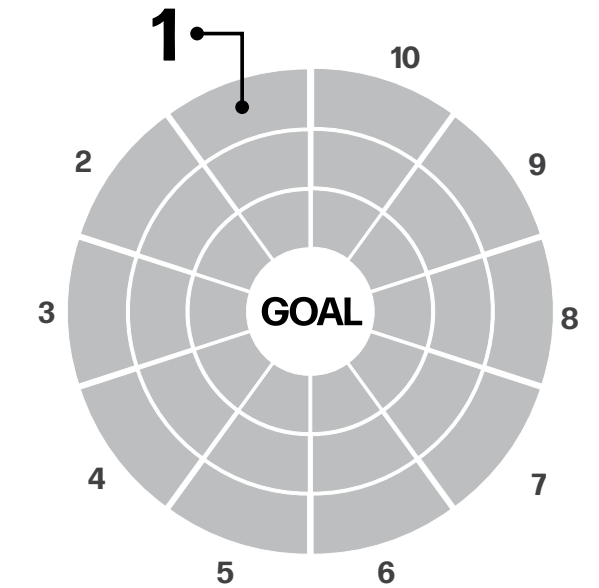
- H 8.1.** Encourage appropriate building types and densities for residential and mixed-use development in Town Center and Mixed-Use Centers.
- H 8.2.** Create minimum housing densities in Town Center and Mixed-Use Centers to expand mixed-use development and maximize King County transit investment.
- H 8.3.** Encourage income-restricted and special needs housing in areas with access to public transportation, employment opportunities, medical facilities, and other necessary services while promoting geographic distribution.
- H 8.4.** Encourage residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education opportunities, public transit access, and job opportunities by avoiding or mitigating exposure to environmental hazards and pollutants.

# Housing

## Goals and the Community Vision

The following pages show the relationship between individual Housing Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

Vision Statement



### VISION STATEMENTS

#### Sustainable Natural & Built Environment

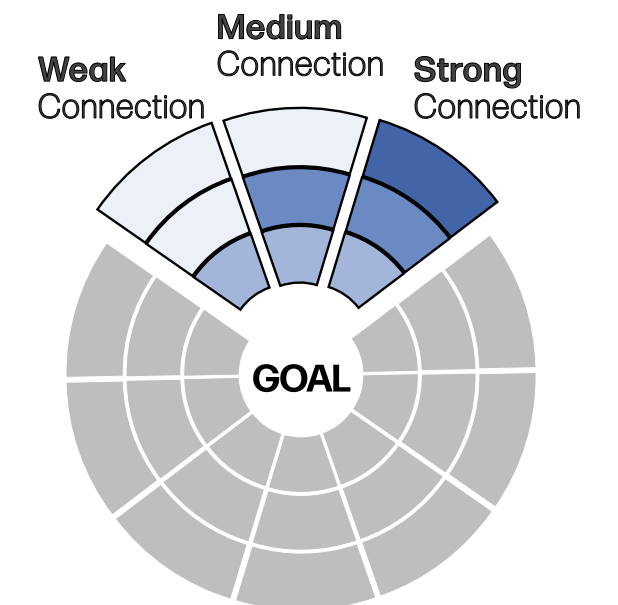
- 1** Sustain Natural Environment and Reduce Climate Impacts
- 2** Develop Multimodal Transportation
- 3** Develop a Distinguished Park and Recreation System

#### Equitable Social Environment

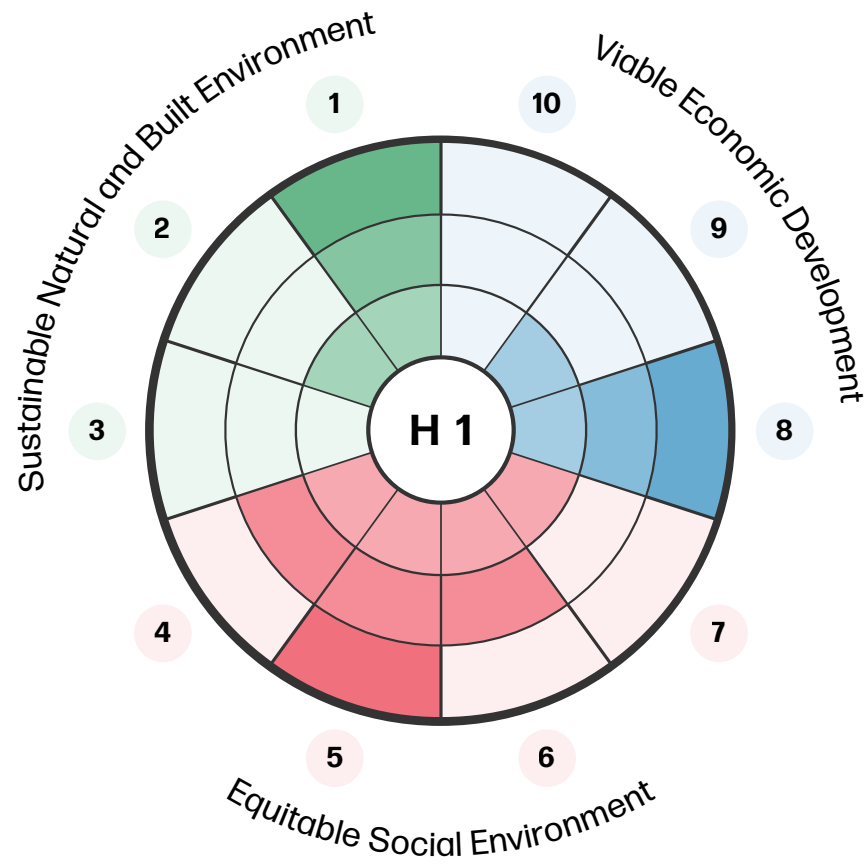
- 4** Ensure Inclusive, Connected, and Safe Neighborhoods
- 5** Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6** Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7** Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

#### Viable Economic Development

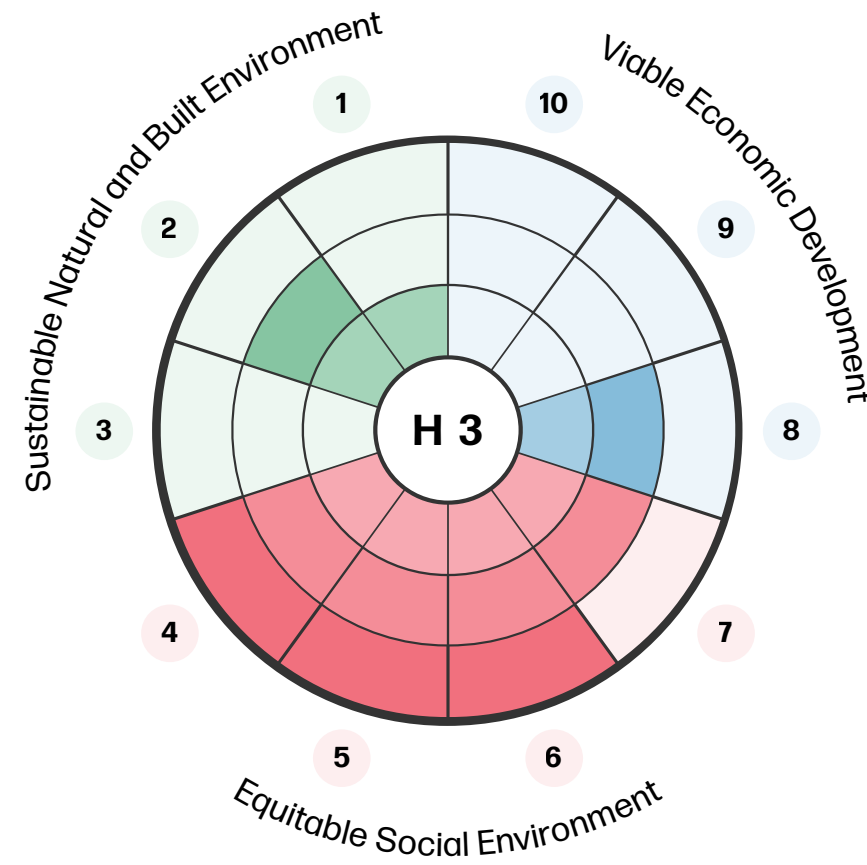
- 8** Build Thriving Town Center and Mixed-use Districts
- 9** Support Local Businesses and Entrepreneurship
- 10** Establish Fiscal Sustainability and Diversify Revenues for the City



Strength of Connection between Vision Statement and Goal

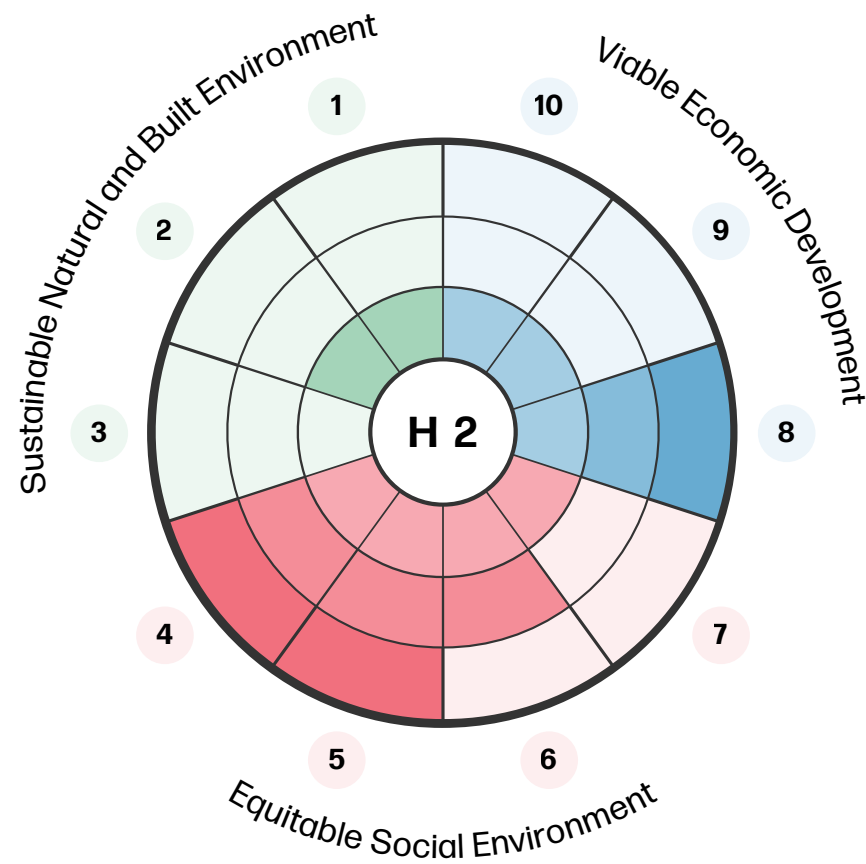


**H1** Promote safe, attractive, and vibrant neighborhoods with access to jobs, services, schools, and amenities. Encourage high-quality housing design that is compatible with the physical characteristics of surrounding development and strengthens Sammamish’s sense of place. Where existing neighborhoods are in transition, new development should incorporate the qualities of well-designed neighborhoods.

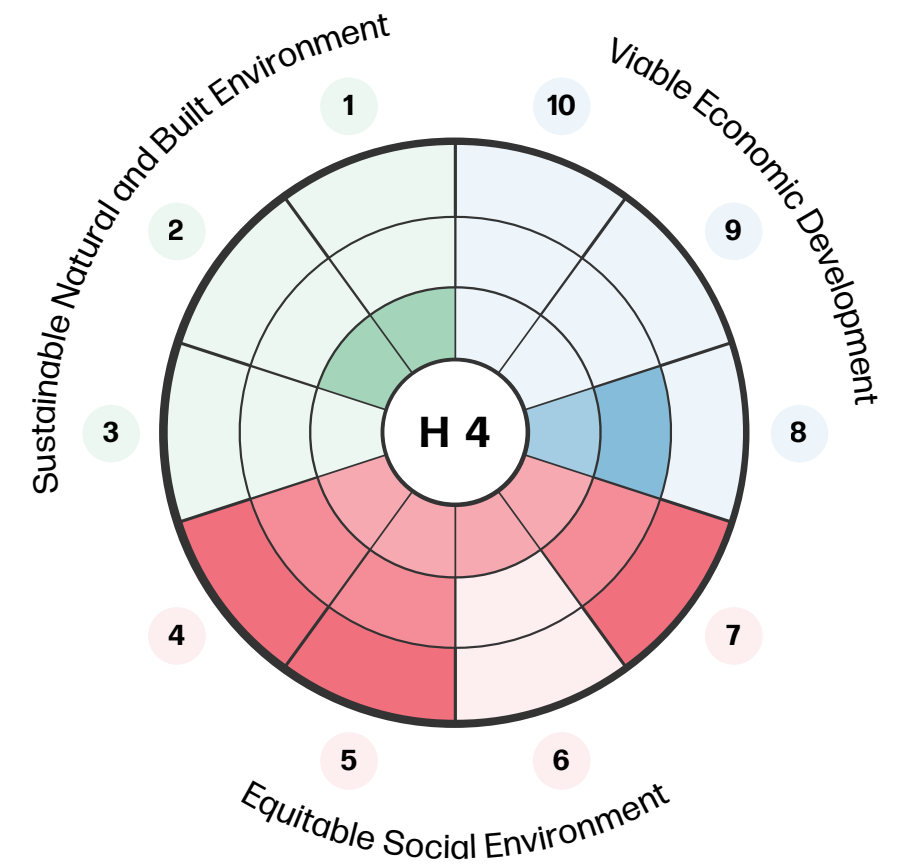


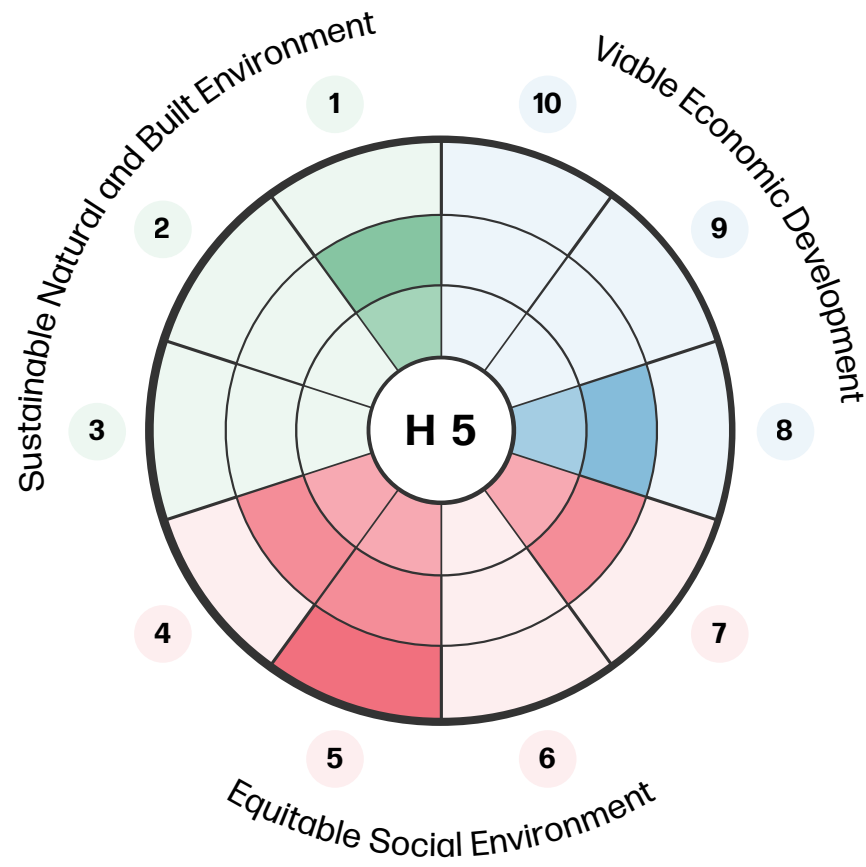
**H3** Provide for a range of housing opportunities to address the needs of all economic segments of the community.

**H2** Ensure that Sammamish has a sufficient quantity and diversity of housing types to accommodate projected needs and anticipated community growth distributed throughout the city.

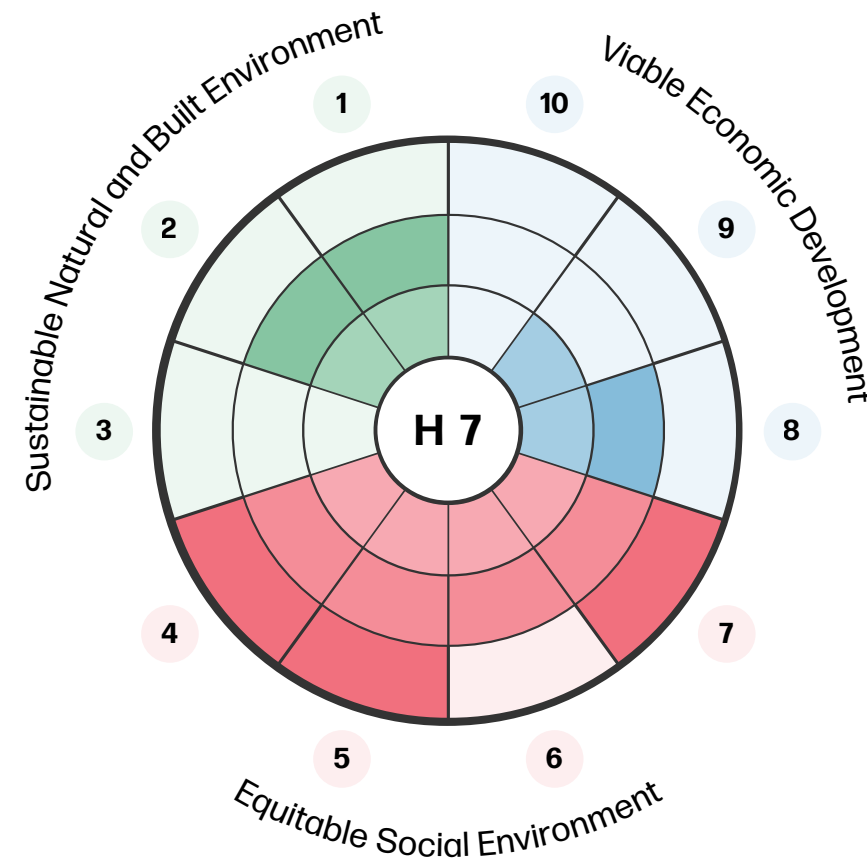


**H4** Support a variety of housing opportunities to serve those with physical or mental disabilities, lower incomes, and other demographic groups that have historically experienced inequities, including the unsheltered population.

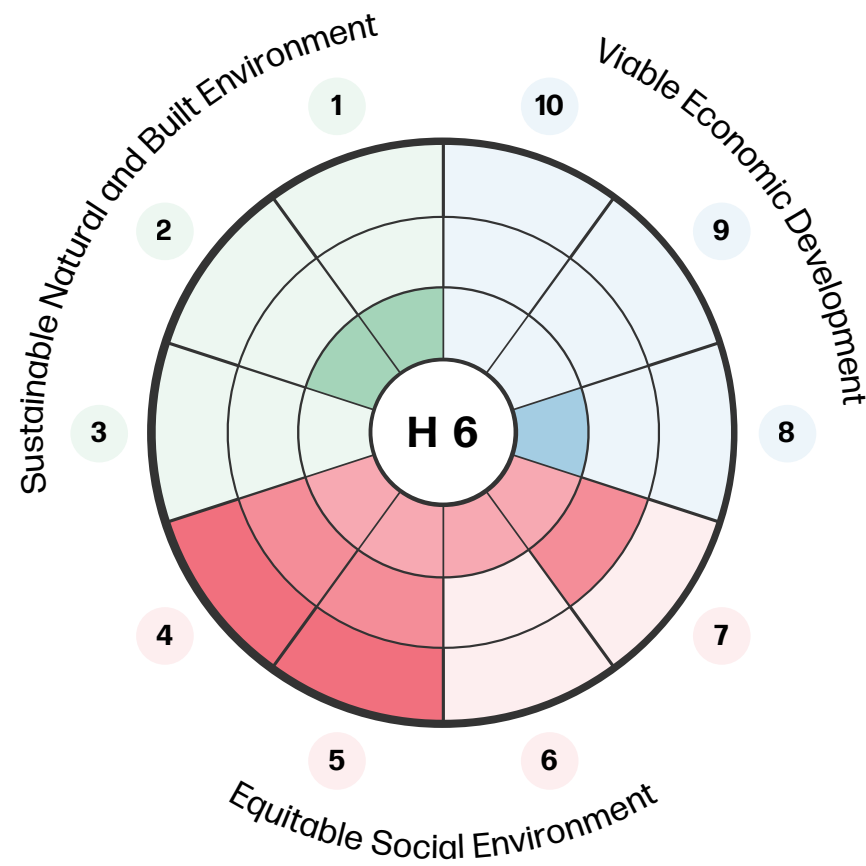




**H5** Promote housing preservation, improvement, and development to address local housing need and regional housing goals.

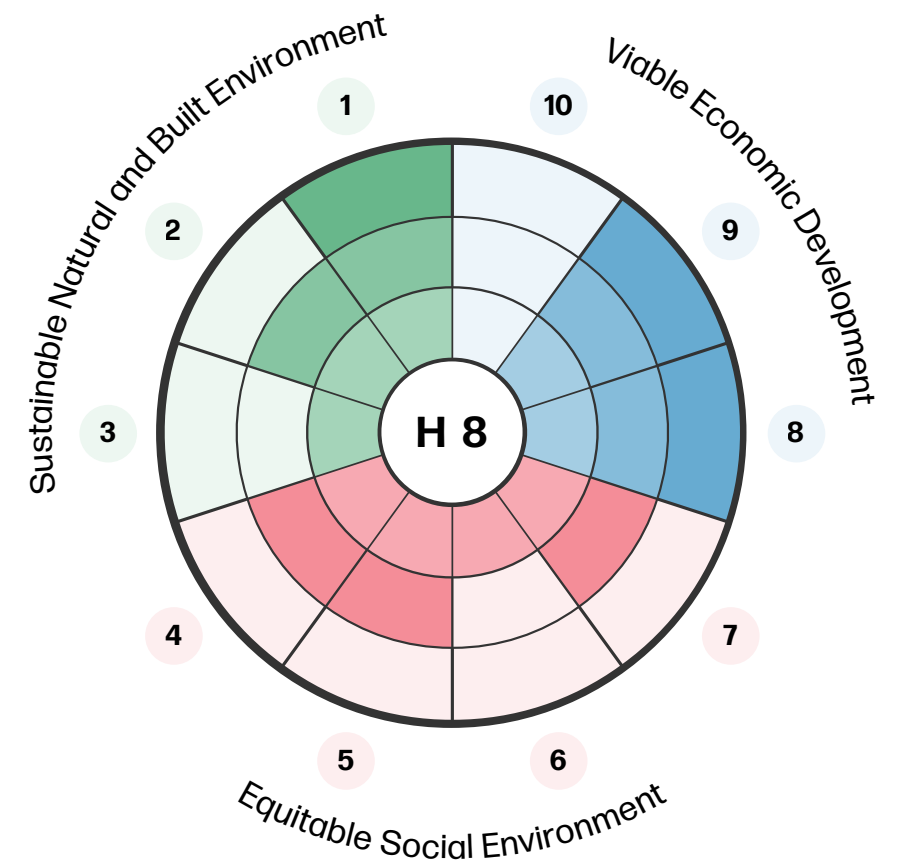


**H7** Rectify and mitigate racially disparate impacts, displacement, and exclusion in local housing.



**H6** Implement Housing Element goals in a manner that is effective, efficient, and transparent. Use appropriate monitoring techniques to ensure effective implementation and revise policies or actions where gaps and unsatisfactory outcomes exist.

**H8** Promote housing choice in walkable centers and near transit to expand access to opportunity across income brackets and diverse communities.



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# Transportation

3

MOVEMENT

## Introduction & Vision Connection

The Transportation Element ensures that Sammamish’s transportation system supports land uses, environmental goals, and community goals envisioned by the Comprehensive Plan. Current challenges faced by the city include a relatively unconnected street system, limited transit service, multimodal infrastructure gaps and significant grade changes to the topography that makes active modes of transportation difficult for many users. In order to address these challenges, the City prepared its first Transportation Master Plan (TMP), which provides a guiding framework of how the City will achieve its transportation goals and policies.

### Transportation Vision

The City of Sammamish envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency, aligns with the Climate Action Plan and sustainability goals of the City, maintains fiscal sustainability, and enhances the community.

### Vision Implementation: Transportation Goals, Policies, and Master Plan

To achieve Sammamish’s vision, the Transportation Goals and Policies in this chapter serve as the foundation for the City’s TMP. The TMP is adopted by reference into Volume 2 of the City’s Comprehensive Plan and provides the strategic framework for developing a multi-modal transportation network that will enhance greater connectivity within the city and to the region. Based

on substantial technical analysis and community involvement, the TMP guides transportation decisions and investments for the next 20 years in support of the long-term vision for the city. The TMP reflects the city’s need for a better transportation system. Guided by the Transportation Goals and Policies, a better transportation system is one that is accessible, prioritizes connectivity, and accommodates many modes of travel, including walking, biking, public transit, and driving.

## Planning Themes

The goals and policies in this chapter are meant to provide principles and guidance for the City. Key themes derived from both state mandates and from the community are addressed through the goals and policies. Each of the takeaways below implicates multiple plan elements.

- **Ensure that people of all income levels have access to choices and opportunities including housing, employment, transportation, services, and amenities** (Influenced elements: Housing, Capital Facilities and Utilities, Parks and Recreation, Transportation, Economic Development).
- **Prioritize approaches that increase physical activity, social interaction, and community health and wellbeing** (Influenced elements: Housing, Capital Facilities and Utilities, Parks and Recreation, Transportation, Climate Change and Resiliency).

## Background & Engagement

### Community Input

Transportation was one of the more frequent topics at the center of many public engagement workshops, discussions, and activities that informed this comprehensive plan update. From the onset, the community emphasized the importance of balancing growth and affordability with natural stewardship and retention of green space. Priorities for how Sammamish uses its land and manages the transportation network emerged during various engagement efforts:

- **Planning Summit Kick-Off and Visioning Workshop** – Residents indicated that there are long-term mobility challenges in the city. Of particular concern is that traffic issues have remained the same even with the altered commute patterns from the pandemic. There was an ultimate desire of those that participated to have a thriving Town Center and walkable community in 2044.
- **Earth Day** – Communitywide trip reduction strategies, including transit-oriented development and location-efficient housing, were voted as top community priorities to reduce greenhouse gas emissions.
- **Tabling at Community Events (Farmers Market and Sammamish Block Party)** – Community members provided additional feedback consistent with what we had been hearing throughout our engagement efforts.
- **Goals and Policies Workshop** – Workshop attendees highlighted the importance of creating a multi-modal transportation network that prioritizes non-motorized opportunities. They supported reworking the level of

service standards and concurrency requirements to prioritize non-motorized modes of transportation and improving street design standards. Additionally, there was a focus on creating greater connectivity within the city by completing trail connections, rethinking cul-de-sacs and dead ends, and removing barriers.

After synthesizing the information collected through the above outreach efforts, several common themes became apparent. In summary, the Sammamish community desires a multi-modal transportation system that:

- Enhances connectivity and accessibility to all modes of transportation throughout the city.
- Provides options to drive, walk, bike, and take transit.
- Is safe, walkable, diverse, and inclusive.
- Offers an interconnected and safer sidewalk and bike system to encourage other modes of travel beyond the car.
- Reduces congestion.
- Provides better options for getting to regional destinations via transit, particularly for commuting purposes, including access to the Sound Transit Link station in Redmond and the future station in Issaquah.

Community members also want transit improvements focusing on:

- Providing safety around bus stops, including lighting and sidewalks/waiting areas.
- Improving access to transit, including crossings and sidewalks.
- Expanding Metro Flex service.
- Expanding service area.
- Increasing frequency and service hours.

## Relationship to Other Elements

The Transportation Element is supported by, and interconnected with, many other elements within the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned distribution of different land use types and densities within the city described in the Land Use Element. Consistent with the overall Comprehensive Plan’s emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, encourage public transit, and promote multi-modal transportation. As part of promoting multi-modal transportation, the Transportation Element supports the goals and policies in the Parks & Recreation Element that address the public trail system.

## Transportation Today

The current vehicular transportation network in Sammamish is made up of principal arterials, minor arterials, collector arterials, and local streets. Topography and development patterns limit opportunities to add principal and minor arterial routes. The street network includes 25 signalized intersections, 13 roundabouts, and six all-way stop controlled intersections. Two stop-controlled intersections include overhead flashers to increase driver awareness. There are also two park-and-rides in Sammamish; King County Metro and Sound Transit each provide service: King Metro Route 269 and Sound Transit Route 554 (limited service). King County Metro also provides MetroFlex which is an on-demand neighborhood transit service serving a portion of the city. The City is working to improve transit services for the community.

The non-motorized network includes bike lanes, sidewalks, and off-street trails. Bike lanes are portions of the city’s paved streets which have been designated by striping, signage, and/or pavement markings for bicyclist use. The public street network includes 24.8 miles of bike lanes; approximately 16.4 miles are on one or both sides of the street. The public street network includes 214.4 miles of sidewalks, with about 139.2 miles including a sidewalk on one or both sides. Off-street trails consist of both paved and unpaved (gravel or grass surface) paths which provide varying levels of access to pedestrians, bicyclists, and other wheeled mobility users. Off-street trails provide connections between schools, parks, transit stops, and other facilities of public interest outside the alignment of public streets. They also provide recreational opportunities for residents and visitors. The existing trail network includes a total of 17.3 miles of paved paths, including a 7.2-mile section of the regional East Lake Sammamish Trail, and 11.1 miles of unpaved paths. This excludes unpaved trails in City and neighborhood parks.

Figure T-1. Existing Street Classification (King County, 2023)

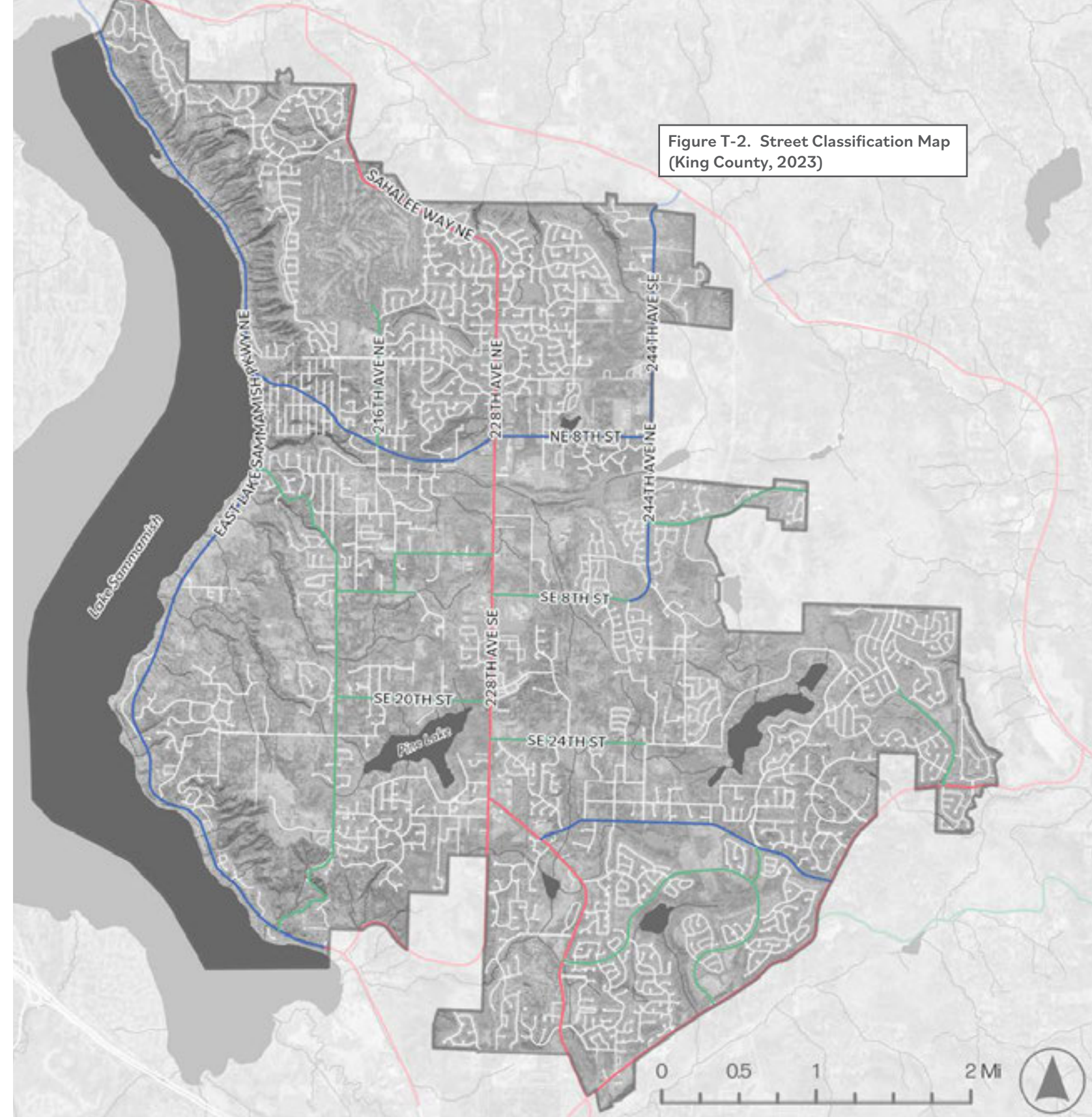
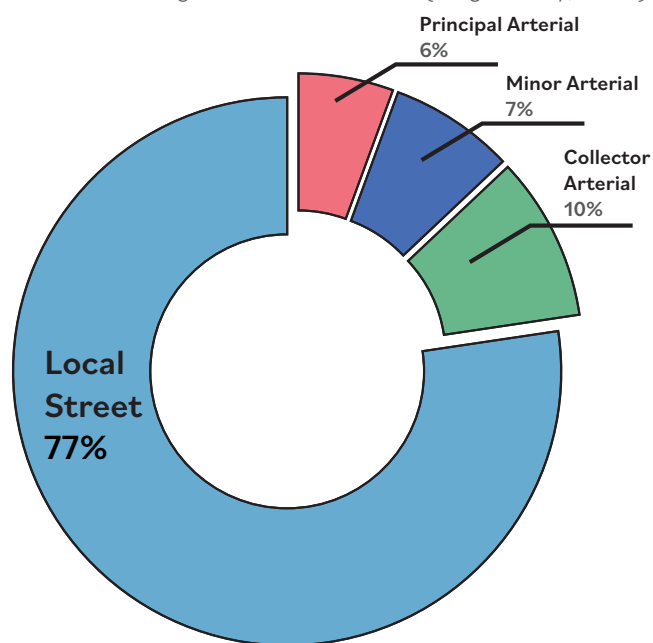


Figure T-2. Street Classification Map (King County, 2023)

### STREET FUNCTIONAL CLASSIFICATION

- Principal Arterial
- Minor Arterial
- Collector Arterial
- Lakes
- Streams

# Transportation

## Goals, Policies, & Strategies

### **T1 Support the City's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.**

- T 1.1.** Adopt and regularly update the Transportation Master Plan (TMP). The TMP is the framework for implementing and funding all transportation programs, plans, projects, and services. The TMP supports the development of a multimodal transportation system and provides implementation strategies that reflect the City's vision, community priorities, and adheres to the Growth Management Act. Use the following instructions as a guide to assist in designing the Transportation Master Plan:
- a)** Address a 20-year vision for the development of an integrated network of pedestrian and bicycle transportation facilities including sidewalks, bicycle lanes, and single- and multi-use trails and corridors.
  - b)** Provide greater connectivity throughout the city by linking neighborhoods to local activity centers using non-motorized means.
  - c)** Identify and maintain a list of priority projects to be implemented.
  - d)** Ensure cohesion between other City plans.
  - e)** Promote coordination with surrounding jurisdictions.
  - f)** Includes Growth Management Act (GMA) requirements and compliance, including coordination with the Land Use Element.
  - g)** Support watershed-wide salmon recovery goals and wildlife habitat connectivity.

- T 1.2.** Plan, build, and maintain a balanced, multimodal transportation system that enhances local and regional connectivity through private and public infrastructure planning, improvements, investments, and maintenance programs. Use the following instructions as a guide for the City's road system:
- a)** Maintain a concurrency management system, including Level of Service (LOS) that monitors the impacts of growth and development on the transportation system and ensures that LOS standards are met.
  - b)** Develop and implement Pedestrian LOS guidelines that enhance connectivity and prioritize a comfortable walking network.
  - c)** Develop and implement Bicycle LOS guidelines and corresponding development standards that create and maintain a bicycle network that is accessible to people of all ages and abilities and provides alternative modes of transportation to destinations in the community.
  - d)** Ensure the freight system meets the needs of local and regional distribution.
  - e)** Roadway design standards around areas of dense commercial and residential land use shall be based on transit- and pedestrian-oriented development.
  - f)** Encourage mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.

#### **LEVEL OF SERVICE**

LOS is a standard method for characterizing delay at an intersection and the City's LOS standard defined in the Capital Facilities Element and detailed guidance is provided in the City's TMP. By policy and regulation, the City is required to ensure that transportation projects and programs needed to serve growth are in place when growth occurs or within six years.

- T 1.3.** Promote the mobility of people and goods through a multimodal transportation system consistent with the regional priorities and Vision 2050.
- T 1.4.** Coordinate with neighboring jurisdictions and regional transportation planning organizations to develop and operate a highly efficient transportation system.
  - a)** Plan for and mitigate cross-jurisdictional transportation impacts, challenges, and opportunities.
  - b)** Continue to participate in the Eastside Transportation Partnership (ETP) on an ongoing and cooperative basis to implement transportation plans and policies that affect the City, the Eastside, and the region.
  - c)** Support regional efforts to effectively manage regional air, marine, and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities, and users.
- T 1.5.** Encourage transit ridership and increase accessibility to transit.
  - a)** Update the City's Transit Plan regularly to reflect updates in transit service, technology, and local and regional policy.
  - b)** New development and redevelopment within a quarter-mile of an existing or planned transit route should be designed to provide and encourage non-motorized access to transit, bus stops, and mobility hubs with lighting, sidewalks, and crosswalks. Improvements should align with the City's TMP, Transit Plan, Standards, and other applicable plans, and be incorporated into a project's development design.
  - c)** Develop a bus stop amenity improvement plan that prioritizes bus stop improvements encouraging accessibility.
  - d)** Consider marked pedestrian crossings near transit stops to provide direct routes to and from destinations and maximize safety.
  - e)** Work with public transit service providers and other relevant stakeholders to develop infrastructure and technology projects that enhance the speed and reliability of transit services such as Transit Signal Priority (TSP) and queue jumps.
  - f)** Collaborate with transit providers and facilitate private partnerships to add mobility hubs along the transit corridor. Park-and-ride facilities and mobility hubs should include safe and convenient access and facilitate multimodal transfers.

- g)** Promote information on fixed route transit, non-fixed route transit, and other transit programs.
- h)** Through cooperation with other jurisdictions, work regionally to promote transit services that are dependable, maintain regular schedules, and provide an adequate transit LOS throughout the day, weekends and holidays.

- T 1.6.** Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA) and the City's ADA Transition Plan.

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

- T 2.1.** Prioritize investments in programs, projects, and planning efforts that advance multimodal transportation and safety, and reduce vehicle miles traveled and greenhouse gas emissions.
  - a)** Encourage the integration of transportation systems to make it easy for people to move from one mode or technology to another.
  - b)** Encourage connections between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, vehicles, transit, emergency vehicles, and wildlife.
  - c)** Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities.
  - d)** Adopt and implement a Complete Streets policy and standards that specifies how the City will plan, design, and maintain streets so they are safe for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
  - e)** Support the reduction of vehicle dependence in the city by supporting ride share, on-demand car services, and electric bike/scooter programs.
- T 2.2.** Support private development proposals which provide important connections to roads and trails.
- T 2.3.** Maintain and regularly update financial strategies for multimodal transportation investments by the following methods:
  - a)** Utilize the Transportation Master Plan (TMP) to guide short- and long-range transportation planning and investment decisions.

- b) Maintain a detailed revenue forecast to fund the ongoing maintenance, operation, and delivery of the transportation system.
- c) Ensure that new development contributes its fair share of the cost of transportation facilities, programs, and services needed to mitigate growth related transportation impacts.
- d) Identify potential revenue sources, including general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility grants, developer and other contributions, business taxes, bonds, and debt financing.
- e) Monitor how transportation investments are performing over time through strategies identified in the TMP.

**T 2.4.** In coordination with the state’s six-year Transportation Improvement Plan (TIP), develop and implement the City’s six-year TIP that includes transportation programs, projects, services, and a sustainable, multi-year financing plan.

**T 2.5.** Ensure that new development mitigates its impacts on the transportation system. Detailed guidance can be found and is implemented through the City’s TMP. Use the following instructions as a guide to assist in implementing this mitigation:

- a) Development impacts should be mitigated through improvements or strategies such as nonmotorized transportation modes, transit, ride sharing, and transportation demand management.
- b) New development shall be allowed only if all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere; and/ or a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.
- c) New development must be responsible for street improvements adjacent to and internal to the development.
- d) Assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth-related transportation system improvements. The City shall provide an annual report for the impact fee account outlining monies collected, earned, or received, and system improvements that were financed by impact fees.

- e) The adequate provision of pedestrian and bicycle facilities shall be as important a consideration as adequate streets in the City’s review of development projects for transportation system impacts.
- f) Enhance neighborhood connectivity by requiring new developments to provide pedestrians connections between culs-de-sac, when applicable.
- g) Development projects along designated non-motorized corridors should be designed to incorporate the corridor as part of the project. Sensitive area buffers within proposed subdivisions and short plats shall be widened to accommodate additional open space and a public easement for future trails.

### **T 3 Maintain, preserve, and operate the city’s transportation system in a safe and functional state.**

**T 3.1.** Maintain and operate the city’s multimodal transportation system to provide continuous safe, efficient, and reliable movement of people, goods, and services. Use the following instructions as a guide to assist in implementing maintenance and operation:

- a) When feasible, minimize impacts to mobility from maintenance activities.
- b) Ensure continued maintenance and preservation of existing trails in Sammamish.
- c) Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks or alternative pedestrian facilities.
- d) Encourage multimodal connections where feasible, including strong pedestrian linkages between the transit facilities.
- e) Utilize asset management and condition performance metrics to proactively maintain, rehabilitate, and replace the city’s transportation assets.
- f) Maintain a citywide traffic monitoring program to determine how transportation investments are performing over time.
- g) Require appropriate transportation infrastructure improvements for infill development. Allow for alternative mitigation investments where traditional curb-gutter-sidewalk construction is ineffective for neighborhood street continuity.

- T 3.2.** Prioritize safety for all transportation modes when planning and implementing maintenance programs, capital improvements, monitoring programs, and new developments or redevelopments. Design and operate transportation infrastructure that safely accommodates each mode intended to be served. Use the following instructions as a guide to assist in prioritization of safety:
- a) Prioritize safety improvements to the existing transportation system to protect mobility and lower overall asset life-cycle costs.
  - b) Continue to improve the safety of the transportation system to achieve the state’s goal of zero deaths or disabling injuries.
  - c) Implement a multimodal traffic safety and management plan specific to Sammamish’s location and geography as a long-term strategy to reduce traffic crashes and fatalities.
  - d) Ensure that the design speed of facilities reflects the intended operating speed for the facility, as shown in the Transportation Master Plan and City ordinance.
  - e) Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City’s vision of pedestrian connectivity.
  - f) Maintain a neighborhood traffic management program based on education, enforcement, and engineering for evaluating and responding to residential neighborhood traffic related concerns.
- T 3.3.** Through planning, maintenance, and investments, foster a transportation system that is sustainable and resilient. Use the following instructions as a guide to assist in ensuring sustainability and resiliency:
- a) Protect the transportation system against major disruptions by third-party infrastructure projects and maintenance.
  - b) Develop and regularly update disaster response plans and strategies to prevent damage to transportation facilities as a result of disaster and plans for repairing, reopening, and operating transportation facilities after disasters.
  - c) Pursue and prioritize critical transportation infrastructure relocation that is at risk from future climate-related hazards.

- T 3.4.** Through collaboration with school districts, implement Safe Routes to School, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. Follow the instructions below to prioritize transportation facilities that create the safest routes to school:
- a) Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic.
  - b) Locate appropriate signs to alert motorists entering school zones.
  - c) Install adequate lighting along roadways and pathways.
  - d) Use adequate traffic calming devices in school zones.
  - e) Establish crosswalks in areas of good sign visibility, lighting, and proximity to connecting modes.
  - f) Promote safe and convenient pedestrian and non-motorized access to bus transportation.
  - g) Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks, and implement if consistent with the plan.

**T 4 Design and manage the city’s transportation system to minimize the negative impacts of transportation on the natural environment.**

- T 4.1.** Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, support regional and national efforts and improve overall system flow and performance.
- T 4.2.** Encourage transportation system development that minimizes existing tree canopy removal and replaces any necessary tree removal along traffic rights of way.
- T 4.3.** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environment including features such as natural drainage, native plantings, and local design themes.
- T 4.4.** Consider traffic impacts on residential neighborhoods as part of the City’s transportation system management program.
- T 4.5.** Encourage noise reduction on roadways in innovative ways other than the use of noise walls.

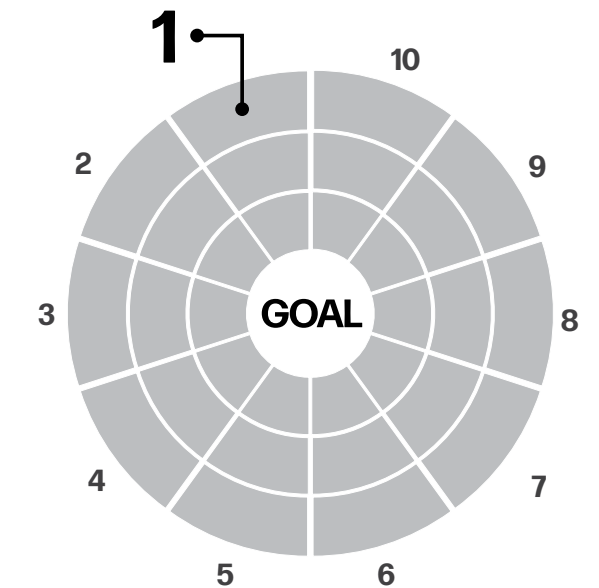
- T 4.6.** Support local transportation demand management programs (education and/or local regulations) to reduce the impacts of high traffic generators not addressed by the Washington State Commute Trip Reduction Act including City offices, recreational facilities, schools, and other high traffic generating uses. Implementation of the following directive will reduce traffic in the community:
- a) The City should serve as a model to the community by striving to comply with the requirements of the State Commute Trip Reduction (CTR) Act.
- T 4.7.** Reduce greenhouse gas (GHG) emission by 50% by 2030 and 96% by 2050.
- T 4.8.** Reduce per capita Vehicle Miles Traveled (VMT) by 30% by 2030, and 50% by 2050. Implementing the following directive will reduce VMT:
- a) Apply technology and innovative strategies to enhance active transportation, promote transit, and increase efficiency for all modes of transportation to work towards the City’s VMT and GHG reduction goals.
- T 4.9.** Utilize innovative strategies and technology to encourage mode shift to active transportation and transit to work towards meeting the City’s VMT and GHG reduction targets.
- a) Increase local transit service and rideshare in the City that provide connections to East Link and regional transit.
  - b) Plan and develop a transportation system that reduces average trip length by encouraging trip consolidation.
  - c) Where financially feasible, promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and encouraging the establishment of electric vehicle charging stations throughout the city where appropriate.
  - d) Increase use of electric vehicles and support increased fuel efficiency to reduce transportation related emissions and provide cleaner and healthier air for the community.
  - e) Understand the existing broadband fiber network within the City and work with providers to expand this service thereby enabling more reliable connections for people to successfully work remotely.
  - f) Attract more businesses to the City that provide essential and needed services/goods while broadening local employment opportunities.
  - g) Increase pedestrian and bicycle connectivity throughout the City, including creating cross-city connections.
  - h) Continue to ensure the City, as an employer, sets a positive example for other employers by maintaining the use of telework, flexible work hours, compressed work week schedules and other options as deemed feasible to reduce VMT and GHG.

# Transportation

## Goals and the Community Vision

The following pages show the relationship between individual Transportation Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

Vision Statement



### VISION STATEMENTS

#### Sustainable Natural & Built Environment

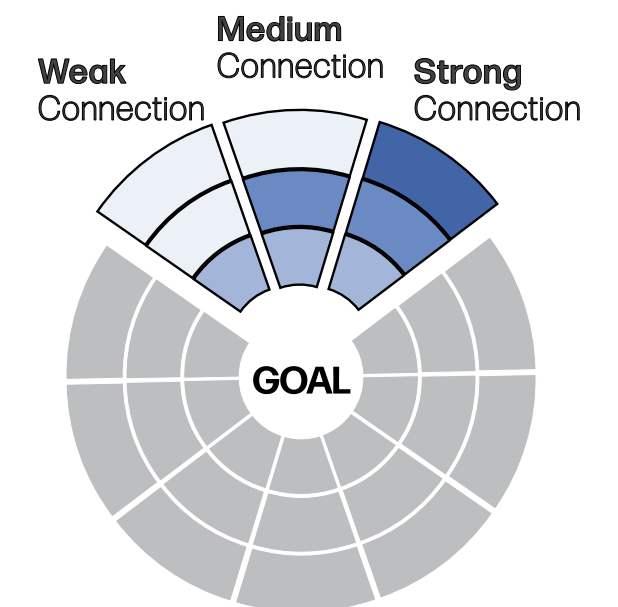
- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

#### Equitable Social Environment

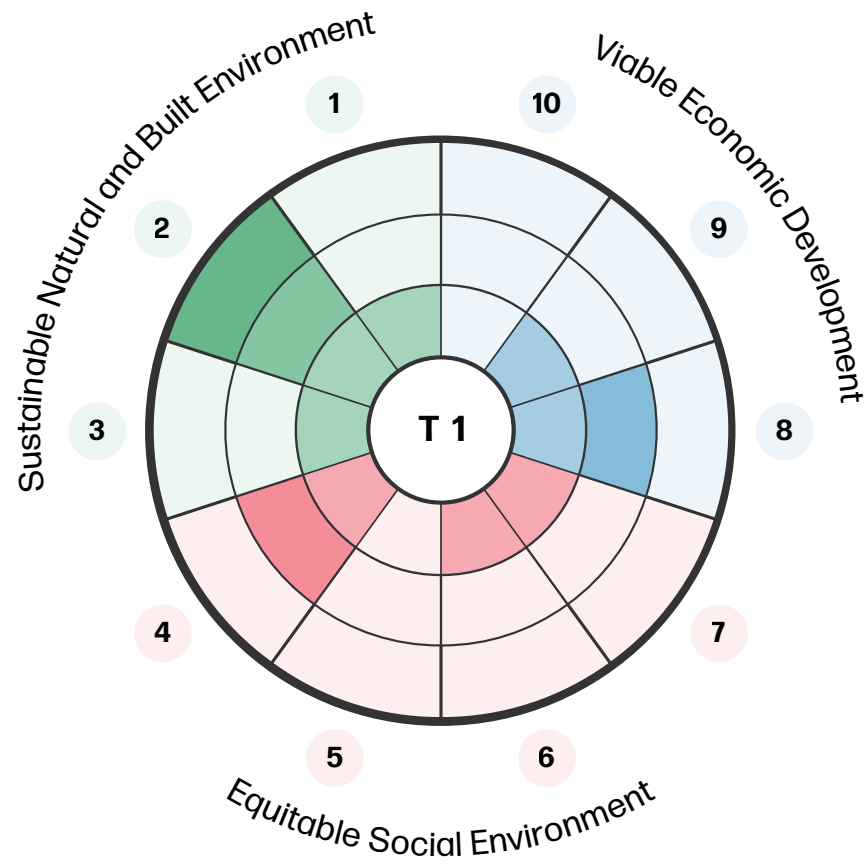
- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

#### Viable Economic Development

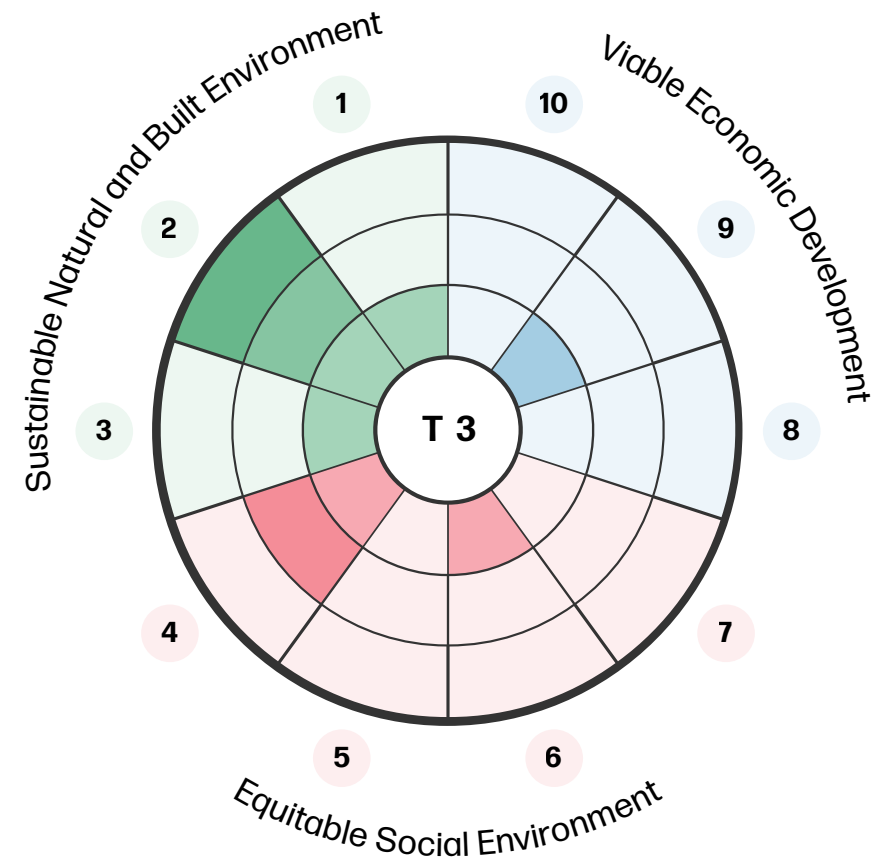
- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City



Strength of Connection between Vision Statement and Goal

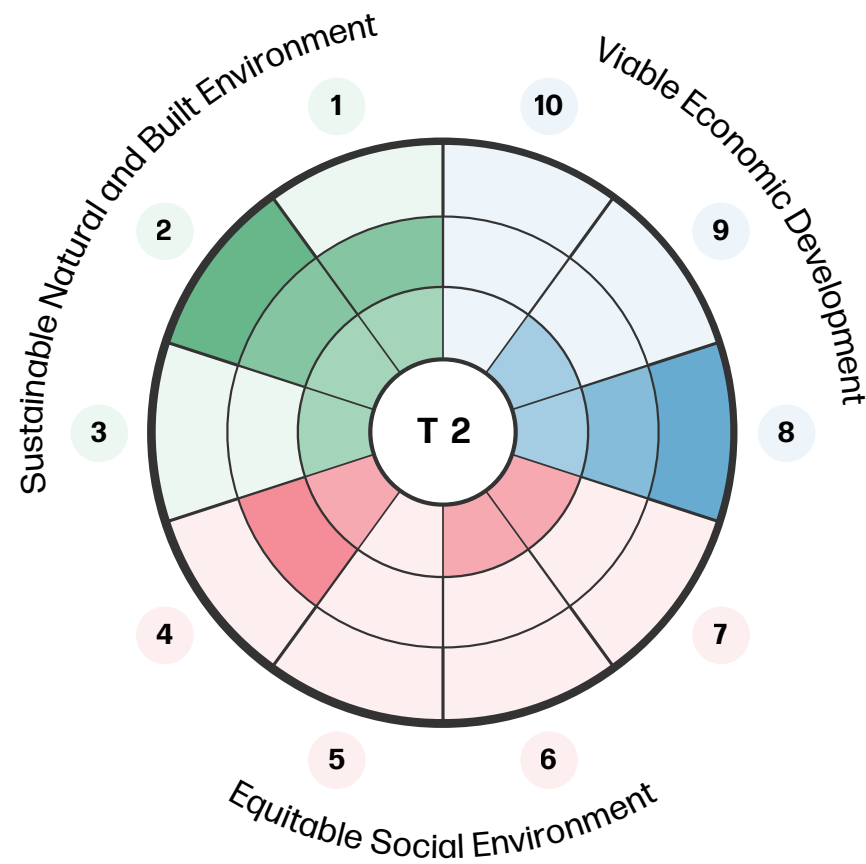


**T1** Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

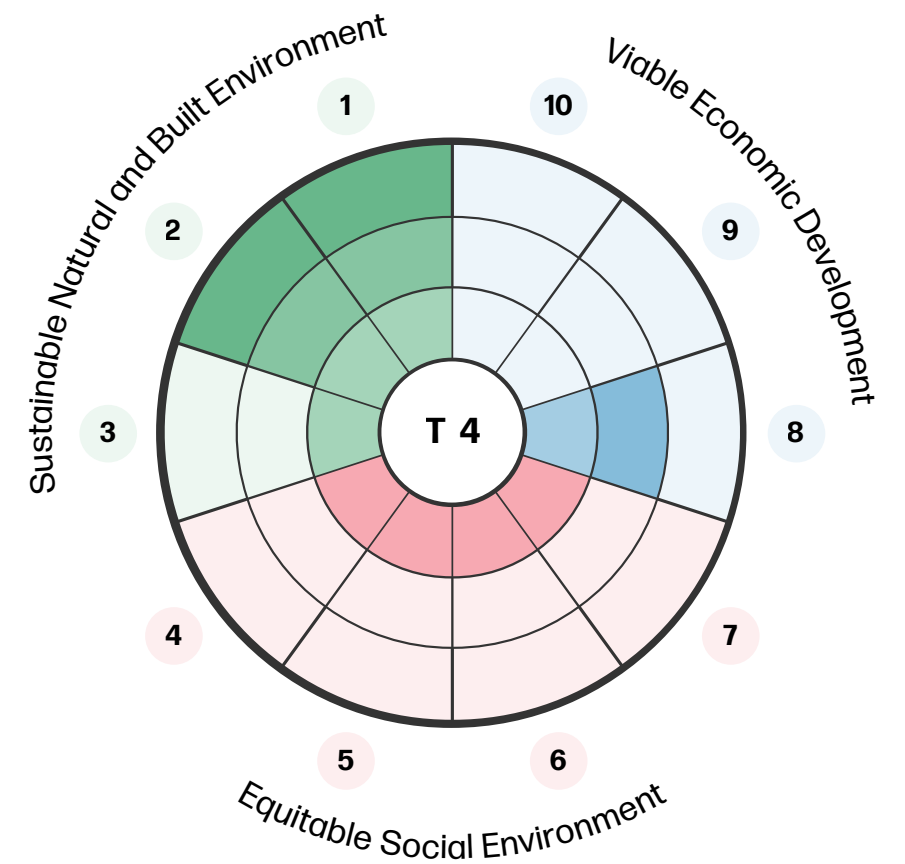


**T5** As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

**T2** Invest in transportation systems that offer greater options, mobility and access in support of the city's growth strategy.



**T4** Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.



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# Introduction & Vision Connection

The Sammamish parks system provides the community with access to beautiful open spaces, high-quality recreational facilities, and an extensive trail network, and fosters community and cultural connectedness through diverse programming opportunities.

The Sammamish parks and recreation system is comprised of 15 City-owned parks, 674 acres of parks and open space, 20 miles of trails, the Community & Aquatic Center (operated by the YMCA), and the Teen Center (operated by the Boys and Girls Club). The system of parks supports a range of active and passive recreation experiences. The City provides athletic fields, sport courts, a spray park, and lakefront water access, among other amenities. Additionally, recreation amenities available within Sammamish are a major community asset that support the physical, mental, and social health of community members.

Sammamish residents can also access other nearby parks, trails, open spaces, and recreational facilities provided by the cities of Issaquah and Redmond, King County, Lake Washington School District, Issaquah School District, Washington State Parks, and other entities.

The Parks & Recreation Element builds upon the well-established foundation of the existing parks system and sets goals and policies that ensure it will continue to be a prized community-centered asset.

Updates to the Parks & Recreation Element include:

- Goals and policies that are connected to the vision;
- Ensuring parklands, facilities, and programming are engaging and accessible to all members of the community;
- Increasing connectivity within the city and region; and
- Alignment with city-wide planning priorities found in other elements.



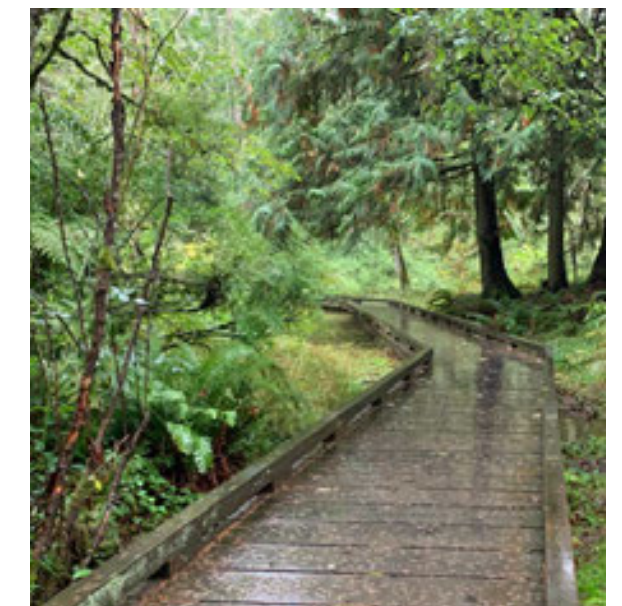
Big Rock Central Park

## Planning Themes

The goals and policies in this element reflect input gathered during community outreach and stakeholder engagement and align with the Vision. These themes provide a framework for developing a successful, sustainable, and distinguished parks and recreation system.

- **Prioritize maintaining existing parks and recreation facilities to ensure longevity and enjoyment of city assets** (Land Use, Capital Facilities).
- **Align with city-wide climate change policies through parks maintenance and design practices** (Climate Change and Resiliency, Capital Facilities).

- **Ensure that people of all backgrounds and abilities have access to parks, planning processes and decision making, and recreational opportunities** (Influenced elements: Land Use, Transportation, Economic Development, Capital Facilities).
- **Utilize parks to preserve and protect open and natural spaces** (Land Use, Climate Change and Resiliency).
- **Increase connectivity throughout the city by coordinating and partnering with city and regional agencies to expand trail networks and provide key connections** (Land Use, Capital Facilities, Transportation, Economic Development).



Trail at Evans Creek Preserve

**The Parks & Recreation Element primarily impacts the city's aspirations to cultivate a sustainable natural environment. Continuing to prioritize park space amongst new growth is an important equity component as well.**

**Sustainable Natural Environment**

1 2 3

**Equitable Social Environment**

4 5 6 7

**Viable Economic Development**

8 9 10

# Community Input

Stakeholder and community engagement was key in identifying the planning themes affecting the Parks & Recreation Element. This element not only benefited from engagement efforts for the Comprehensive Plan update but was also able to rely on themes gathered during extensive community feedback for the 2024 Parks, Recreation, and Open Space Plan. Community and stakeholder priorities were identified during engagement efforts and the following events:

- **Sammamish Block Party** – Staff members from the Parks, Recreation, and Facilities Department hosted a booth at the Block Party to inform the community about park planning and collect their feedback on what park-related facilities or opportunities they would like to see more of in the future.

Respondents cited a desire for more recreational and sporting facilities to accommodate activities like pickleball, more trails and connectivity, and continued cultural programming.

- **Goals and Policies Workshop** – Feedback from the workshop attendees noted that parks can be further utilized as active and community gathering spaces for events and activities like concerts, classes, sporting events and tournaments, and private events. They would like to see better connectivity between parks and local and regional trail systems, including to the more than 700 acres of protected forest and pastureland along the eastern boundary of the city known as the Emerald Necklace. Attendees also emphasized the importance of park accessibility for people of all ages and abilities by updating existing parks and intentionally

designing new parks. Attendees also noted the importance of using parks to protect open and natural spaces and as wildlife corridors when possible.

- **2024 Parks, Recreation, and Open Space Plan** – Extensive stakeholder engagement was done as part of this planning effort, including a community survey, an open house, and booths at city events and at the city farmer’s market. Please refer to Volume II of this element to review the 2024 Parks, Recreation, and Open Space Plan and for summaries of those engagement efforts.

development in mixed-use centers, where they will provide key green spaces and recreation opportunities and amenities. Proximity to existing parks will also be a consideration influencing where housing will be built and how transportation infrastructure will be located. Additionally, parks provide the city with economic opportunities by drawing people from the region to Sammamish to enjoy its trails, open spaces, and events. Parks also play a critical role in the city’s response to climate change by protecting open and natural spaces and by managing forested areas. Lastly, parks capital projects will be included in the Capital Facilities & Utilities Element. Parks and Recreation is intertwined in the City’s planning efforts as it is an important community asset that helps make Sammamish a beloved place to live, work, and visit.

## Relationship to Other Elements

There is a strong relationship between the Parks & Recreation Element and other elements of this plan. Parks will play a critical role in land use decisions, particularly in new, higher-density



Concerts at the Park at Beaver Lake Park



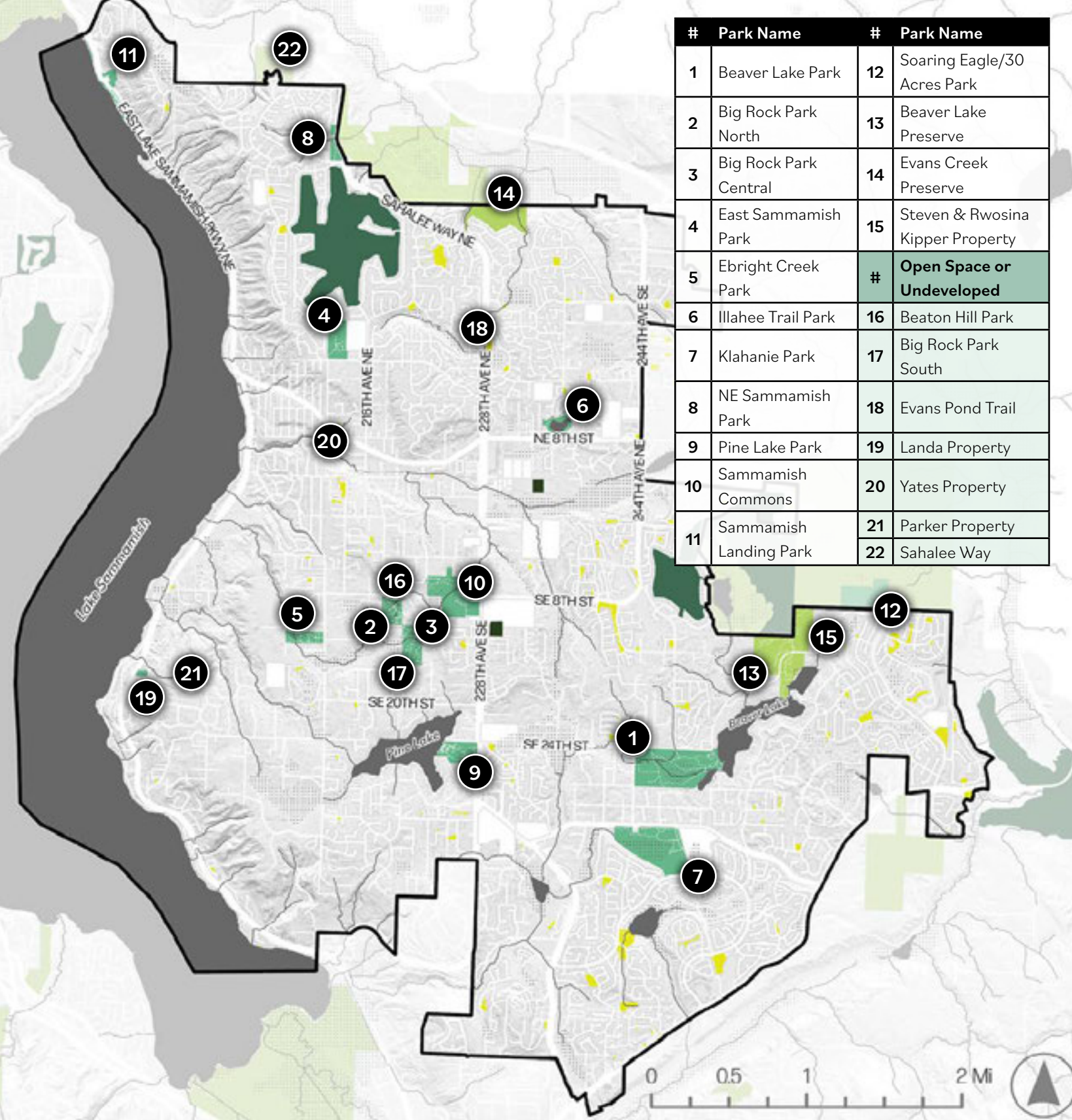
Fourth on the Plateau

# Parks & Recreation

## Goals and Policies

**PR 1** Provide park and recreation opportunities throughout parklands, facilities, and partner programming that provides recreational opportunities and partnerships for lifelong play, active living, health and wellness, discovery, creativity, and learning for individuals and families.

- PR 1.1.** Continue to pursue projects identified in the ADA Transition Plan to ensure barrier-free (ADA compliant) access, where readily achievable, by modifying existing facilities or when designing or constructing new facilities.
- PR 1.2.** Engage intentionally with diverse community groups to understand their recreational desires and partner with them to create new, diverse community events and celebrations.
- PR 1.3.** Align with the City's upcoming Arts Strategic Plan for the installation of public art, environmental learning, interpretive signs, or cultural displays, while ensuring that these features are incorporated through a diversity, equity, inclusion, and belonging lens.
- PR 1.4.** Explore unique and/or specialized recreational amenities that expand the range of outdoor play experiences beyond the traditional options, such as universal play equipment.
- PR 1.5.** Continue to support or facilitate special events, festivals, concerts, and cultural programming that meet the changing demographics and growing community needs and are accessible for residents of all physical capabilities, skill levels, and ages as appropriate.
- PR 1.6.** Continue to encourage, support, and facilitate volunteer programs that enhance park improvement and restoration efforts, promote environmental education, support ongoing maintenance efforts, and engage all members of the community.



### PARKS & OPEN SPACE

- City Limits
- Lakes
- Streams
- Wetlands
- Athletic Fields
- City Park
- City Preserves
- Golf
- HOA Park (Private)
- Other Parks & Open Space
- School Properties

**PR 2 Design, develop, and maintain high-quality parks and recreation facilities to ensure longevity and usability of assets.**

- PR 2.1.** Incorporate sustainable practices into park maintenance procedures by maintaining equipment in good working order, purchasing green maintenance equipment when feasible.
- PR 2.2.** Maintain all parks and facilities in a manner that keeps them in safe and operational condition; repair, remove, or replace damaged components in a timely manner upon identification.
- PR 2.3.** Cultivate public safety at all Sammamish parks and recreation facilities through coordination of design and renovation with police, fire, and emergency response personnel, and through the utilization of crime prevention through environmental design (CPTED) techniques.
- PR 2.4.** Explore opportunities for additional off-leash dog parks in Sammamish.
- PR 2.5.** Establish, adopt, or update master plans for all parks in conjunction with public participation to guide all major park development and achieve cohesive design and efficient phasing of projects, incorporating additional amenities, when possible, feasible, and appropriate to extend use and service quality.
- PR 2.6.** Perform field improvements to improve athletic field playing surfaces, reduce the number of rainouts, and reduce the time required for turf rehabilitation.
- PR 2.7.** Support private development proposals which provide important trail connections.

**PR 3 Plan for and implement practices that align with City-wide climate change policies to maintain levels of service and limit adverse effects of a changing climate on the City's parks system.**

- PR 3.1.** Align management of parks and open spaces with the City's Climate Action Plan, Urban Forest Management Plan, and goals set by the Sustainability Commission.
- PR 3.2.** Adapt the existing Integrated Pest Management System to utilize sustainable and eco-friendly practices.
- PR 3.3.** Promote recycling at all Sammamish parks and recreation facilities.
- PR 3.4.** Conserve and reduce water use through design and renovation of parks, including minimizing wide expanses of green lawn to reduce irrigation needs, utilizing gray-water methods where appropriate and safe, and designing water features to recirculate.

**PR 3.5.** Remove invasive vegetation within parks, open spaces, and sensitive lands by establishing protocols for natural weed-removal methods.

**PR 3.6.** Incorporate green building practices into park design and construction, including green demolition and disposal practices, use of local and recycled products when feasible, and incorporation of low impact development techniques (such as green roofs, solar solutions, etc.).

**PR 4 Identify and pursue opportunities for increased connectivity throughout the City.**

- PR 4.1.** Promote safety, comfort, and access for for pedestrians, bicyclists, and other trail users.
- PR 4.2.** Connect and coordinate the City's recreational trail and bicycle network with King County's regional trail system to allow for future micro-mobility hubs and bicycle amenities strategically located throughout the City.
- PR 4.3.** Provide key connections to regional trails by continuing coordination with King County and other regional partners.
- PR 4.4.** Work with local agencies, utilities, and private landholders to secure trail easements and access to open space for trail connections and wildlife corridors.
- PR 4.5.** As opportunities arise, consider land acquisition for the development of parks, recreation facilities, open space areas, trails, and wildlife corridors to meet the needs of the Sammamish community while also preserving and protecting open and natural spaces. Prioritize parkland identified within the PROS Plan and/or reducing gaps in parkland when possible.

# Parks & Recreation

## Goals and the Community Vision

The following pages show the relationship between individual Parks & Recreation Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

### VISION STATEMENTS

#### Sustainable Natural & Built Environment

- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

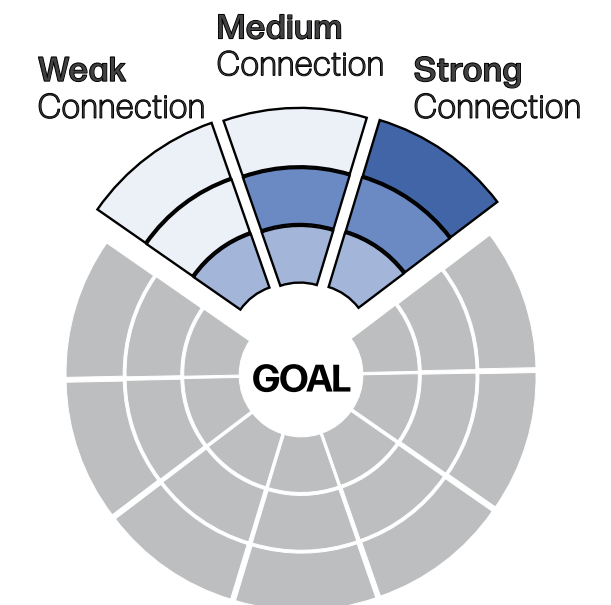
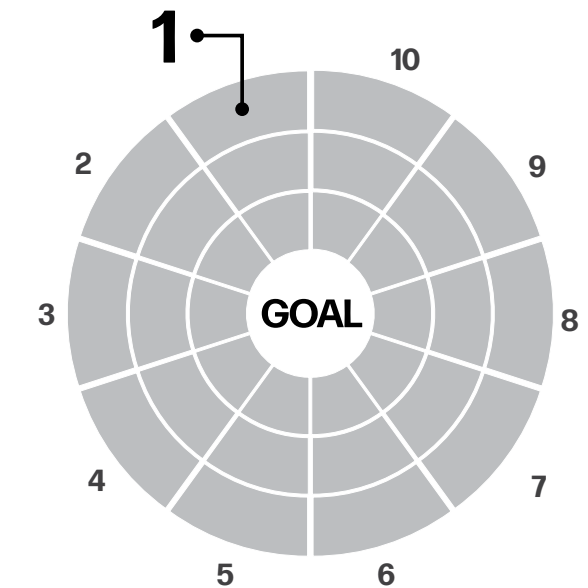
#### Equitable Social Environment

- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

#### Viable Economic Development

- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City

Vision Statement



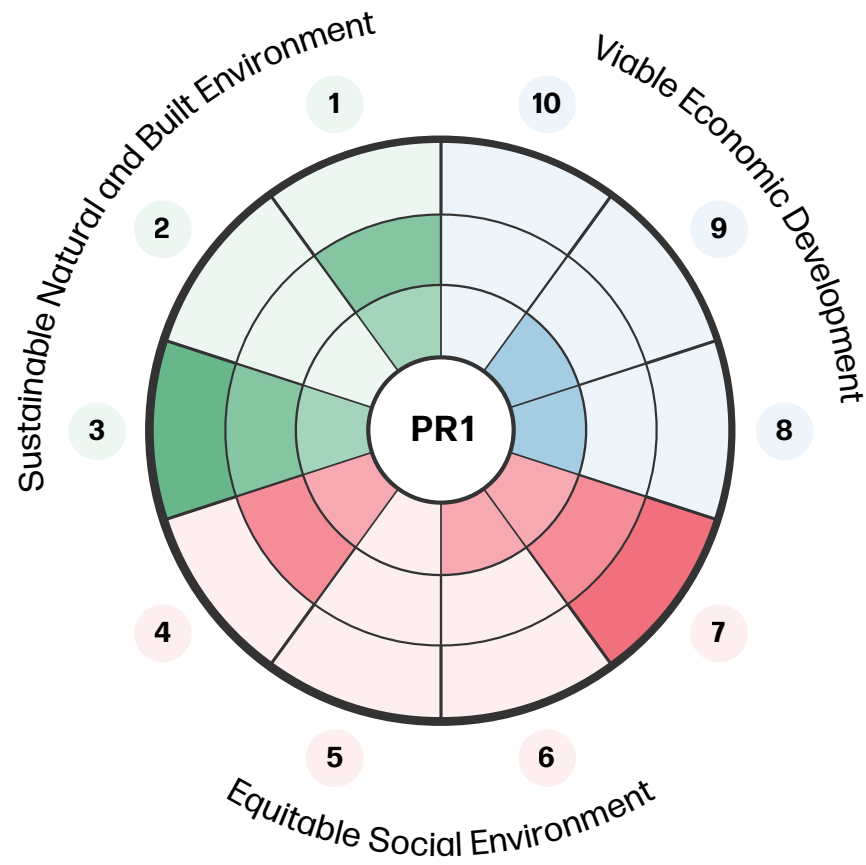
Strength of Connection between Vision Statement and Goal

### PR 5 Identify and pursue financing strategies and partnerships for the development and operations of parks and recreation facilities.

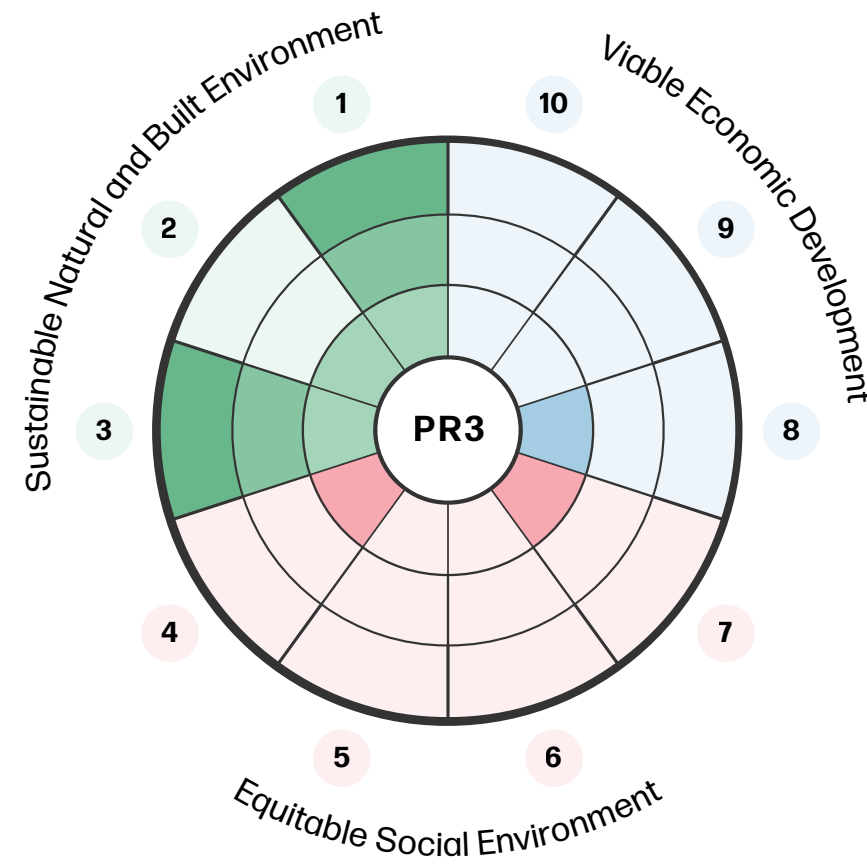
- PR 5.1. Seek grant funding for new parks and facilities and renovations.
- PR 5.2. Efficiently use parks Capital Improvement Plan (CIP) revenue to optimize existing parks and support expansion of the parks system.
- PR 5.3. Use parks and recreation staff, when feasible and appropriate, to provide project cost savings by designing, managing, and constructing capital projects in-house, and making minor repairs and other park improvements.
- PR 5.4. Maintain a pricing strategy for rented facilities that aligns with comparable market rates based on ongoing market evaluations and works to offset maintenance and operation costs associated with those facilities.

### PR 6 Utilize parks to preserve and protect open and natural spaces.

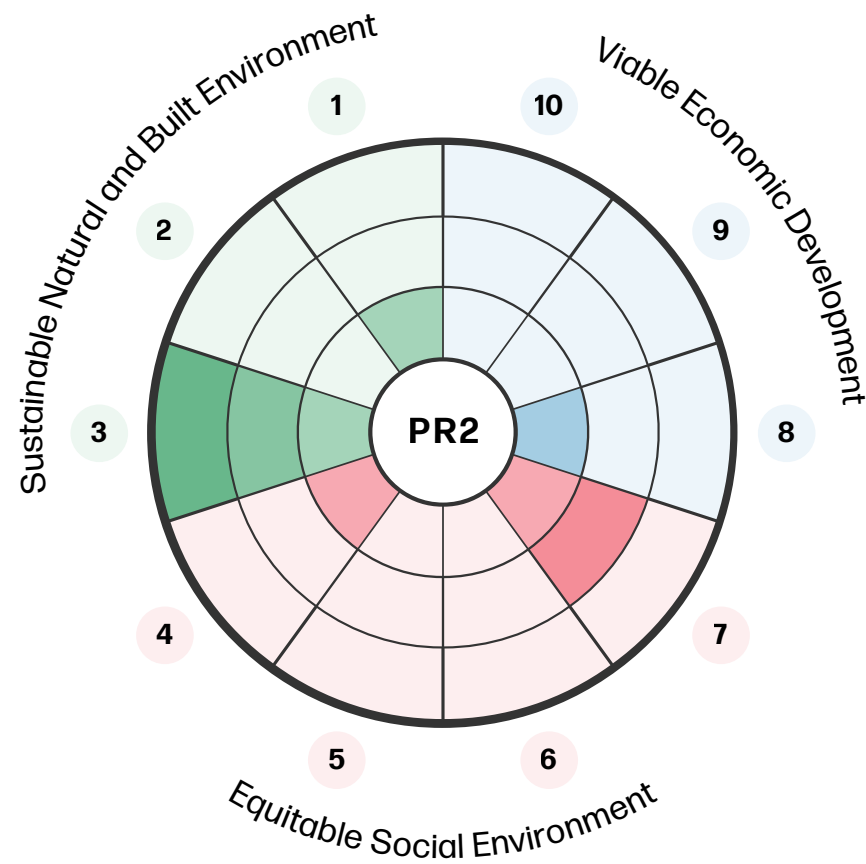
- PR 6.1. Coordinate and maintain procedures for identifying and managing park land, conservation, or preservation of lands through mechanisms such as donation, purchase of easements, or management strategies.
- PR 6.2. Work cooperatively with property owners and developers and support proposals which preserve habitat and native vegetation, especially where these lands are part of a connected natural resource.
- PR 6.3. Plant native and climate resilient vegetation and support its preservation in areas identified as needing habitat improvement for the protection and flourishing of wildlife.



**PR1** Provide park and recreation opportunities throughout parklands, facilities, and partner programming that provides recreational opportunities and partnerships for lifelong play, active living, health and wellness, discovery, creativity, and learning for individuals and families.

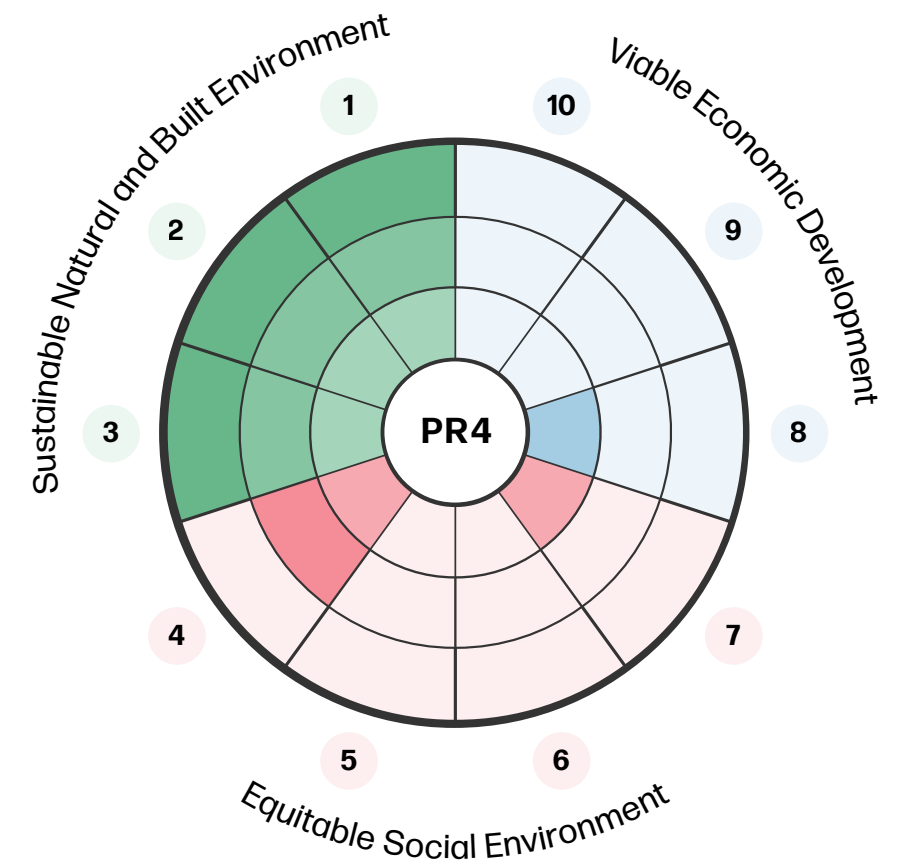


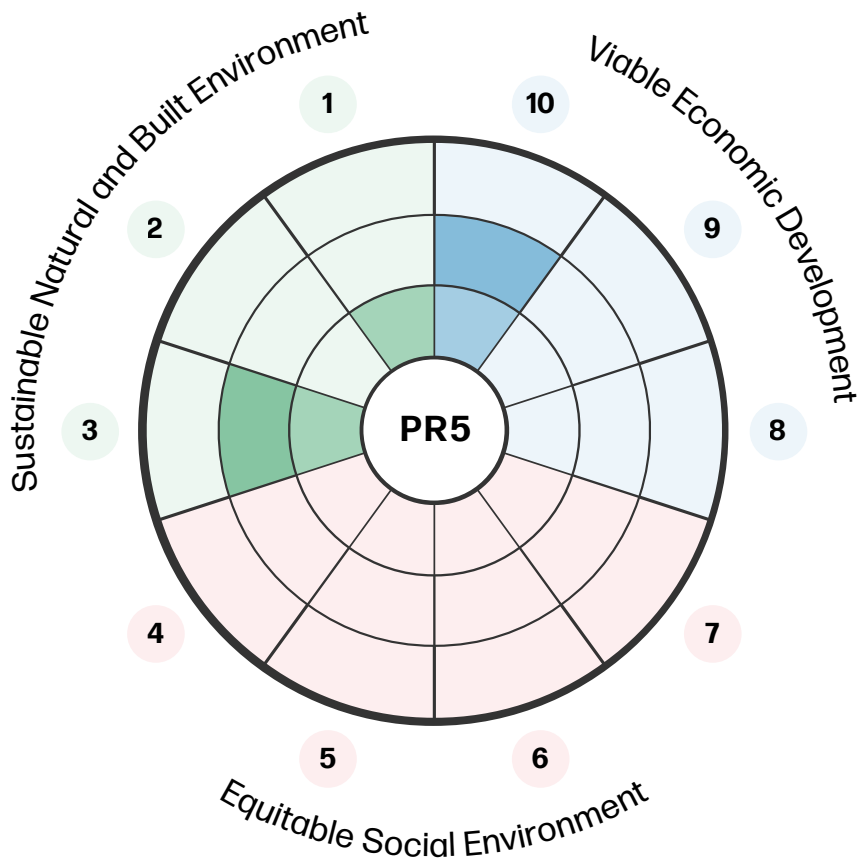
**PR3** Plan for and implement practices that align with City-wide climate change policies to maintain levels of service and limit adverse effects of a changing climate on the City's parks system.



**PR2** Design, develop, and maintain high-quality parks and recreation facilities to ensure longevity and usability of assets.

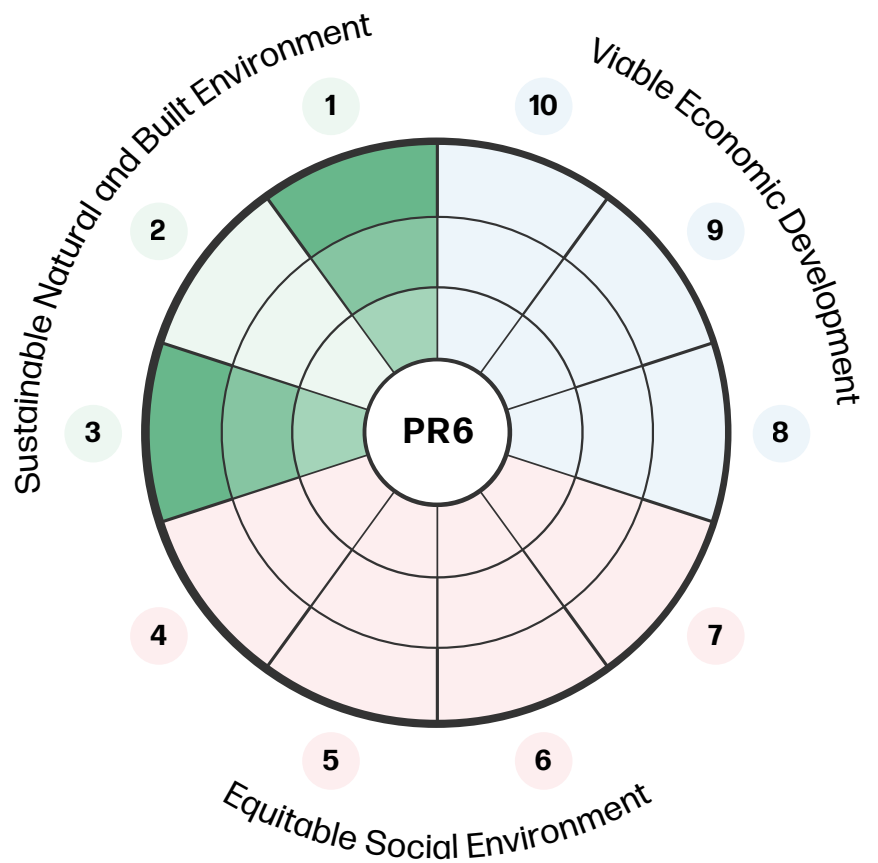
**PR4** Identify and pursue opportunities for increased connectivity throughout the City.





**PR5** Identify and pursue financing strategies and partnerships for the development and operations of parks and recreation facilities.

**PR6** Utilize parks to preserve and protect open and natural spaces.





# Introduction & Vision Connection

In what was once unincorporated King County, a rapidly expanding community nestled between Redmond and Issaquah capitalized on the retail and employment opportunities of its neighbors. Many years later, and over two decades after its incorporation into a city, Sammamish finds itself with an underdeveloped internal economy. Thanks to the city's population growth over time, there is now significant potential to kickstart local economic development. These efforts can facilitate not only local economic activity, but an influx of regional users to services, retail, and other commercial amenities in Sammamish.

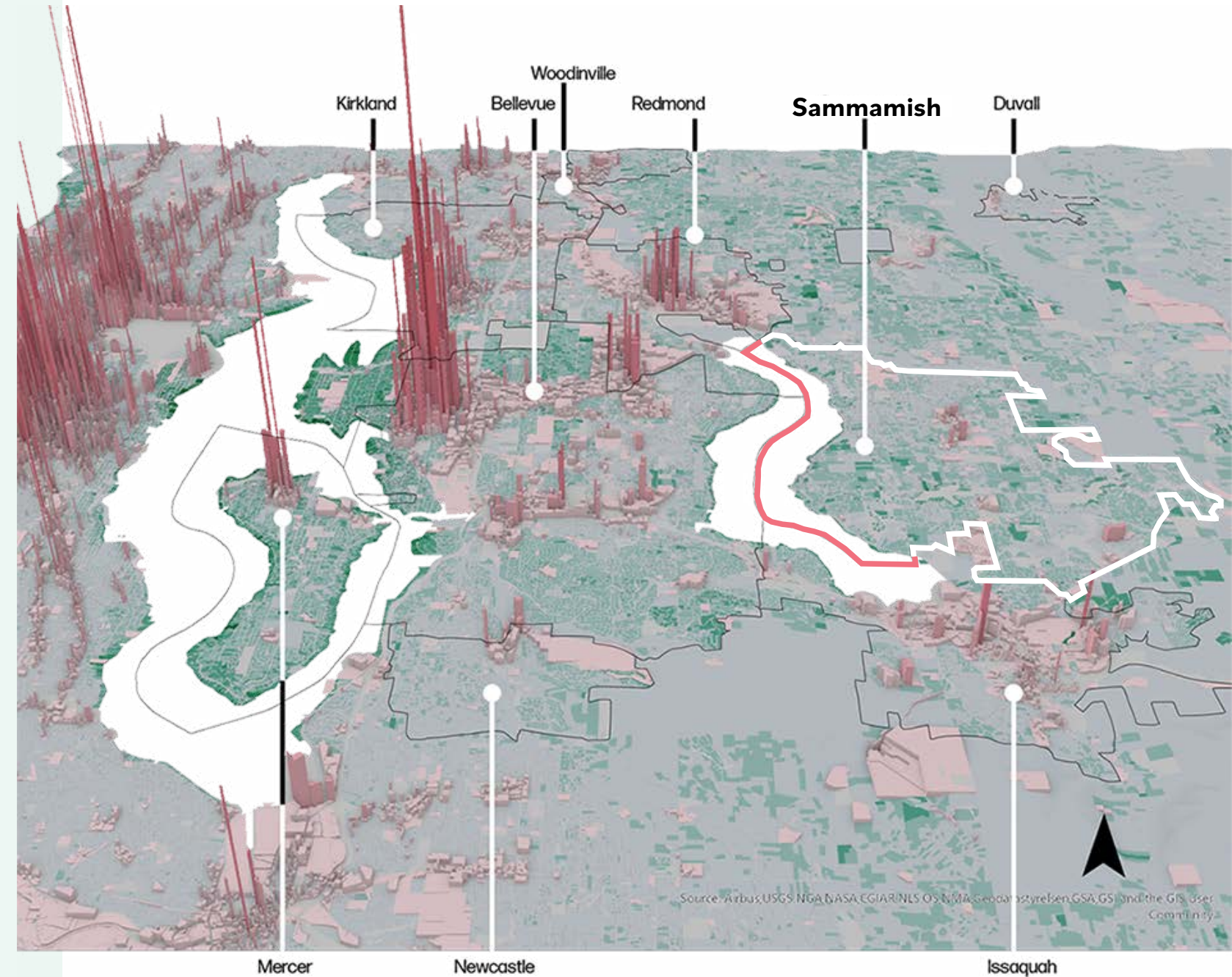
The next twenty years will present Sammamish with many development possibilities, expanding the City's opportunities to keep tax dollars local while cutting down on vehicular trips and enriching the community socially and

culturally. Sammamish is a prosperous community with a growing population, able to support and strengthen vibrant retail, arts, culture, and recreation spaces while simultaneously cultivating diverse commercial uses. While historic land use patterns have not always prioritized economic development, this new element aims to establish and foster connections between future planning efforts and economic opportunity.

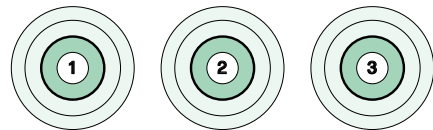
Volume I focuses on goals, policies, and strategies for economic development and demonstrates a strong relationship between the economic development aspirations and the community vision. Volume II provides background detail through an economic development profile, reviewing population, household, employment, and fiscal and economic indicators that support the conclusions and direction in this element. Both the Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis as well as the goals, policies, and strategies developed below are informed by this profile.

**Figure ED-1. Relative Land Value**

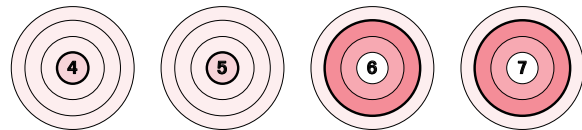
The height of the red region corresponds to the commercial land value per acre, and the green region visualizes the residential land value per acre King County Tax Assessor, 2023



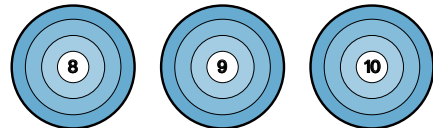
## Sustainable Natural Environment



## Equitable Social Environment



## Viable Economic Development



**The Economic Development Element sets the stage for Sammamish to foster a desirable community and business environment.**

The economic development profile also includes a comparison with neighboring cities and peer cities. An analysis of peer cities is instructive—many of the Sammamish’s peers such as Newcastle and Mercer Island are primarily bedroom communities, and viewing Sammamish alongside these cities allows an objective assessment of what is practicable for the community.

This element introduces to the Comprehensive Plan the following updates and additions:

- Goals, policies, and strategies that are connected to the vision;
- Economic development profile; and
- Related (Update to the Town Center Plan, completed at the end of 2024).

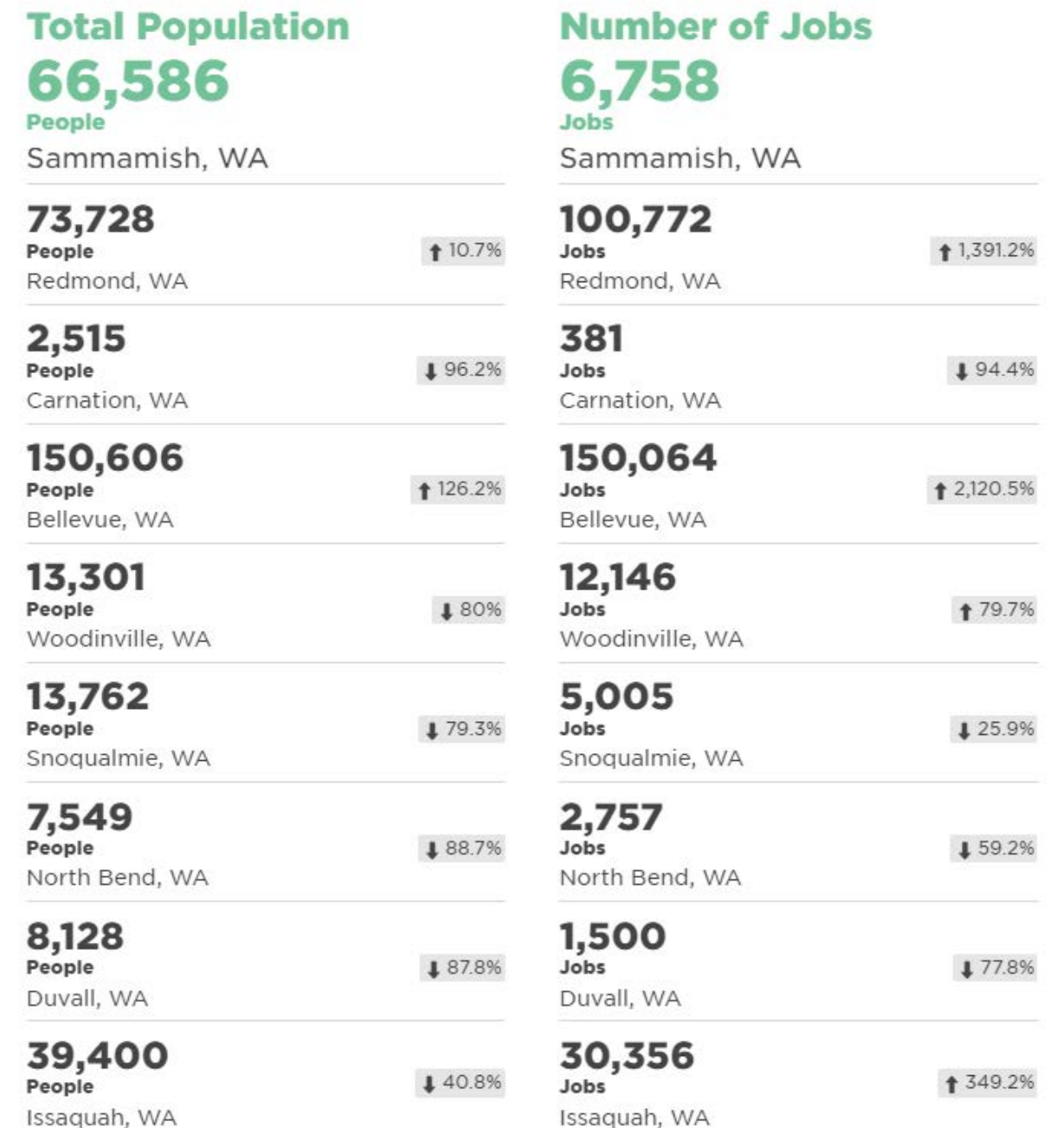
## Planning Themes

The goals, policies, and strategies in this element provide the City guidance for a more economically active and fiscally sustainable future. Key themes derived from both State mandates and community desires are addressed through the goals and policies. Each of the takeaways below relates to multiple plan elements:

- **Business development, support, and retention.** Recruitment and support for new and existing businesses is crucial to a healthy economy (Influenced elements: Housing, Transportation, Capital Facilities and Utilities).

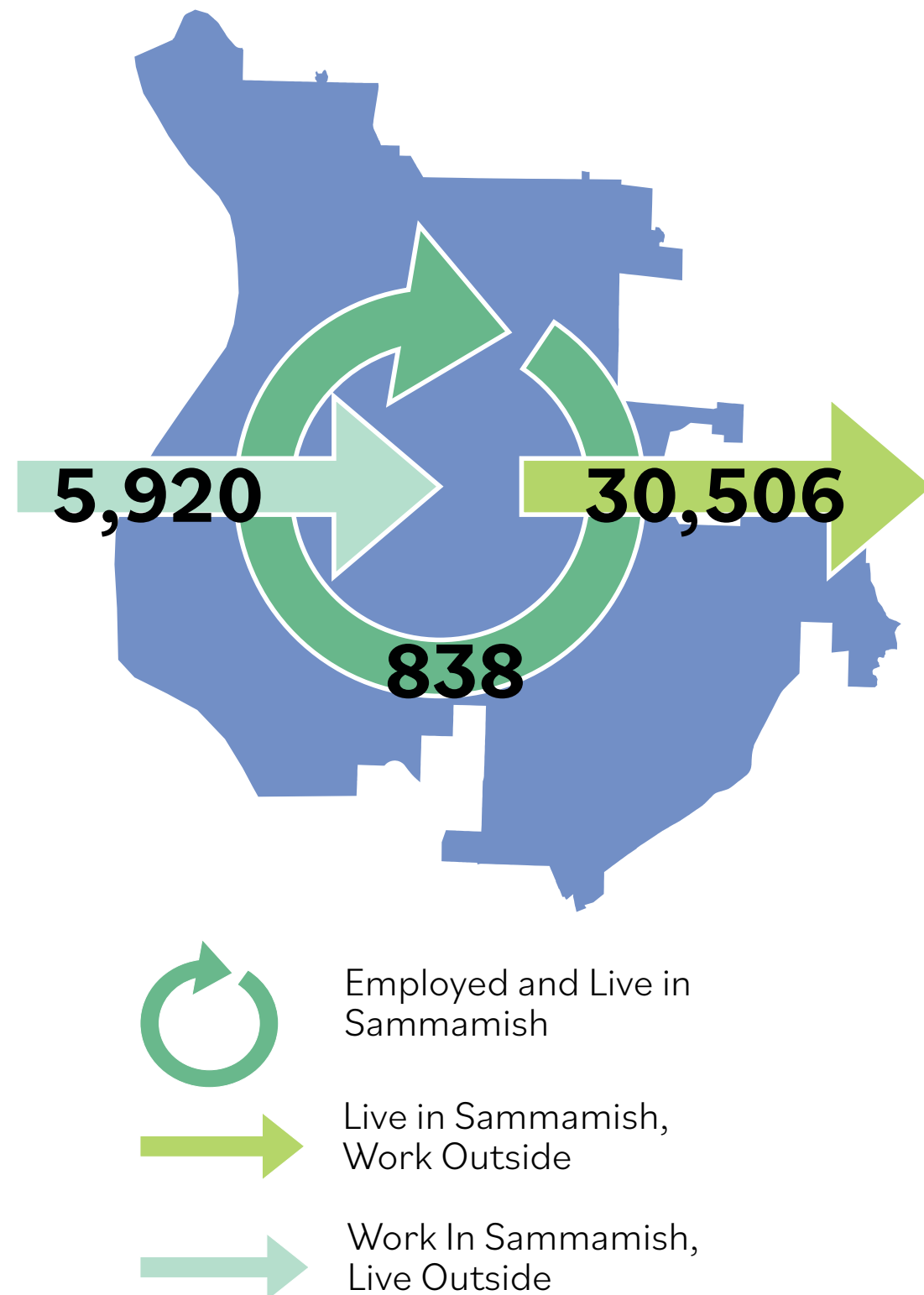
- **Fiscal sustainability.** Capturing more local spending, expanding economic opportunities through commercial development, and attracting regional spending can strengthen the City’s bottom line (Influenced elements: Land Use, Parks and Recreation, Capital Facilities and Utilities).
- **Workforce housing so people can live and work in Sammamish.** Providing housing that’s affordable for low-to-moderate income households can bring workers closer to their existing jobs and, at the same time, increase the workforce pool for new Sammamish businesses (Influenced elements: Land Use, Housing, Capital Facilities and Utilities, Transportation).
- **Catalyze growth in Sammamish Town Center.** Town Center will provide opportunities for commercial development, cultural uses, amenities, and local services adjacent to affordable and market-rate housing (Influenced elements: Land Use, Housing, Capital Facilities and Utilities, Transportation, Climate Change and Resiliency).
- **Subarea planning for Mixed-Use Centers.** New and expanded community activities and destinations are possible in Inglewood, Pine Lake, and Klahanie. Economic development in these areas can also improve citywide access to a variety of retail, restaurants, and services (Influenced elements: Land Use, Housing, Capital Facilities and Utilities, Parks and Recreation, Transportation, Climate Change and Resiliency).

Figure ED-2. Population vs Number of Jobs in Sammamish, compared to neighboring cities.



US Census Bureau, LODES v8.0, 2020; ACS 5-year 2018-2022

Figure ED-3. Sammamish Employment Inflow/Outflow, 2020.  
US Census Bureau, LEHD 2020



- **Plan for new Neighborhood Centers to provide access to goods and services within Sammamish neighborhoods.** Distributed goods, services, and amenities are necessary for a complete community and can provide additional support to work-from-home employees (Influenced elements: Housing, Capital Facilities and Utilities, Parks and Recreation, Transportation).
- **Expanding economic opportunities for youth.** Creating everyday destinations, providing viable job opportunities for young adults, and investing in arts and culture are necessary to support local youth (Influenced elements: Land Use, Parks and Recreation, Capital Facilities and Utilities).
- **Planning Summit Mixed-Use Centers Session** – Active centers featuring local businesses should balance a variety of retail opportunities, housing types, and community amenities. These centers would play a key part in Sammamish’s economic development and fiscal sustainability.
- **Economic Development Focus Groups** – Members of the Technical Advisory Group (TAG) and community stakeholder focus groups provided input on the SWOT analysis, plus feedback on potential actions to support economic development (see below). The TAG also vetted the element’s draft Goals, Policies, and Strategies.
- **Economic Development Survey** – The City separately surveyed business stakeholders and the general public regarding Sammamish’s economic future, with both groups stressing the need for adequate infrastructure (both physical and social) to support local business.
- **Goals and Policies Workshop** – Feedback from attendees focused on the importance of mixed-use areas and local businesses, serving the needs of the community, and locating amenities closer to where people live, particularly in a future where work-from-home remains as prevalent as it does today.

## Background & Engagement

### Community Input

Stakeholder input from focus groups, surveys, and workshops emphasizes the pivotal role of local businesses, community needs for goods and services, and essential infrastructure for sustained economic development. Priorities for these efforts emerged during various engagement activities:

- **Planning Summit Kick-Off and Visioning Workshop** – Residents envisioned a thriving Town Center as a major centerpiece of Sammamish’s economy by 2044.



Events such as the Sammamish Farmer's Market provide opportunities for community members and local vendors to come together and develop connection. *Image credit: Issaquah Reporter, 2017*

**Relationship to Other Elements**

Successful economic development requires a holistic approach, moving beyond simply creating and sustaining jobs. Ensuring plentiful and affordable housing for the local workforce, maintaining high-quality infrastructure for business development, planning for sufficient land for economic activity, and supporting access to community amenities such as parks, schools, and natural areas all play a role in supporting the economic vitality of a city. Therefore, the Economic Development Element is highly intertwined with all other elements in the plan and is most successfully accomplished through integrated development efforts with the other elements, primarily Land Use, Housing, Transportation, and Capital Facilities.

**Economic Development Today**

Being a primarily residential city, Sammamish faces limited commercially zoned land and few available spaces for new businesses. While the residential market remains strong, the relative commercial land values per acre of the city remain below that of neighboring places like Redmond, Issaquah, and other similarly sized cities around the region (Figure 1). Compounding this issue, Sammamish has approximately one job for every ten people, whereas in neighboring cities, there are more employment opportunities in proportion to the general population. Creating more commercial opportunities could support the City's fiscal sustainability.

The following pages contain the SWOT Analysis, outlining additional aspects of the current economic conditions in Sammamish.

# Strengths

- High median household income.
- High educational attainment.
- High-quality schools.
- High quality of life.
- Part of a strong regional economy.
- Motivated city staff.
- Access to environmental amenities.
- Strong culture of volunteerism and entrepreneurial residents.

# Weaknesses

- Limited commercial land for economic activity.
- Limited transit service.
- Isolated from surrounding communities due to topography and limited transportation connections.
- Limited economic development planning to date.
- High housing costs.
- Lack of housing options.
- Challenges competing with adjacent cities for retail.
- Large outflow of workers spending money outside the city.

# Opportunities

Track work-from-home jobs primarily located in Sammamish.

Build out Town Center.

Develop subarea plans for the mixed-use centers.

Establish new neighborhood centers to expand economic opportunity.

Plan for support and amenities for work-from-home jobs.

Build community and promote economic development by creating public gathering spaces in commercial areas.

# Threats

Declining school enrollment.

Continued lack of young workers able to afford to live in Sammamish.

Fluctuations in industries with a large number of remote workers.

City of Sammamish fiscal sustainability.

Economic downturn.

Climate change.

Resistance to change.

Loss of teachers and other service providers who cannot afford to live in the community.

# Economic Development

## Goals, Policies, & Strategies

**ED 1 Lay the foundation for a dedicated Economic Development Program within the City's organizational structure, aimed at fostering sustainable economic growth, diversifying the local economy, and enhancing the overall economic wellbeing of the community.**

**ED 1.1** Partner with community organizations to focus on economic growth and diversification.

**ED 1.2** Identify and analyze the factors that define economic development performance in Sammamish. Determine the City's role in facilitating economic development and establish measurable goals accordingly.

**ED 2 Bring the community together by planning, designing, and delivering a range of retail, restaurant, cultural and social amenities, and eco-tourism uses in places that are engaging, green, and walkable.**

**ED 2.1** Focus commercial development and amenities in the Town Center and Mixed-Use Centers with smaller nodes of activity in Neighborhood Centers.

**ED 2.2** Promote and maintain a variety of cultural uses, activities, and events in the Town Center, Civic Centers, and Mixed-Use Centers.

**ED 2.3** Preserve and create dedicated public space serving a variety of community functions within Town Center and Mixed-Use Centers.

**ED 2.4** Partner with and support community organizations dedicated to arts and culture uses, events, activities, and experiences.

**ED 2.5** Integrate green building design into the Centers through a green building code that includes plantings at pedestrian interfaces.

**ED 2.6** Explore ways to encourage ecotourism and leverage local parks and trails to promote economic development.

### **ED 3 Plan for and facilitate thriving centers in Town Center, Mixed-Use Centers, and Neighborhood Centers.**

- ED 3.1** Leverage City resources to amplify the development of infrastructure and amenities.
- ED 3.2** Invest in public spaces, cultural, and recreational amenities to enrich community life.
- ED 3.3** Prioritize investments in transportation and digital connectivity to improve business operations and access.

### **ED 4 Support local businesses**

- ED 4.1** Maintain a full range of services so that residents can easily access key amenities within the community.
- ED 4.2** Collaborate with and support the efforts of the Sammamish Chamber of Commerce.
- ED 4.3** Support the public sector, private businesses, and non-profits to leverage resources and expertise for economic development projects.
- ED 4.4** Incentivize affordable commercial space through development regulations to allow in-home businesses that have outgrown their neighborhood presence to relocate to an appropriate commercial space in the city.
- ED 4.5** Work with the Sammamish Chamber of Commerce and other partners to develop a business incubator program to help local businesses build skills they need and access resources for successful business ventures.
- ED 4.6** Communicate with commercial property owners and other key stakeholders to best understand community needs.

### **ED 5 Attract diverse businesses in Sammamish through well-rounded strategies and partnerships.**

- ED 5.1** Encourage desired uses that support the daily needs of Sammamish residents.
- ED 5.2** Identify and create conditions that would attract service sector businesses (e.g., financial advisory, consultancies) and tech startups.

**ED 5.3** Work with the Sammamish Chamber of Commerce and other partners to develop a branding strategy to enhance the city's image as a desirable location for business and investment.

**ED 5.4** Foster public/private partnerships to implement economic development programs and projects.

**ED 5.5** Collaborate with partners to create and pursue an economic marketing strategy that highlights the city's unique setting, quality of life, and business opportunities to attract entrepreneurs to do business in Sammamish.

**ED 5.6** Review and streamline regulatory processes to ensure they facilitate economic development.

### **ED 6 Plan for work-from-home needs including services and amenities within neighborhoods to support workers.**

**ED 6.1** Advocate for the regional tracking of work-from-home numbers to reflect the relocation of jobs from regional centers to a work-from-home condition.

**ED 6.2** Support the development of Neighborhood Centers that serve people close to their homes.

**ED 6.3** Encourage co-working spaces and other remote work infrastructure in new or repurposed buildings located within neighborhoods or in central locations in Sammamish.

### **ED 7 Encourage and expand economic opportunities for community youth to establish roots in Sammamish.**

**ED 7.1** Foster relationships with local partners to offer high-quality and accessible training programs that equip youth with a variety of skills needed to fill local jobs.

**ED 7.2** Support youth-friendly destinations for socializing, entertaining, and learning.

**ED 7.3** Collaborate with the Sammamish Chamber of Commerce and other partners to support youth employment opportunities.

# Economic Development

## Goals and the Community Vision

The following pages show the relationship between individual Economic Development Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

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### VISION STATEMENTS

#### Sustainable Natural & Built Environment

- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

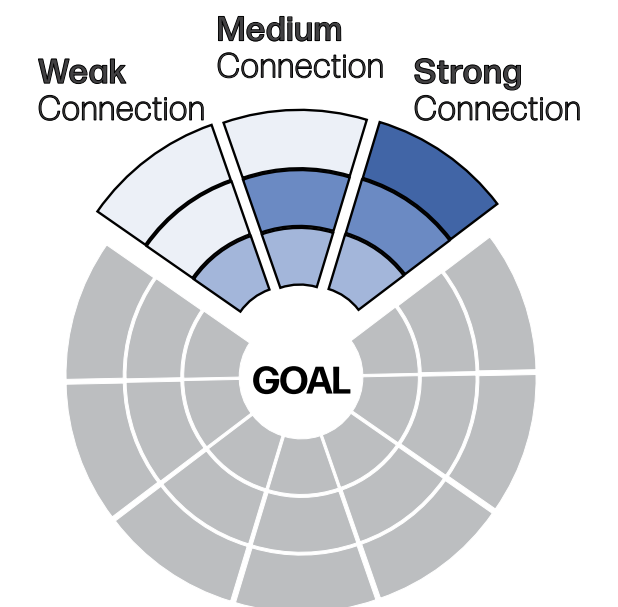
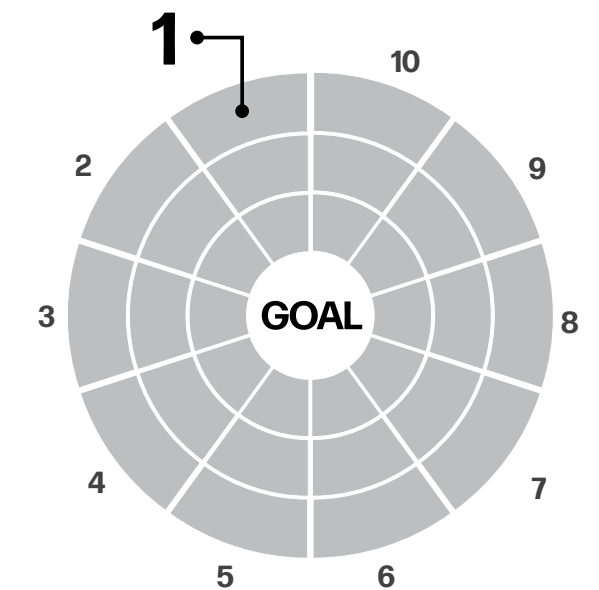
#### Equitable Social Environment

- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

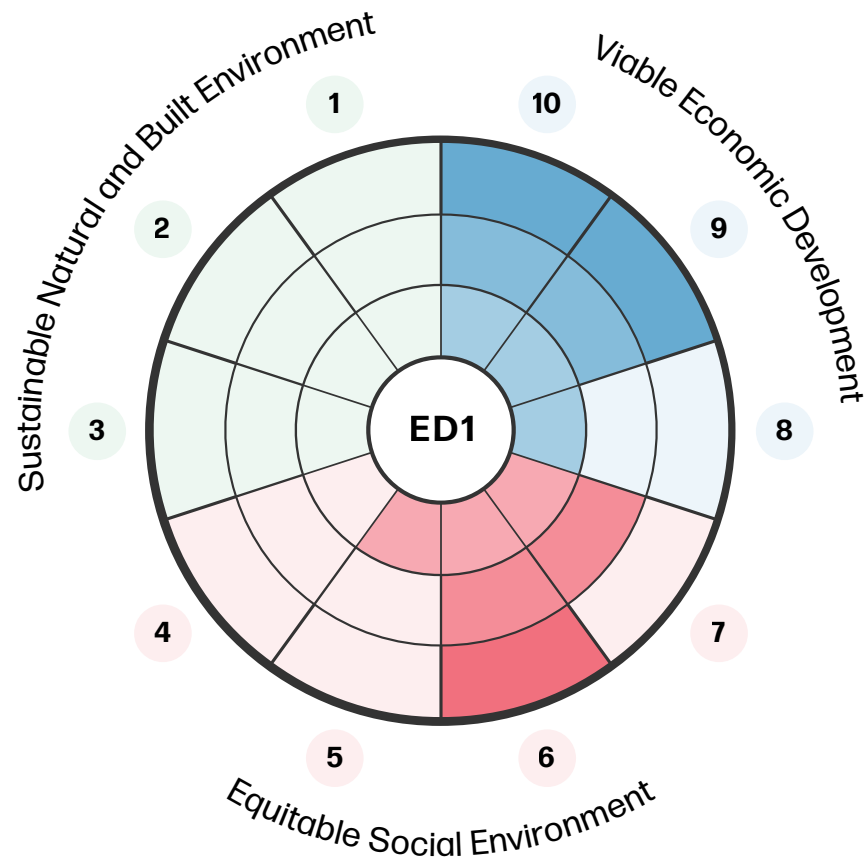
#### Viable Economic Development

- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City

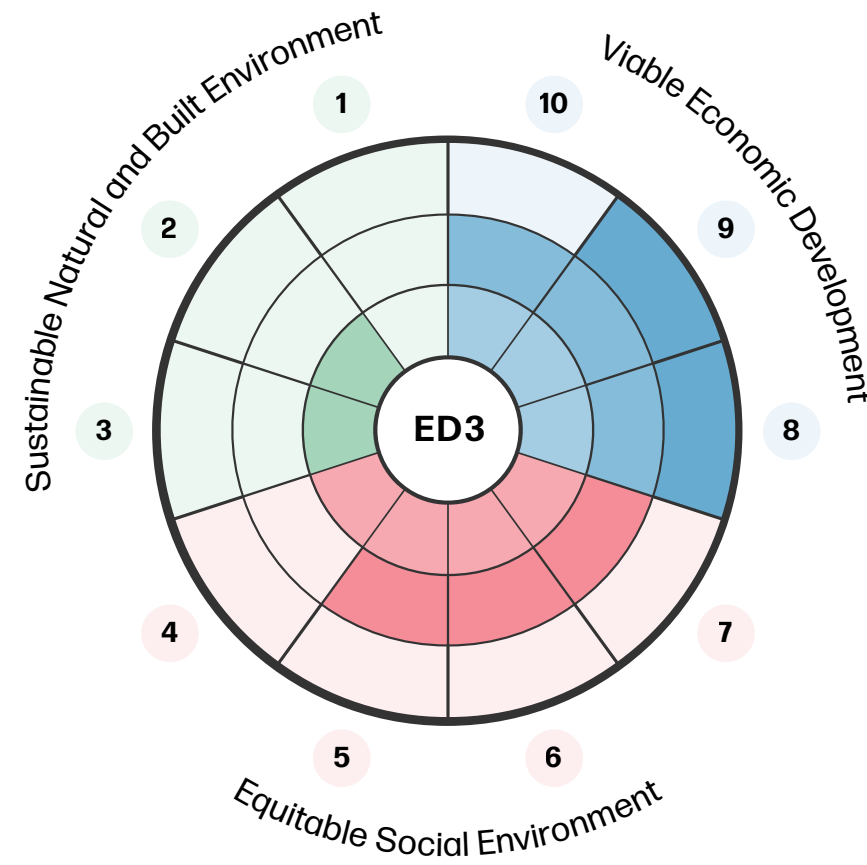
Vision Statement



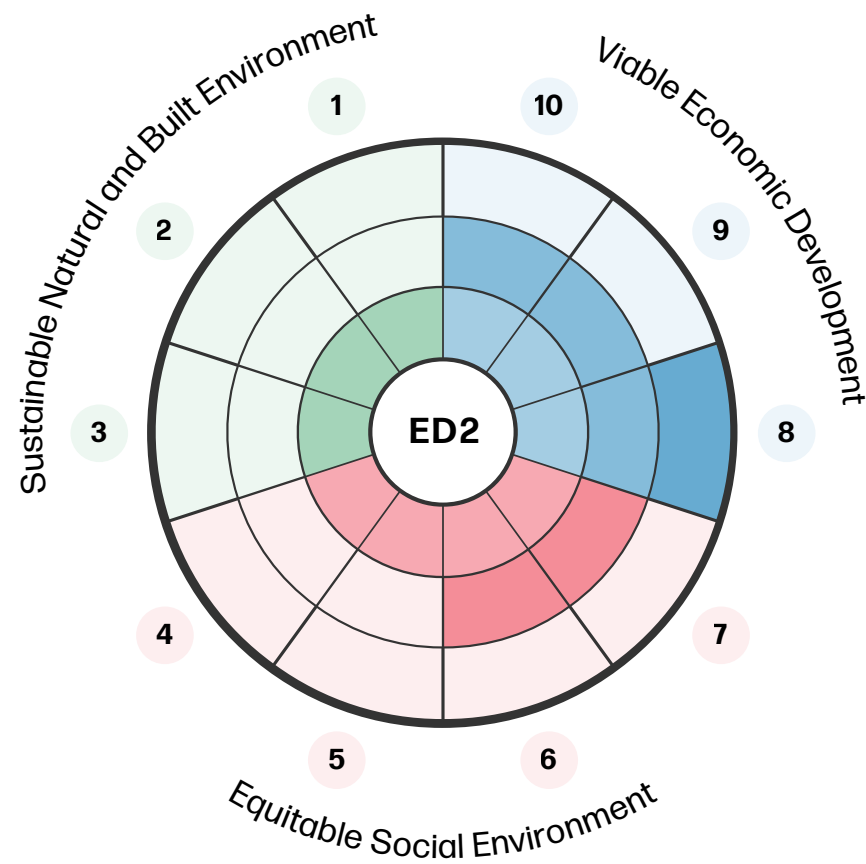
Strength of Connection between Vision Statement and Goal



**ED1** Lay the foundation for a dedicated Economic Development Program within the City’s organizational structure, aimed at fostering sustainable economic growth, diversifying the local economy, and enhancing the overall economic wellbeing of the community.

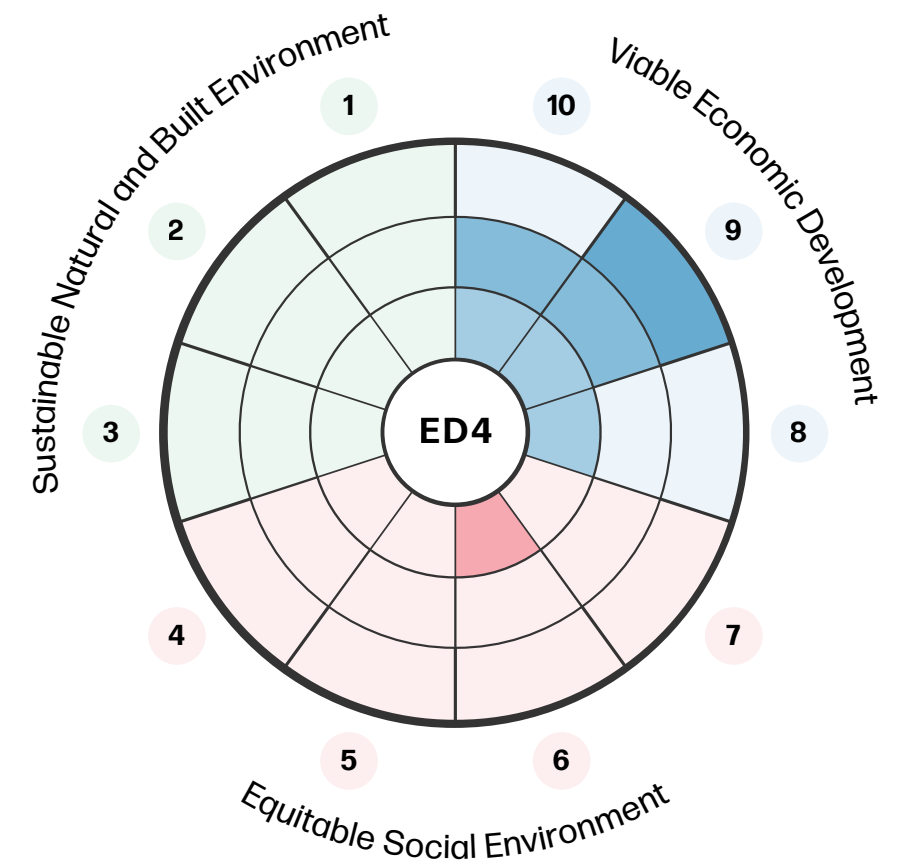


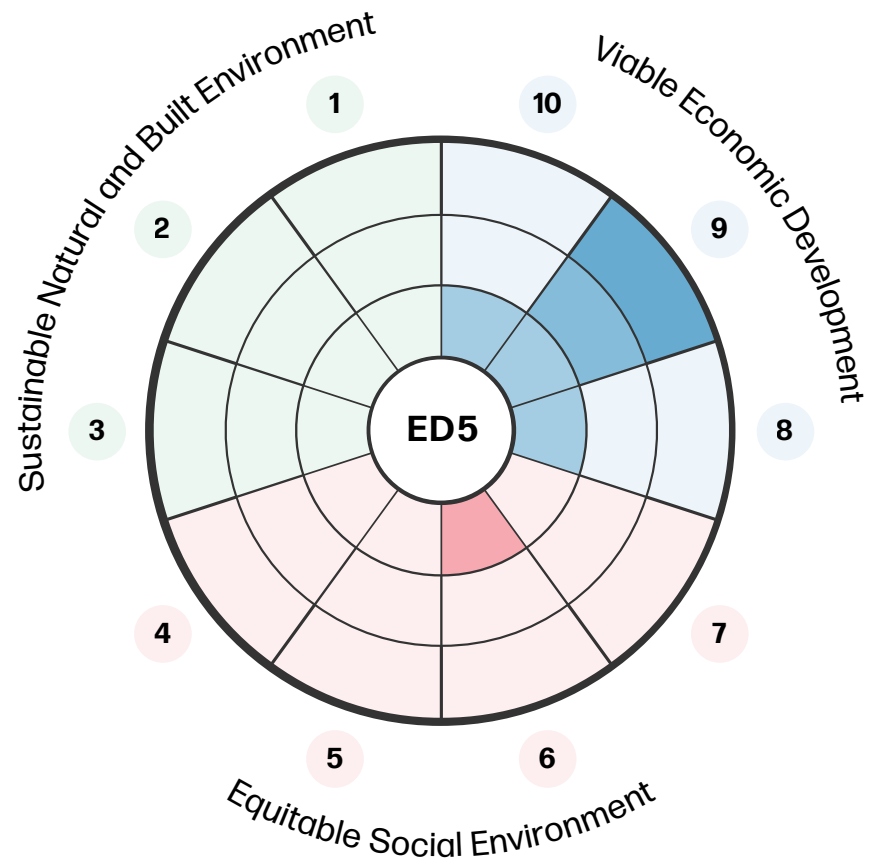
**ED3** Plan for and deliver thriving centers in Town Center, Mixed-Use Centers, and Neighborhood Centers, focusing on people while serving as the economic generators in Sammamish.



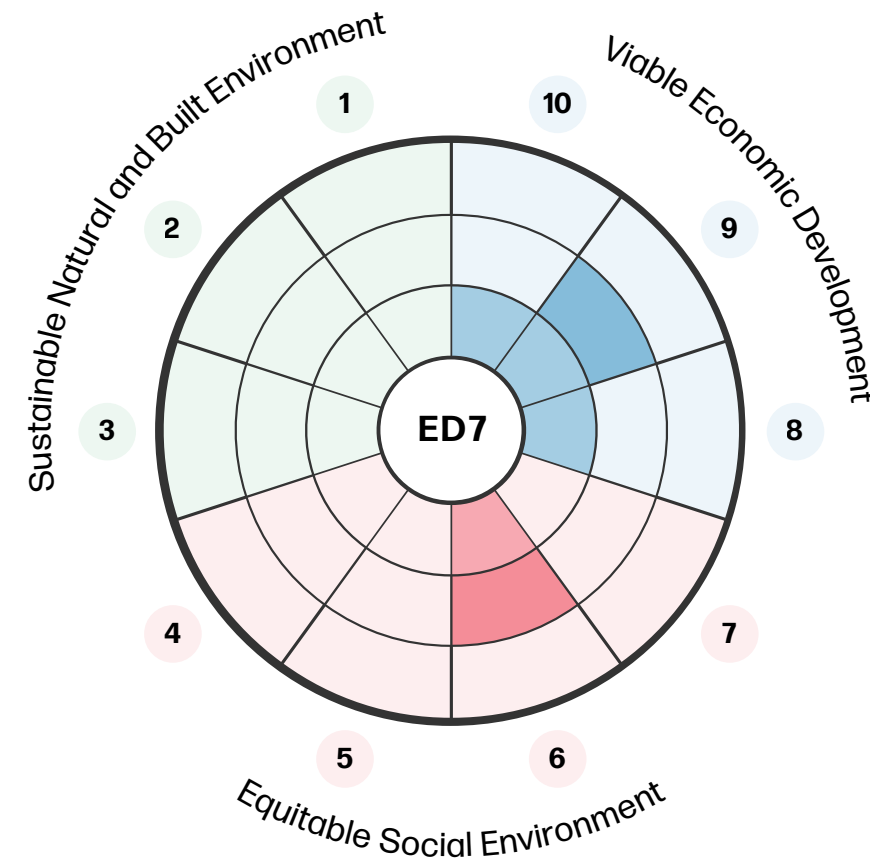
**ED2** Bring the community together by planning, designing, and delivering a range of retail, restaurant, cultural and social amenities, and eco-tourism uses in places that are engaging, green, and walkable.

**ED4** Support local businesses.

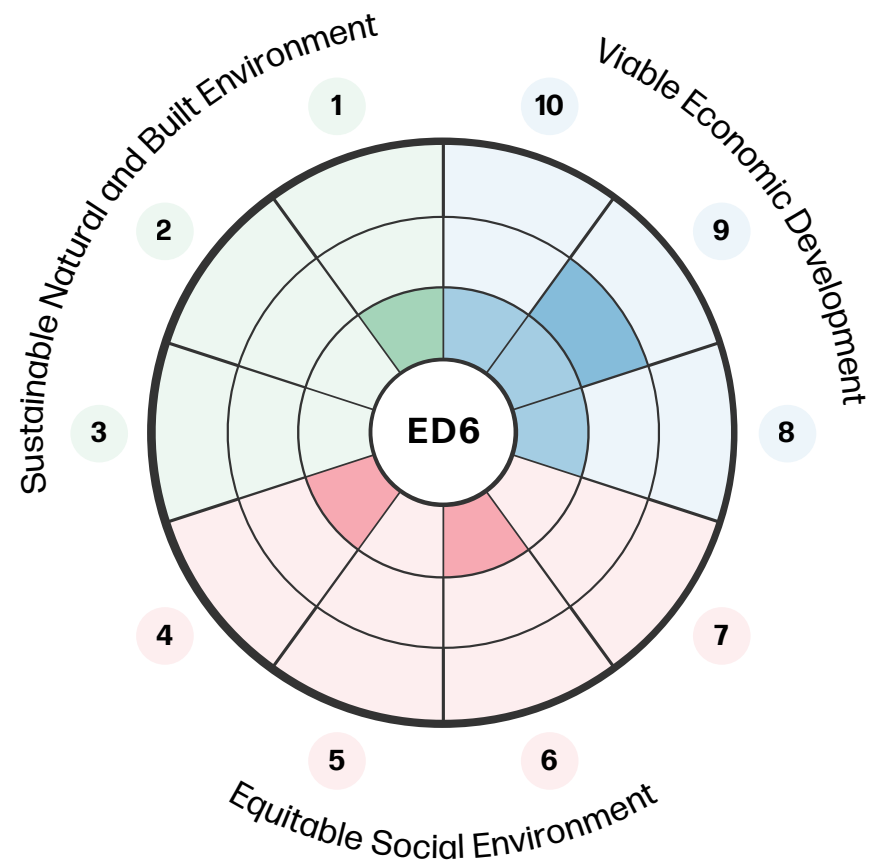




**ED5** Attract diverse businesses in Sammamish through well-rounded strategies and partnerships.



**ED7** Encourage and expand economic opportunities for youth to establish roots in Sammamish.



**ED6** Plan for work-from-home needs including services and amenities within neighborhoods to support workers

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# Shoreline



PROMOTING  
SUSTAINABLE  
COMMUNITIES  
FOR THE FUTURE

# Introduction & Vision Connection

The goals and policies of the Shoreline Element are taken from, and must be consistent with, the City’s Shoreline Master Plan (SMP), a set of goals, policies, and regulations developed by the City as required by the Washington State’s Shoreline Management Act (SMA). The SMA addresses shoreline use, environmental protection of shoreline areas, and public access to these areas. Sammamish’s SMP sets goals and policies pertaining to the shores of Lake Sammamish, Pine Lake, and Beaver Lake.

The SMA was established in 1972 to protect specified water bodies, as well as lands 200 feet landward from the edge of these waters, and wetlands and floodplains associated with them. Current standards for SMPs require that there be “no net loss of shoreline ecological functions,” meaning that impacts from shoreline development should be avoided or minimized. The Shoreline Element supports this by including policies to acquire, preserve, and enhance shoreline areas, improve and restore shoreline function, and to ensure new development is consistent with the state’s Shoreline Management Act and the City’s Shoreline Management Program.

The 2044 vision for Sammamish includes several priorities for natural areas and

ecological functioning. For example, the vision strategy to develop a distinguished park and recreation system includes the promotion of environmental conservation. In combination with the SMP, the Shoreline Element strives to balance public access and enjoyment of Sammamish’s lakes and waterways with the protection of the fragile ecosystems that line them. The vision strategy to sustain the natural environment and reduce climate impacts is also inherently linked to the Shoreline Element. Not only can the goals, policies, and strategies in the Shoreline Element and SMP safeguard Sammamish’s waterways and natural habitats from development, but they can promote restoration and full ecological functioning that enables the mitigation of flooding, excessive erosion, and other impacts of climate change.

Updates to the Shoreline Element include:

- Minor goal and policy updates for alignment with the City’s latest Shoreline Master Program (2019)
- Reorganization and consolidation of goals and policies
- Layout improvements for functionality and useability

**This is Volume I of the Shoreline Element.** The Shoreline Master Program serves as Volume II and provides background information to substantiate the goals and policies in Volume I.

# Planning Themes

The Shoreline Element establishes planning principles and guidance for the City and is an important piece of aquatic ecosystem protection in Envision Sammamish 2044. Element goals and policies are derived from themes that reflect community desires as well as state, regional, and county requirements. The influence of these themes is evident throughout the Plan.

- **Build climate resiliency to adapt to and prepare for climate change impacts, reducing vulnerability, and building recovery capacity** (Influence elements: Land Use, Parks & Recreation, Transportation, Climate Change & Resiliency).
- **Balance the preservation of environmental assets with the creation of new housing and employment opportunities while reducing exposure to environmental hazards** (Influenced elements: Land Use, Housing, Parks & Recreation, Economic Development, Climate Change & Resiliency).
- **Exemplify and enact sustainable practices in our organization and community** (Influenced elements: Land Use, Parks & Recreation, Transportation, Climate Change & Resiliency).

# Background & Engagement

## State Mandates

The Washington State Shoreline Management Act (SMA) oversees shoreline use, the environmental protection of shoreline areas, and public access to these areas across the state. The overarching goal of the SMA is to *prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines* and, as such, requires cities with shorelines to adopt a Shoreline Element and Shoreline Master Program. The waterbodies in Sammamish that trigger this requirement are Lake Sammamish, Pine Lake, and Beaver Lake.

## Community Input

The protection and enhancement of Sammamish’s natural assets were a common theme in various public engagement efforts that informed this comprehensive plan update. From early outreach activities focused on the community vision for 2044, Sammamish residents underscored the importance of balancing growth with environmental stewardship. Priorities for how Sammamish manages its many shorelines emerged throughout several engagement activities:

- **Planning Summit Kick-Off and Visioning Workshop** – Residents emphasized their appreciation for and need to protect the city’s lakes and pristine natural areas.
- **Planning Commission and City Council Meetings** – Throughout the Plan development, appointed and elected officials worked with the project team to develop a land use plan and policy



**Sustainable Natural Environment**

**Equitable Social Environment**

**Viable Economic Development**

**The Shoreline Element is closely aligned with the Shoreline Master Plan and the City’s commitment to fostering a sustainable natural environment.**

direction to safeguard Sammamish's beloved aquatic assets like Lake Sammamish, Pine Lake, and adjacent wetlands.

- **Goals and Policies Workshop** – While not specifically focused on the Shoreline Element, this event's discussions about the City's Land Use, Climate Change, and Environment & Conservation Elements were related to shoreline management. The sentiment of balanced growth with ecosystem and habitat protection was continued. The importance of education in passive and active uses of natural areas, including beaches and lakes, was also flagged as a priority.

## Relationship to Other Elements

The Shoreline Element is influenced by many Plan Elements including Land

Use, Housing, Parks & Recreation, Transportation, and Climate Change and Resiliency. Because these Elements guide the distribution of land uses, types of development, transportation networks, parks system, and more, it is up to the Shoreline Element to negotiate the circumstances when these activities occur along, or next to, shorelines of Lake Sammamish, Pine Lake, or Beaver Lake. An important relationship also exists between the Shoreline Element and the Climate Change and Resiliency Element. Both play an instrumental role in how natural areas are impacted by, and help mitigate against, climate change. Finally, all other Elements of the Plan acknowledge the sensitivities of shorelines protected by the Shoreline Element and Shoreline Master Program. In doing so, this Element drives development away from critical areas in the Land Use Element or transportation routes away from open water in the Transportation Element.

# Shoreline

## Goals

### Archaeological, Historical, and Cultural Resources

The following goals address protection and restoration of buildings, sites, and areas having historic, cultural, scientific, and/or educational value.

- S1** Designate, retain, and protect shoreline areas having archeological, historic, cultural, scientific or educational value locally, regionally, statewide, or nationally.
- S2** Maintain finite and irreplaceable links to the past by identifying, preserving, protecting, and restoring archaeological, historic, and cultural sites.
- S3** Protect historic and cultural sites and buildings that are listed on county, state, or national historic registers, or are eligible for such listing, from destruction or alteration, and from encroachment by incompatible uses.
- S4** Acquire archaeological, historical, and cultural sites through purchase or gift.
- S5** Foster a greater appreciation for shoreline management, environmental conservation, natural history, and cultural heritage using signage and other interpretive tools as appropriate.
- S6** Ensure that tribal governments and the State Department of Archaeology and Historic Preservation are involved in the review of projects that could adversely affect such resources.



- S7** Protect from intrusion or harm any newly discovered or suspected significant sites until their value for retention is determined.
- S8** Ensure that the educational and scientific values of archeological, historic, and cultural resources are considered when evaluating proposed shoreline developments and uses.
- S9** Participate in cooperative restoration programs between local, state, and federal public agencies, tribes, non-profit organizations, and landowners.

## Conservation

The following goals address the preservation of natural resources, scenic vistas, aesthetics, and vital shoreline areas for fisheries and wildlife and for the benefit of present and future generations.

- S10** Acquire (i.e., through purchase, easements, donation or other agreement), and maintain as open space, shorelines with unique or valuable natural attributes for public benefit.
- S11** Preserve, enhance, and/or protect shoreline resources (i.e., wetlands and other fish /wildlife habitats) for their ecological functions and values, and for their aesthetic and scenic qualities.
- S12** Maintain natural dynamic processes of shoreline formation and sustainability through effective stewardship, management, and use of shorelines.
- S13** Where feasible, enhance or restore areas that are biologically and/or aesthetically degraded while maintaining appropriate use of the shoreline.

- S14** Maintain or enhance shoreline vegetation to protect water quality, fish and wildlife habitat, and other ecological functions and processes.
- S15** Implement policies that can help reverse impacts caused by existing or past development activities that adversely affect ecological or shoreline functions such as untreated stormwater discharges.
- S16** Manage the City’s programs, services, and operational infrastructure in a manner that achieves no net loss of ecological or shoreline functions.
- S17** Achieve no net loss of ecological functions of Sammamish shorelines.

## Public Access

The following goals address the ability of the public to reach, touch, view, and travel on the shorelines of the state and to view the water and the shoreline from public locations.

- S18** Provide opportunities for physical and visual public access to public shorelines when such access can be reasonably accommodated without human health, safety, and/or security risks, while minimizing adverse effects on shoreline functions and processes, private property rights, and/or neighboring uses.
- S19** Acquire (i.e., through purchase, easements, donation, or other agreement) property to provide public access to the water’s edge in appropriate and suitable locations.
- S20** Ensure that public utility and transportation rights-of-way, including street ends that abut the shoreline, are made available for public access and use where appropriate (see RCW 35.79.035).

**S 21** Ensure that public shoreline recreational facilities and other public access points are connected by trails, pathways, waterways, and other access links where public access and use will not interfere with private property rights.

## Public Recreation

The following goals call for providing and expanding water-oriented public recreational opportunities including, but not limited to, parks and ecological study areas.

- S 22** Provide additional public water-oriented recreation opportunities that are diverse, convenient, and adequate for people of different ages, health, family status, and financial ability.
- S 23** Locate public recreational uses in shoreline areas that can support those uses without risks to human health, safety, and/or security, while minimizing effects on shoreline functions and processes, private property rights, and/or neighboring uses.
- S 24** Plan for future public shoreline recreation needs, and to acquire (i.e., through purchase, donation, or other agreement) shoreline areas that provide active and/or passive recreation opportunities.
- S 25** Support other governmental and non-governmental efforts to acquire and develop additional shoreline properties for public recreational uses.

## Shoreline Use

The following goals address the general distribution, location, and extent of all uses within shoreline jurisdiction.

- S 26** Give first preference to water-dependent use including public recreational uses that provide public access to shorelines. Preference should also be given to water-related and water-enjoyment uses.
- S 27** Ensure that shoreline use patterns are compatible with ecological functions and values, and with the surrounding land use, and that they minimize disruption of these functions and values.
- S 28** Encourage uses that allow or incorporate restoration of shoreline areas that have been degraded as a result of past activities.
- S 29** Ensure that all new development in the shoreline jurisdiction is consistent with the Program, the City's Comprehensive Plan, and the Washington State Shoreline Management Act RCW 90.58.
- S 30** Ensure that shoreline uses satisfy the economic, social, and physical needs of the citizens of Sammamish.

## Shoreline Restoration and Enhancement

The following goals address re-establishment, rehabilitation, and improvement of impaired shoreline ecological functions and/or processes.

- S 31** Improve and restore shoreline functions and processes over time through regulatory, voluntary, and incentive-based public and private programs and actions.

- S 32** Encourage cooperative restoration programs between local, state, and federal public agencies, tribes, non-profit organizations, and landowners.
- S 33** Integrate restoration efforts with other parallel natural resource management efforts including, but not limited to, salmon conservation, basin management, and water cleanup plans.
- S 34** Restore natural ecological or shoreline functions, to the extent reasonable, while pursuing shoreline use goals set forth in sections SMC 25.03.040 and 25.03.050.

## Transportation and Public Facilities

The following goals address the general location and extent of existing and proposed thoroughfares and transportation/circulation routes, as well as other public utilities and facilities.

- S 35** Develop efficient circulation systems in harmony with the topography and other natural characteristics of the shoreline and in a manner that assures the safe movement of people and goods while minimizing adverse effects on shoreline use and development or on shoreline ecological functions and processes.
- S 36** Provide and/or enhance physical and visual public access to shorelines along public roads (i.e. turnouts and viewpoints) in accordance with the public access goals.
- S 37** Limit circulation systems in the shoreline jurisdiction to those that serve permitted and/or preferred shoreline uses.
- S 38** Limit transportation infrastructure in shoreline jurisdiction to the minimum necessary to accomplish its purpose.

# Shoreline

## General Policies

### A. Archaeological, Historic, and Cultural Resources

- S A.1.** The City should work with tribal, state, federal, and other local governments to identify significant local historic, cultural and archaeological sites consistent with applicable state and federal laws protecting such information from general public disclosure. Such sites should be protected, preserved, and/or restored for study, education, and/or public enjoyment to the maximum extent possible.
- S A.2.** When a new use or development is proposed adjacent to an identified historic, cultural, or archaeological site, it should be designed and operated to be compatible with continued protection of the historic, cultural, or archaeological site.
- S A.3.** Owners of property containing identified historic, cultural, or archaeological sites should coordinate with appropriate tribes, and agencies such as the King County Cultural Resources Division, for locally held information and the Washington State Department of Archaeology and Historic Preservation.
- S A.4.** Ample time should be allowed to assess the site and make arrangements to preserve historical, cultural, and archaeological values.
- S A.5.** Shoreline use and development should not significantly and negatively impact, destroy, or damage any site having historic, cultural, scientific, or educational value.
- S A.6.** Development plans for public open spaces, trails, or recreation lands should incorporate measures for historic, cultural, and archaeological resource preservation, restoration, and education whenever compatible and possible.

## **B. Critical Areas and Environmental Protection**

- S B.1.** This Program should provide a level of protection to critical areas within the shoreline jurisdiction that is at least equal to the protection provided by the City's critical areas regulations (SMC 21A.50) adopted pursuant to the Growth Management Act and the City's Comprehensive Plan.
- S B.2.** New shoreline uses and developments should occur in a manner that maintains existing natural shorelines, assures no net loss of shoreline ecological functions and processes, and protects critical areas and associated buffers within the shoreline jurisdiction as designated in SMC 21A.50.
- S B.3.** New shoreline uses and developments should be designed and conducted in accordance with the regulations of this Program to avoid, minimize, and mitigate damage to the ecology and environment. These regulations are designed to protect shoreline ecological functions and processes. Shoreline ecological functions that should be protected include, but are not limited to, fish and wildlife habitat, conservation and recovery of threatened or endangered species, food chain support, and water temperature maintenance. Shoreline processes that should be protected include, but are not limited to: water flow; infiltration; groundwater recharge and discharge; sediment delivery, transport, and storage; organic matter input; and nutrient and pathogen removal.
- S B.4.** In assessing the potential for net loss of ecological functions, both project-specific and cumulative impacts should be considered in accordance with WAC 173-26-186(8)(d).

## **C. Flood Hazard Reduction**

- S C.1.** Flood hazard reduction should be managed through the City's Stormwater Management Plan, Comprehensive Plan, and development regulations in SMC 25.05, SMC 15.10, and frequently flooded areas regulations in SMC 21A.50.
- S C.2.** New development within the floodplains associated with the City's shorelines that would individually or cumulatively increase the risk of flood damage should be discouraged.

- S C.3.** Non-structural flood hazard reduction measures should be given preference over structural measures. When necessary, structural flood hazard reduction measures should be accomplished in a manner that assures no net loss of ecological functions and ecosystem-wide processes. Non-structural measures include setbacks, land use controls prohibiting or limiting development in areas that are historically flooded, stormwater management plans, or biomechanical measures.
- S C.4.** Where possible, public access should be integrated into publicly financed flood control and management facilities on public lands.

## **D. Public Access**

- S D.1.** Physical and/or visual access to shorelines should be incorporated into all publicly sponsored shoreline development projects when public health and safety concerns can be adequately addressed, and when shoreline ecological functions and/or processes can be adequately protected.
- S D.2.** The design of all public shoreline access areas should attempt to minimize potential impacts to private property.

## **E. Restoration and Enhancement**

- S E.1.** The City should participate in cooperative restoration efforts and programs between local, state, and federal public agencies, tribes, non-profit organizations, and landowners to improve shorelines with impaired ecological functions and/or processes.
- S E.2.** Restoration actions should improve shoreline functions, processes, and/or features that meet the needs of important plant, wildlife, and fish species such as kokanee and other native salmonid species.
- S E.3.** Restoration should be integrated with and should support other natural resource management efforts in King County, Water Resource Inventory Area 8, and in the greater Puget Sound region.
- S E.4.** Priority should be given to restoration actions that meet the goals contained in the restoration element of this Program.

## F. Shoreline Use

- S F.1.** The following uses/developments should be given preference consistent with the priority listed below for locating within the shoreline jurisdiction when they are consistent with City zoning regulations and located, designed, and maintained in a manner that is consistent with this Program:
- a) Water-dependent and water-related use/development;
  - b) Public uses and developments that provide physical and/or visual access to the shoreline for substantial numbers of people; and
  - c) Single-family residences developed consistent with the policies of 25.04.030(1).
  - d) The City should reserve areas for protection and restoration of ecological functions to control pollution, protect public health, and prevent damage to the environment.
  - e) Non-water-oriented uses/developments should be limited to those shoreline locations where water-oriented uses are inappropriate.
  - f) Non-water-oriented uses/developments should be allowed only when they demonstrably contribute to the objectives of the Shoreline Management Act.

## G. Shoreline Vegetation Conservation

- S G.1.** New shoreline uses and developments should be planned and designed to retain or replace shoreline vegetation with the overall purpose of achieving no net loss of the ecological functions performed by the vegetation. Important functions of shoreline vegetation include, but are not limited to:
- a) Providing shade necessary to maintain water temperatures required by salmonids and other aquatic biota.
  - b) Providing organic inputs necessary for aquatic life, including providing food in the form of various insects and other benthic macro invertebrates.
  - c) Stabilizing banks, minimizing erosion and sedimentation, and reducing the occurrence/severity of landslides.

- d) Reducing sediment input into lakes by minimizing erosion, aiding infiltration, retaining runoff, and managing stormwater from roads and upland areas.
- e) Improving water quality by preventing wind mixing, and facilitating infiltration and vegetative uptake of nutrients and pollutants.
- f) Providing habitat for wildlife, including connectivity for travel and migration corridors.

- S G.2.** Clearing and thinning should be limited, to minimize adverse impacts on ecological functions and values, and to protect slope stability. Vegetation conservation is encouraged to protect shoreline ecological functions and aesthetics.

## H. Site Planning

- S H.1.** New shoreline uses and developments should be designed in a manner that directs land alteration to the least sensitive portions of the site to maximize vegetation conservation; minimize impervious surfaces and runoff; protect riparian, nearshore, and wetland habitats; protect fish and wildlife and their habitats; protect archaeological, historic, and cultural resources; and preserve aesthetic values.
- S H.2.** Low Impact Development (LID) stormwater management practices are encouraged where site conditions allow in order to minimize impervious surface area and surface runoff in accordance with the Low Impact Development: Technical Guidance Manual for Puget Sound, by Puget Sound Action Team and WSU 2005, SMC 21A.85, and in accordance with the City's adopted stormwater management policies and regulations.
- S H.3.** Where geologic conditions are conducive to infiltration, the City encourages infiltration systems for stormwater that mimic the natural infiltration and ground water interflow processes as long as the infiltration will not create or exacerbate slope instability or degrade water quality.
- S H.4.** New shoreline uses and developments should not deprive other uses and users of reasonable access to navigable waters and/or restrict access of treaty tribes to their "usual and accustomed" areas.

## I. Views and Aesthetics

- S I.1.** New shoreline uses and developments should be encouraged to minimize obstructions of the public's visual access to the water and shoreline from public lands, rights-of-way, and other public property.
- S I.2.** New shoreline uses and developments should not significantly detract from shoreline scenic and aesthetic qualities that are derived from natural or cultural features, vegetative cover, and historic sites/ structures.

## J. Water Quality, Stormwater and Nonpoint Pollution

- S J.1.** New shoreline uses and developments are encouraged to be located, constructed, operated, and maintained to prevent water quality and storm water quantity impacts that would adversely affect shoreline ecological functions, or which could cause significant impact to shoreline aesthetics or recreational opportunities.
- S J.2.** New shoreline uses and developments should incorporate strategies to control phosphorus loading of lakes over the long term.
- S J.3.** New shoreline uses and developments should be designed and operated to minimize the need for chemical fertilizers, pesticides, or other chemical treatments to prevent contamination of surface and ground water and/or soils, and to minimize adverse effects on shoreline ecological functions.
- S J.4.** New shoreline uses and developments are encouraged to minimize impervious surface and incorporate low impact development stormwater management techniques where reasonable to minimize surface water runoff and prevent water quality degradation.
- S J.5.** Point and non-point source pollution should be managed on a comprehensive, basin-wide basis to protect water quality and support the efforts of shoreline property owners to maintain shoreline ecological functions.

# Shoreline

## Shoreline Modification Policies

## K. Boat Launch Ramps, Boating Facilities, Docks, Floats, Mooring Buoys, and Boats/Watercraft Lifts

- S K.1.** The City should assess regional needs for public boat launches so they can be co-located with other compatible water-dependent uses. The City should review proposals for new motorized boat launch facilities with regional recreation providers, including the Washington State Parks Department, adjacent cities, and King County, to avoid duplication and to minimize adverse impacts to shoreline ecological functions and processes. This policy is not intended to limit new locations for the public to launch human-powered watercrafts (such as kayaks and canoes) as long as the developments do not result in the construction of additional launches as defined in (SMC 25.02.010(14)).
- S K.2.** New or expanded public launch ramps and rails should only be sited where they have no negative impact on critical areas or habitat with which priority species have a primary association.
- S K.3.** New private boat launch ramps and rails should be discouraged.
- S K.4.** Private beach clubs, associations of five (5) or more residences with existing facilities, and jointly owned waterfront parcels may have docks, mooring buoys, and floats consistent with the Policies in this section.

## L. Docks, Floats, Mooring Buoys, and Boat/Watercraft Lift (including Boating Facilities)

- S L.1.** New public and private docks, floats, mooring buoys, and lifts should be designed and constructed with appropriate mitigation as required by this Program to ensure no net loss of ecological functions.
- S L.2.** New private docks, floats, and lifts should not be placed in locations where they will impact critical habitats where alternative locations are available.
- S L.3.** New shared or joint-use docks are preferred over single-user docks.

- S L.4.** The type, design, and location of docks, floats, mooring buoys, and lifts should be consistent with applicable state and federal regulations and compatible with the area in which they are located. The City should consider shoreline characteristics, shoreline functions and processes, wind and wave action, water depth, aesthetics, and adjacent land and water uses when assessing compatibility.

## **M. Dredging**

- S M.1.** Dredging should only be allowed in the following circumstances:
  - a)** When needed to facilitate ecological restoration or enhancement; or
  - b)** When needed to construct facilities for public access or water-oriented public recreation.
- S M.2.** New development should be sited and designed to avoid the need for maintenance dredging.
- S M.3.** When allowed, dredging should be planned and operated to minimize adverse impacts to shoreline ecology, to existing shoreline uses, and to minimize interference with navigation.
- S M.4.** Dredging for the primary purpose of obtaining fill material to create uplands is not allowed.

## **N. Filling and Excavation**

- S N.1.** Fill and excavation should be allowed only in association with a permitted use/development, and where allowed, should be the minimum necessary to accommodate the proposed use.
- S N.2.** Filling and excavation should not be allowed where structural shoreline stabilization would be needed to prevent the fill from eroding.
- S N.3.** The perimeter of fill and excavation activities should be designed to avoid or eliminate erosion and sedimentation impacts, both during initial fill and excavation activities and over time.
- S N.4.** When allowed, filling and excavation should be conducted so that water quality, habitat, hydrology, and drainage patterns are not adversely affected.
- S N.5.** Excavation waterward of the ordinary high-water mark shall be considered dredging and shall be subject to the dredging policies and regulations of this Program.

## **O. Shoreline Stabilization**

- S O.1.** New developments should be designed and located to avoid the need for new stabilization measures.
- S O.2.** Bulkheads and other forms of hard structural shoreline stabilization should be discouraged. Bulkhead alternatives that implement bioengineering and bio-stabilization methods should be used where reasonable.
- S O.3.** Shoreline stabilization including bulkheads and bulkhead alternatives should be located, designed, and maintained to minimize adverse effects on shoreline ecology, including effects on the project site and adjacent properties over time. Probable effects of proposed shoreline stabilization on ongoing shoreline processes and functions should be fully evaluated for consistency with this Program.
- S O.4.** Shoreline stabilization should be located and designed to fit the physical character of a specific shoreline reach, which may differ substantially from adjacent reaches.
- S O.5.** Shoreline stabilization should not interfere with existing or future public access to public shorelines or with other appropriate shoreline uses.
- S O.6.** Shoreline stabilization projects on public lands should be designed to accommodate multiple use, restoration, and/or public access, provided that safety and ecological protection are fully addressed.
- S O.7.** Failing, harmful, unnecessary, or ineffective shoreline stabilization structures should be removed, and shoreline ecological functions should be restored using bulkhead alternatives.
- S O.8.** The City should facilitate voluntary enhancement and restoration projects that replace hard structural shoreline stabilization with bulkhead alternatives and bio-engineered approaches. The City should provide technical assistance, education, and regulatory incentives for hard structural shoreline stabilization removal and restoration.
- S O.9.** Where existing legally established bulkheads are substantially repaired or replaced, property owners should make reasonable efforts to incorporate bioengineering and fisheries habitat enhancement design elements to minimize adverse effects on shoreline functions.

## **P. Residential Use**

- SP.1.** Single-family residences and their normal appurtenant structures, including accessory dwelling units, are a preferred shoreline use when developed in a manner consistent with control of pollution and prevention of damage to the natural environment. New residential development in the shoreline jurisdiction should be located and designed to minimize adverse effects on shoreline process and functions. Residential development should not be allowed to result in a net loss of shoreline ecological functions.
- SP.2.** New structures for uses accessory to residential development should minimize impervious surface and vegetation clearing, be visually and physically compatible with adjacent shoreline features, and be reasonable in size and purpose.
- SP.3.** New residential developments should be encouraged to protect, enhance, and restore shoreline ecological functions using low impact development stormwater management techniques and other conservation measures.
- SP.4.** Dwelling units should not occur over water.

## **Q. Recreational Use**

- SQ.1.** Public recreational development should be located on public lands to facilitate the public's ability to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline.
- SQ.2.** Public recreational development should incorporate public education regarding shoreline ecological functions and processes, the effect of human actions on the environment, and the role of the public in shoreline management.
- SQ.3.** Public recreational development should be located where existing infrastructure (utilities and roads) is adequate, or may be provided without significant damage to shoreline features, commensurate with the number and concentration of anticipated users.
- SQ.4.** Public recreational development should use low-impact development stormwater management techniques and other methods that protect, enhance, and restore shoreline ecological functions where reasonable.

## **R. Transportation Use Policies**

- SR.1.** New public transportation uses and facilities should be located outside of the shoreline jurisdiction unless alternative locations are infeasible, or the transportation facility is required to serve water-dependent public uses.
- SR.2.** When required, new transportation uses and facilities should be planned to fit the topographical characteristics of the shoreline and to minimize alterations to the shoreline environment.
- SR.3.** When existing public transportation uses and facilities located within shoreline jurisdiction require maintenance or other improvements to address public health and safety, the maintenance/improvement should be designed and implemented to minimize additional impacts on the shoreline environment, and consideration should be given to correcting past impacts caused by the transportation facility.
- SR.4.** Public transportation development should use low-impact development stormwater management techniques and other methods that protect, enhance, and restore shoreline ecological functions where reasonable.

## **S. Utility Use**

- SS.1.** New public or private utilities should be located inland from the land/water interface, preferably outside of shoreline jurisdiction, unless:
  - a)** They have a water-dependent component such as a water intake or outfall;
  - b)** Water crossings are unavoidable;
  - c)** Other locations are infeasible; or
  - d)** They are required for authorized shoreline uses consistent with this Program.
- SS.2.** Utilities should be located and designed to avoid public recreation and public access areas, as well as significant natural, historic, archaeological, or cultural resources.
- SS.3.** Development of pipelines and cables, particularly those running roughly parallel to the shoreline, and development of facilities that may require periodic maintenance that would disrupt shoreline ecological functions, should be discouraged except where no other reasonable alternative exists.

- SS.4.** When existing utilities located within shoreline jurisdiction require maintenance or other improvements to address public health and safety, the maintenance/improvement should be designed and implemented to minimize additional impacts on the shoreline environment and consideration should be given to correcting past impacts caused by the utility.
- SS.5.** Public utility development should use low-impact development stormwater management techniques and other methods that protect, enhance, and restore shoreline ecological functions where reasonable.
- SS.6.** When new utilities are to be located within shoreline jurisdiction, they should be installed in such a manner to achieve no net loss of ecological function. City of Sammamish Shoreline Master Program

## **T. Agricultural Use**

- ST.1.** New agricultural operations should be discouraged.
- ST.2.** Existing agricultural operations may continue consistent with the goals, policies, and regulations of this Program.

# Capital Facilities & Utilities



# Introduction & Vision Connection

Capital facilities and utilities together encompass the essential public services that support Sammamish. Capital Facilities refers to a broad spectrum of public infrastructure and amenities, including streets, parks, schools, libraries, stormwater, public safety, and government services. The Utilities section covers electricity and energy usage, water and sewer service, telecommunications, and waste services.

Collectively, this combined Capital Facilities & Utilities Element helps the City to ensure that the right services are in the right places to best support the development planned for across the other elements of the Plan. Consistent with this direction, goals, policies, and strategies in this element guide the City to develop and maintain facilities that adequately support new development, address past deficiencies, and maintain stated Levels of Service (LOS).

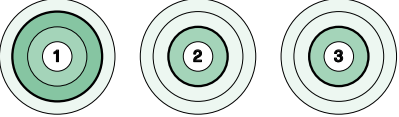
Consistent with Sammamish’s Vision to be an equitable and sustainable community, the Capital Facilities & Utilities Element’s goals, policies, and strategies support environmental sustainability in the design and operation of facilities and services, and emphasize the importance of rectifying inequities in the community.

Background information for this element can be found in Volume II, which contains the data and analyses that provide the foundation for the goals, policies, and strategies below.

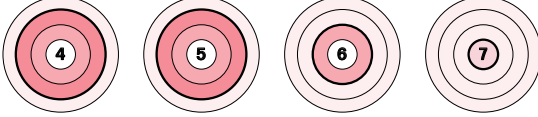
**LEVEL OF SERVICE**

Level of Service (LOS) is a measure of the quality and effectiveness of a municipal service or facility, gauging how well it meets the needs of the population. LOS can be tailored to specific contexts and can vary in its criteria and measurement methods, but the core idea remains the same: assessing and ensuring the quality of service delivered to Sammamish residents.


**Sustainable Natural Environment**



**Equitable Social Environment**



**Viable Economic Development**



**The combined Capital Facilities & Utilities Element supports the anticipated residential and commercial growth in the city.**

# Levels of Service

## City-Owned Facilities

Capital Facility	Level of Service
General Government Services	1.0 square foot per capita, or as otherwise determined through the City Civic Center/Park Study and Master Plan Process.
Local Parks <a href="#">[link]</a>	Maintain existing LOS of 9.9 acres of parkland per 1,000 residents
Surface Water <a href="#">[link]</a>	<p>Conveyance—Minimum Standards, to be Implemented in accordance with the Surface Water Management Plan.</p> <p>Existing Systems—10-year design storm, 24-hour period.</p> <p>New Systems—25-year design storm, 24 hour period, downstream analysis, review 100-year storm event to avoid substantial flooding.</p>
Transportation <a href="#">[link]</a>	<p>MMLOS (Multimodal Level of Service) is included in the new Transportation Master Plan (TMP), and brings forward new measures addressing Transit, Pedestrian, and Bicycle LOS. Traditional vehicular LOS is also detailed in the TMP.</p> <p>For a complete discussion of all transportation-related LOS, please refer to the TMP.</p>

## Partner-Owned Facilities

Capital Facility		Level of Service
Eastside Fire and Rescue District <a href="#">[link]</a>		<p>9-minute response time by first arriving aid unit for 90% of calls</p> <p>10-minute response time by first arriving fire truck for 90% of calls</p> <p>Meet state/federal guidelines for minimum number of firefighters at scene of an emergency without reliance on automatic aid</p>
Schools	Issaquah School District <a href="#">[link]</a>	<p>Average students per class room:</p> <p>20 (grades K-5)</p> <p>26 (grades 6-8)</p> <p>28 (grades 9-12)</p> <p>12 (Special Education classes)</p>
	Lake Washington School District <a href="#">[link]</a>	<p>Average students per class room:</p> <p>20 (grades K-1)</p> <p>23 (grade 2-3)</p> <p>27 (grade 4-5)</p> <p>30 (grades 6-8)</p> <p>32 (grades 9-12)</p>
	Snoqualmie Valley School District <a href="#">[link]</a>	<p>Average students per class room:</p> <p>17 (grades K-2)</p> <p>17 (grade 3)</p> <p>27 (grades 4-5)</p> <p>27 (grades 6-8)</p> <p>30 (grades 9-12)</p> <p>12 (Special Education classes)</p>

Capital Facility		Level of Service
King County Metro <a href="#">[link]</a>		Metro Transit uses service guidelines to plan and manage the transit system and to enable the public to see the basis of proposals to expand, reduce, or revise service. The 2021 update to Metro's Service Guidelines includes substantial changes to incorporate a stronger focus on advancing equity and addressing climate change, as outlined in the Mobility Framework's recommendations and guiding principles.
Sound Transit <a href="#">[link to Service Standards]</a> <a href="#">[link to Transit Development Plan]</a>		Sound Transit makes use of their Service Standards and Performance Measures to help plan and manage Sound Transit service, as well as their Transit Development Plan to assess facilities needs and direct future growth.
Water	Sammamish Plateau Water and Sewer District <a href="#">[link]</a>	224 gallons per household (ERU) per day
	Northeast Sammamish Sewer and Water District <a href="#">[link]</a>	209 gallons per household (ERU) per day

## Utilities

Provider	Capital Facility
Puget Sound Energy	Electric power
Puget Sound Energy	Natural gas distribution
Williams Northwest Pipeline	Natural gas pipeline
Comcast	High speed cable
Republic Services	Primary waste hauler in Sammamish
Waste Management	Minor collection areas, being phased out by end of 2026

# Capital Facilities

## Goals, Policies, & Strategies

### **CF 1 Provide capital facilities and public services necessary to support existing and new development envisioned in the Land Use Element.**

- CF 1.1.** Plan capital facilities that have the capacity and are located to serve existing development and future growth planned in the Land Use Element.
- CF 1.2.** Provide all capital facilities necessary to support related services that are the responsibility of the City.
- CF 1.3.** Coordinate with other agencies for their provision of water, sewer, fire protection, schools, library services, and transit.
- CF 1.4.** Coordinate service and facility planning with counties, tribes, and special purpose districts to support the Regional Growth Strategy.
- CF 1.5.** Incorporate by reference, to the extent not inconsistent or in conflict with City plans or regulations, the following plans:
  - a)** Schools: Issaquah School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan, and Snoqualmie Valley School District Capital Facilities Plan.
  - b)** Water: Sammamish Plateau Water and Sewer District Water Comprehensive Plan, and Northeast Sammamish Sewer and Water District Water Comprehensive Plan.
  - c)** Sewer: Sammamish Plateau Water and Sewer District Comprehensive Wastewater Plan, and Northeast Sammamish Sewer and Water District Sewer Comprehensive Plan.
  - d)** Stormwater: City of Sammamish Stormwater Comprehensive Plan.
  - e)** Transportation: "Metro Connects" (King County Long-Range Plan; PSRC Regional Transportation Plan); and "Sound Move Ten-Year Regional Plan" (Sound Transit).

- CF 1.6.** Participate in processes for determining the location of capital facilities of regional or statewide importance.
- CF 1.7.** Ensure appropriate mitigation if Sammamish is selected as a site for a regional or statewide capital facility, or is otherwise impacted by a regional or statewide facility's development, expansion, or operation.

### **CF 2 Provide adequate capital facilities that address past deficiencies, meet the needs of growth, and enhance the quality of life through acceptable levels of service.**

- CF 2.1.** Maintain appropriate levels of service (LOS) for City-provided capital facilities and services, as well as those facilities and services provided by other agencies.
- CF 2.2.** Coordinate with other agencies to ensure that the LOS for water, sewer, fire protection, schools, library, and transit are consistent between the providers' plans and this Capital Facility Plan (CFP).
- CF 2.3.** Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.
- CF 2.4.** Identify needs for additional capital facilities based on adopted LOS and forecasted growth, and determine the means and timing for providing needed additional facilities.
- CF 2.5.** Provide capital facilities that achieve the LOS concurrent with development as defined in City code and Washington State law.
- CF 2.6.** Adopt, support, and maintain a police strategic plan.

### **CF 3 Strive for planned capital facilities that are projected to be financially feasible.**

- CF 3.1.** Identify specific sources and realistic projected amounts of public money that will provide full funding for the capital improvement projects needed for existing and future development.
- CF 3.2.** Identify the process and actions needed to develop and implement new or increased sources of revenue that are needed to make the CFP financially feasible.

**CF 3.3.** Charge impact fees when the City Council determines that new development should pay its proportionate share of the capital facilities that it needs. Impact fees may be spent on the following capital facilities:

- a) Public streets and roads;
- b) Publicly owned parks;
- c) Open space and recreation facilities;
- d) School facilities; and
- e) Fire protection facilities.

**CF 3.4.** Use local funding to leverage other resources, such as grants, public/private partnerships, and investments by businesses locating in Sammamish.

**CF 3.5.** Utilize debt as a means of paying for capital facilities projects to provide flexibility and preserve financial stability.

**CF 3.6.** Plan revenue sources to provide adequate funding to serve projected growth at adopted levels of service.

**CF 3.7.** Use the City's CIP and TIP as the short-term processes for implementing the long-term CFP.

**CF 3.8.** Prioritize funding capital improvements that are needed to correct existing deficiencies or maintain existing LOS over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

**CF 4 Design and locate capital facilities with features and characteristics that support the environment, consider social equity, and are energy efficient, aesthetically pleasing, technologically innovative, cost-effective, and sustainable.**

**CF 4.1.** Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions, environmental stewardship, and resiliency against natural disasters.

**CF 4.2.** Design natural infrastructure into projects whenever feasible to mimic ecological processes and minimize the need for built infrastructure.

**CF 4.3.** Reduce energy use and consumption of potable water by City buildings and operations, and promote the use of renewable energy

sources.

**CF 4.4.** Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.

**CF 4.5.** Design capital facilities that are adaptable, with flexibility to expand as the city grows, and ensure that facility design is based on a lowest life-cycle cost philosophy.

**CF 4.6.** Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, reduce travel demand, and minimize disruption to the community.

**CF 4.7.** Promote water reuse and water conservation opportunities that align with state or district water conservation goals.

**CF 4.8.** Collaborate with providers so their facilities support the environment, energy efficiency, aesthetics, technological innovation, cost effectiveness, and sustainability.

**CF 4.9.** Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.

**CF 5 Maintain capital facilities so that they are reliable, functional, safe, sanitary, attractive, efficient, disaster resilient, and financially sustainable.**

**CF 5.1.** Maintain public spaces and capital facilities and enhance their appearance.

**CF 5.2.** Use schedules and plans for upgrading or enhancing the disaster resiliency of capital facilities, and for replacement of said facilities upon completion of their useful lives. Ensure new facilities are sited with future climate-related hazards in mind.

**CF 5.3.** Provide capital facilities that minimize operating and maintenance costs, mitigating the risk of damage due to natural hazards.

**CF 5.4.** Safeguard City assets through a system of asset management that establishes maintenance, rehabilitation, and replacement schedules and LOS for each asset, aiming for performance longevity and reduced life cycle costs.

**CF 5.5.** Ensure one or more City-owned facilities can serve as a resiliency hub and provide shelter to residents during a natural disaster.

# Utilities

## Goals, Policies, & Strategies

### **U1 Ensure development and the maintenance of all utilities at levels of service adequate to accommodate existing and projected growth.**

- U 1.1.** Support the timely expansion, maintenance, operation, and replacement of utility infrastructure to meet anticipated demand for growth identified in the Land Use Element.
- U 1.2.** Utilize franchise agreements with utility providers and interlocal agreements with public utility providers as a means to protect and advance adopted City goals and policies.
- U 1.3.** Ensure that water and sewer plans are coordinated with and support the City's Comprehensive Plan.
- U 1.4.** Engage and collaborate with water and sewer service providers to ensure their sewer and water plans align with development plans to provide capacity and infrastructure to meet the growth and development needs of the city.
- U 1.5.** Provide stormwater systems that minimize or eliminate adverse impacts to natural watercourses, address rate of discharge and water quality, and strive to approximate predevelopment levels of infiltration.

### **U2 Support coordination with service providers to minimize cost and service disruption.**

- U 2.1.** Coordinate the timing of construction activities with public and private utilities to minimize disruption to the public and reduce costs of utility delivery.

### **U3 Encourage placement, siting, and design of utilities to support climate resiliency and promote social equity, prioritizing service in historically underserved areas of the community.**

- U 3.1.** Promote the undergrounding and co-locating of utilities where physically and financially feasible and in coordination with local utilities.
- U 3.2.** Require new development to include undergrounding infrastructure in the right-of-way. Issue, own, and maintain franchise agreements for future utilities and said undergrounding.
- U 3.3.** Encourage aesthetically compatible design of above-ground utility facilities.
- U 3.4.** Minimize the visual impacts of telecommunications facilities and towers in the community.
- U 3.5.** Promote wildlife habitat corridor connections and recreational use of utility corridors, such as trails, sports courts, or similar facilities, where safe and appropriate.

### **U4 Facilitate citywide utility services that are consistent, reliable, equitable, competitive, and financially sustainable.**

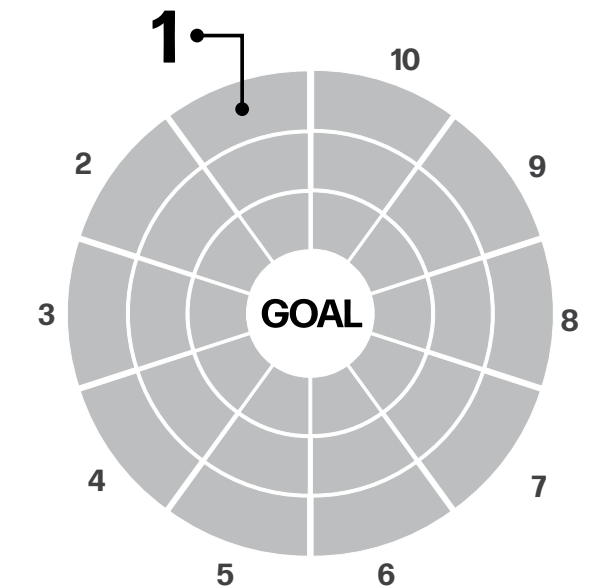
- U 4.1.** Coordinate with public and private utility providers to advocate for affordable utilities.
- U 4.2.** Seek to maximize effectiveness, efficiency, and resiliency of community utility services and identify and remove barriers to these ends.
- U 4.3.** Support the provision of high-quality telecommunication services in both current and emergent technologies throughout the community.
- U 4.4.** Coordinate with non-City-owned utilities to ensure that energy and telecommunications resources are available to support the proposed land use plan.
- U 4.5.** Pursue an increase in bandwidth of telecommunication services to enhance community internet access.
- U 4.6.** Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.
- U 4.7.** Support ongoing vegetation management in proximity to electrical utility facilities in order to maintain system reliability.

# Capital Facilities & Utilities

## Goals and the Community Vision

The following pages show the relationship between individual Capital Facilities & Utilities Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

Vision Statement



### VISION STATEMENTS

#### Sustainable Natural & Built Environment

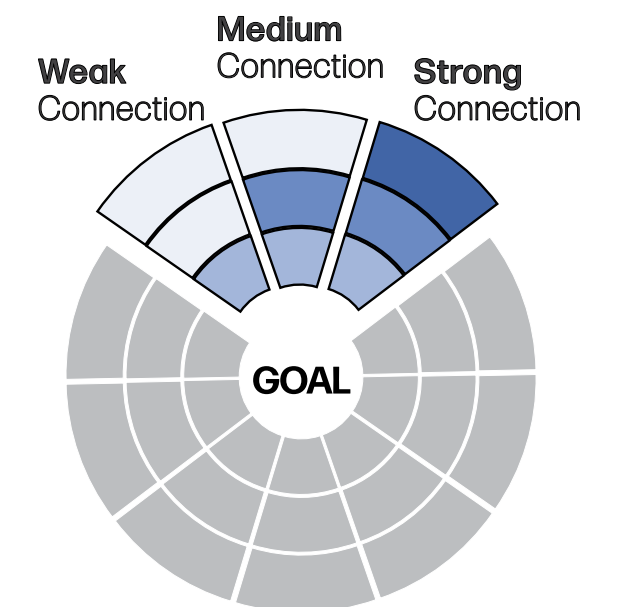
- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

#### Equitable Social Environment

- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

#### Viable Economic Development

- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City



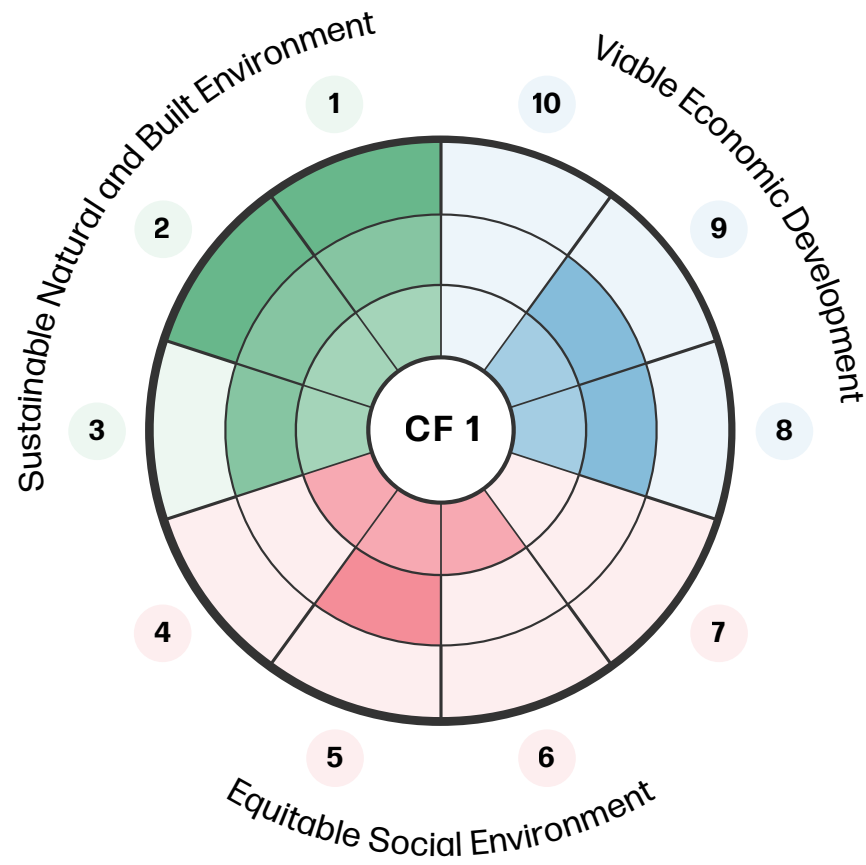
Strength of Connection between Vision Statement and Goal

### U5 Encourage movement towards low-carbon energy sources, incorporating new and advancing technologies to reduce overall demand and enhance service to the community.

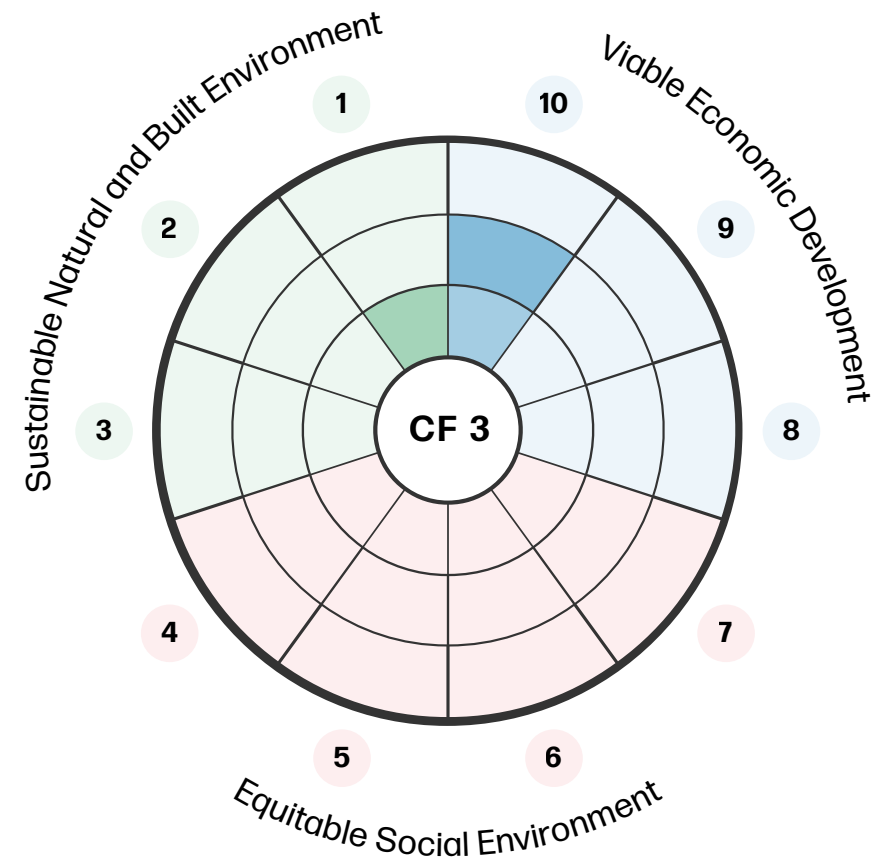
- U 5.1. Collaborate with and support private and public energy utility providers in the transition to renewable energy sources.
- U 5.2. Facilitate the development of community-owned, small-scale renewable energy generation projects.

### U6 Encourage conservation of water and protect water quality.

- U 6.1. In partnership with water districts, promote conservation through a variety of technologies and methods that allow residents, businesses, schools, and other entities to monitor and adjust usage, including tools such as rain sensors for automatic sprinkler and irrigation systems, low flow toilets, and re-use of greywater.
- U 6.2. Ensure that new development is connected to sanitary sewer, and support a long-term strategy to convert existing development from septic systems to sanitary sewer.
- U 6.3. Support development of a strategy for phased conversion to sewers where appropriate that coordinates public and private interests and creates a model for shared public/private funding.
- U 6.4. Work with water and sewer districts to provide technology and education to assist customers in detecting leaks.
- U 6.5. In partnership with solid waste service providers, educate watershed residents and businesses regarding the collection and proper disposal of household hazardous waste.
- U 6.6. In partnership with King County and solid waste service providers, provide opportunities for the recycling of all hazardous and nonhazardous wastes, including items that are not often eligible for curbside collections.

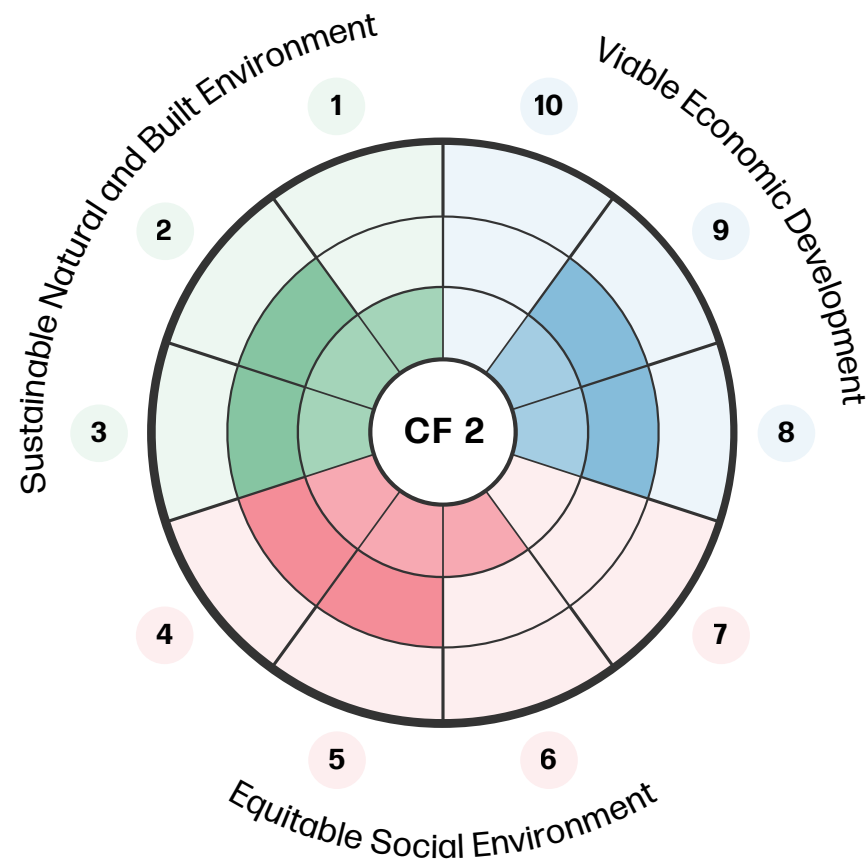


**CF1** Provide capital facilities and public services necessary to support existing and new development envisioned in the Land Use Element.

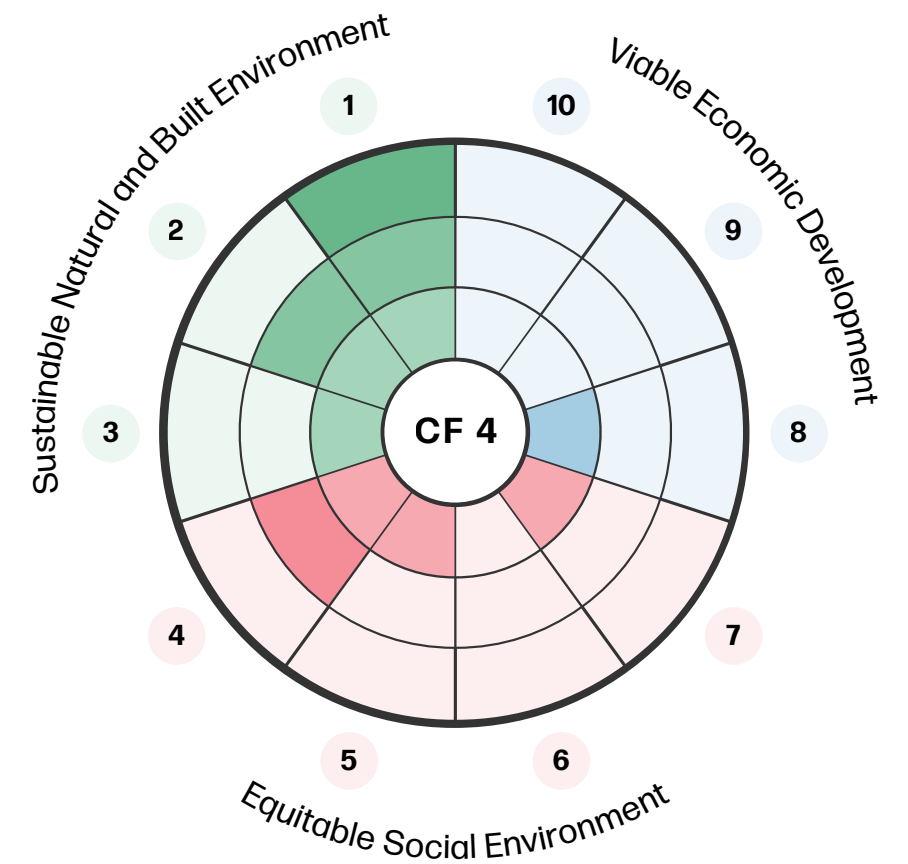


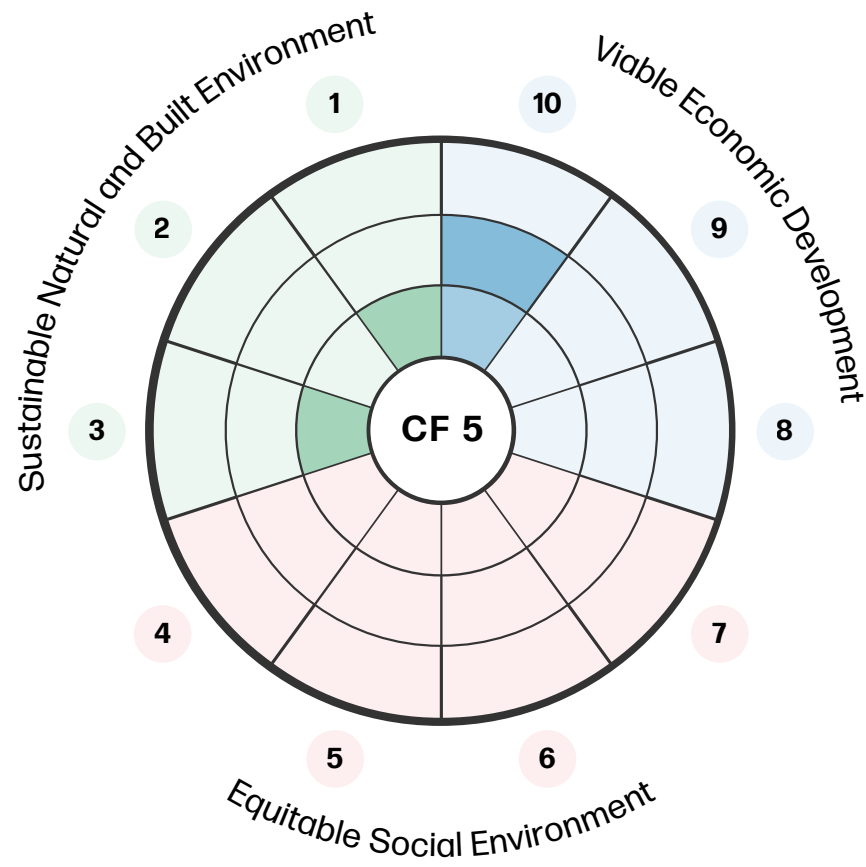
**CF3** Strive for planned capital facilities that are projected to be financially feasible.

**CF2** Provide adequate capital facilities that address past deficiencies, meet the needs of growth and annexations and enhance the quality of life through acceptable levels of service.

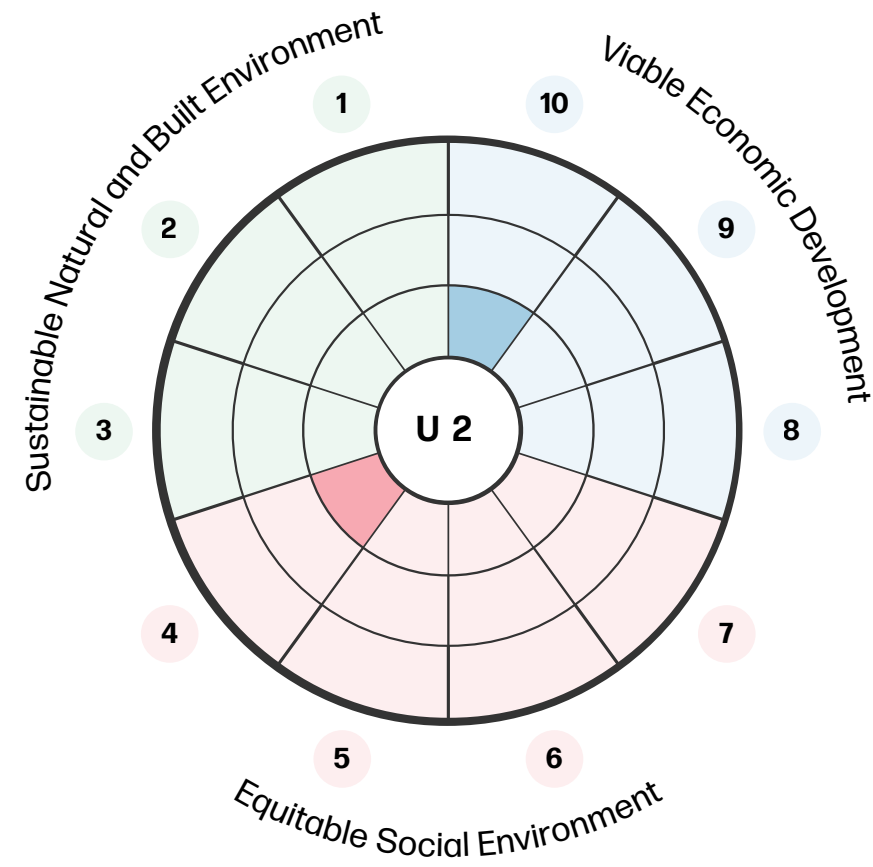


**CF4** Design and locate capital facilities with features and characteristics that support the environment, consider social equity, and are energy efficient, aesthetically pleasing, technologically innovative, cost-effective, and sustainable.

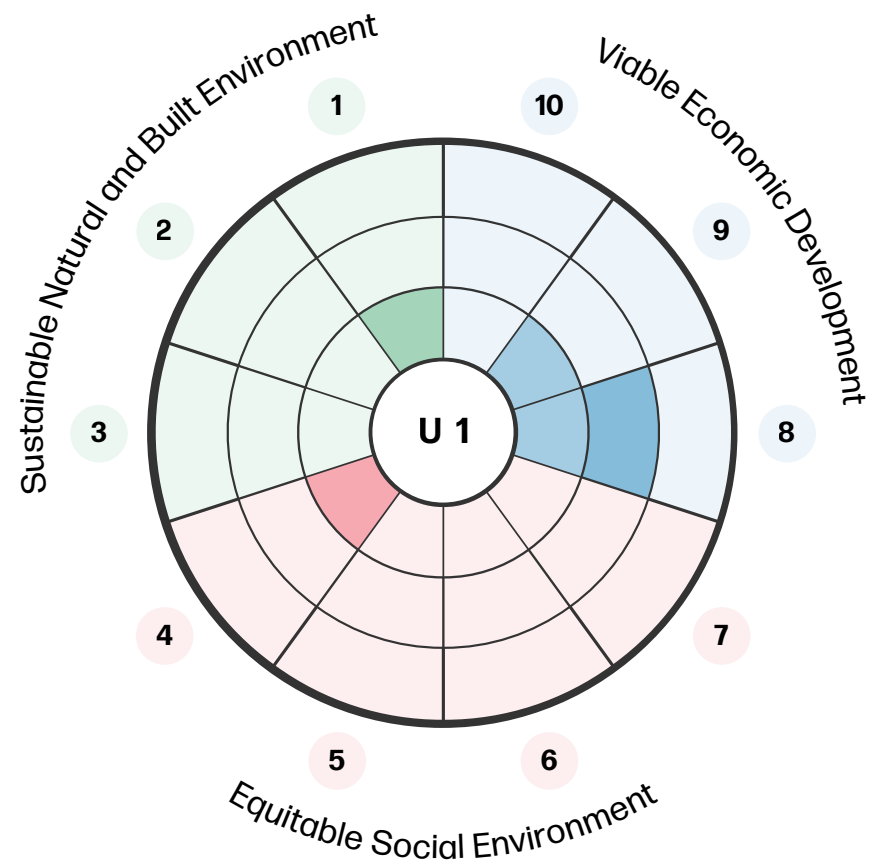




**CF5** Maintain capital facilities so that they are reliable, functional, safe, sanitary, attractive, efficient, disaster resilient, and financially sustainable.

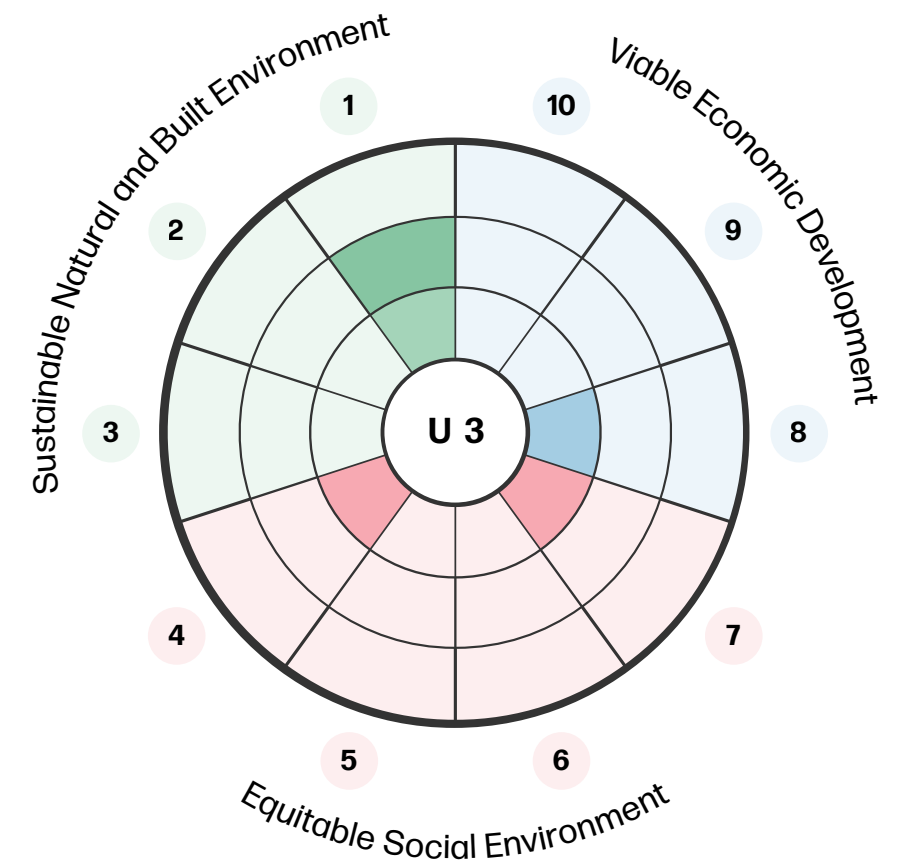


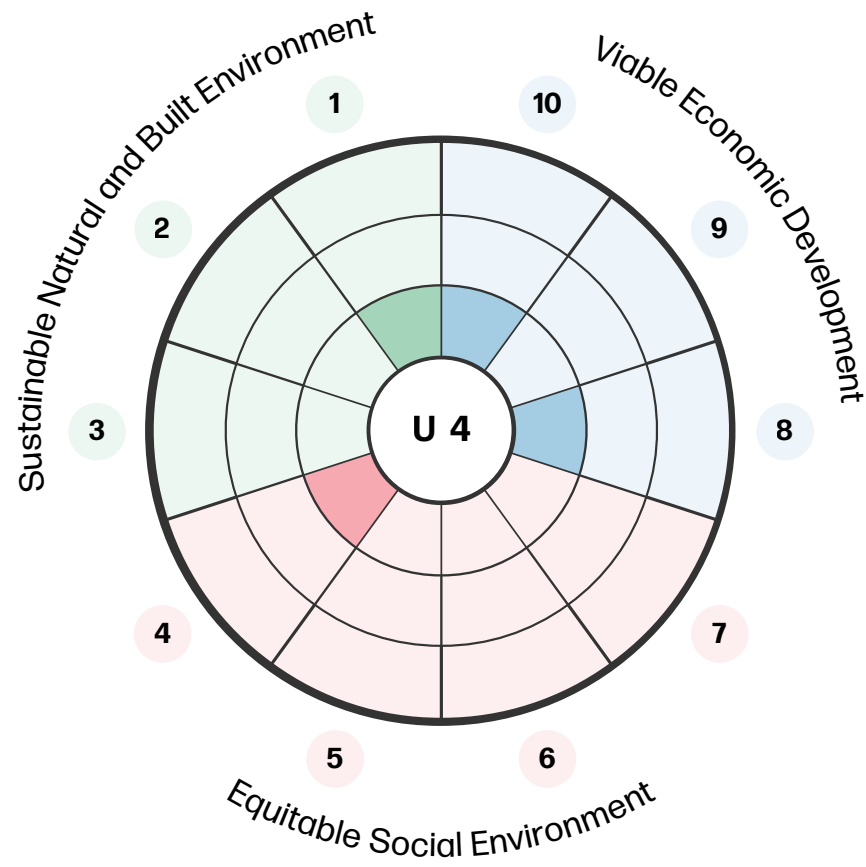
**U2** Support coordination with service providers to minimize cost and service disruption.



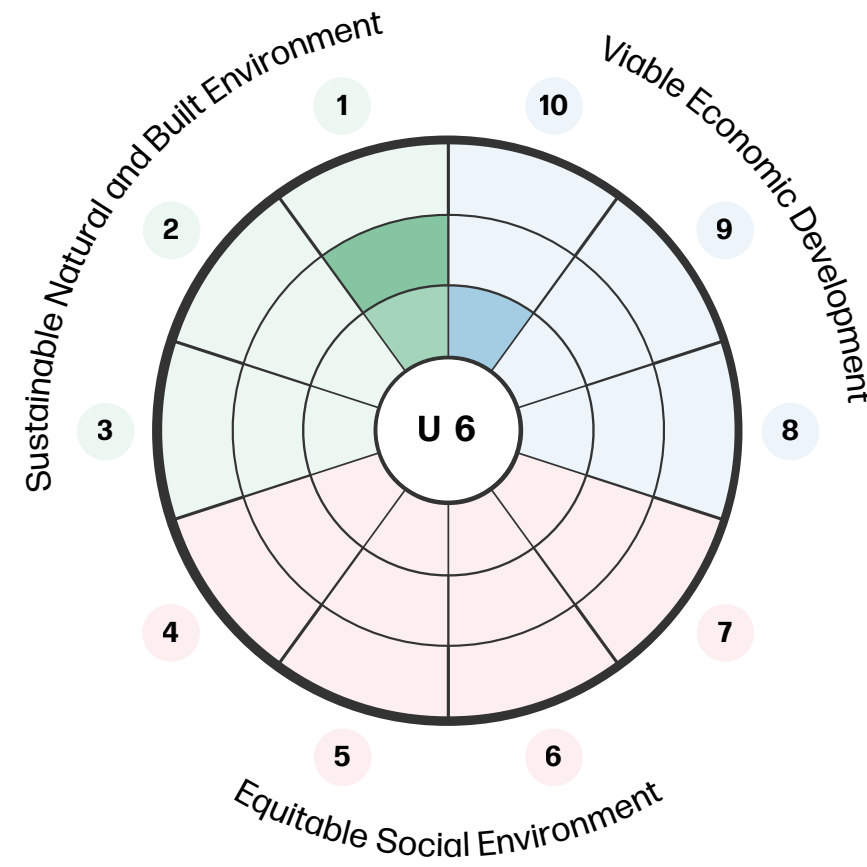
**U1** Ensure development and the maintenance of all utilities at levels of service adequate to accommodate existing and projected growth.

**U3** Encourage placement, siting, and design of utilities to support climate resiliency and promote social equity, prioritizing service in historically underserved areas of the community.



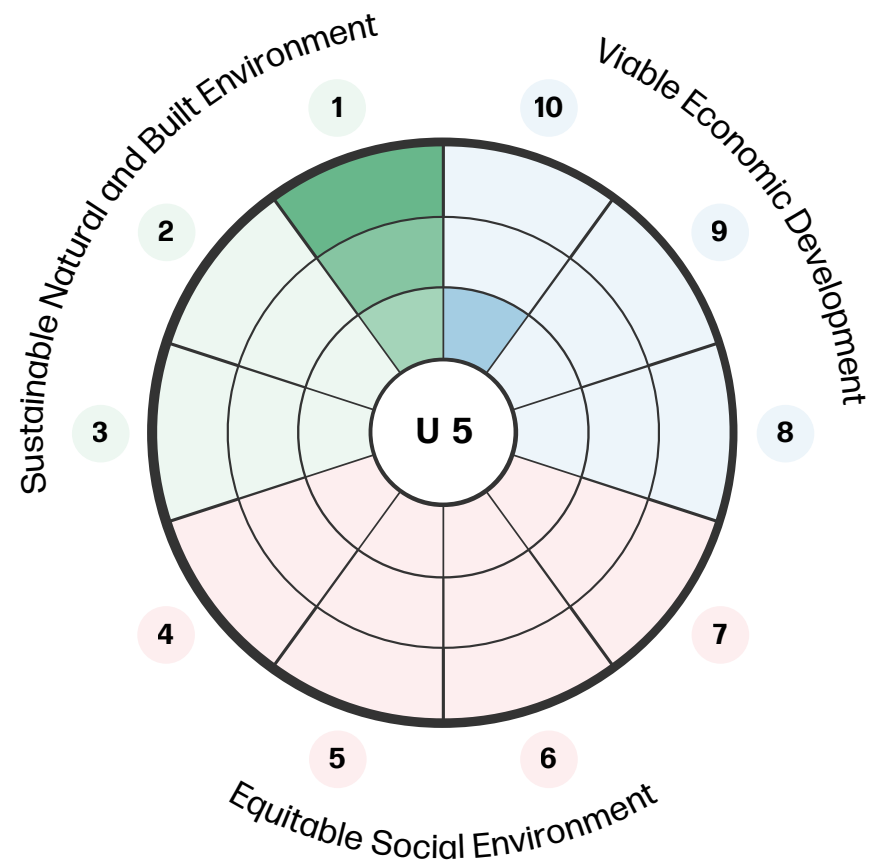


**U4** Facilitate citywide utility services that are consistent, reliable, equitable, competitive, and financially sustainable.



**U6** Encourage conservation of water and protect water quality.

**U5** Encourage movement towards low-carbon energy sources, incorporating new and advancing technologies to reduce overall demand and enhance service to city residents.



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# Climate Change & Resiliency



# Introduction & Vision Connection

Washington's social, economic, and environmental systems face significant climate risks due to human activities and increasing greenhouse gas (GHG) emissions. The state is already experiencing the effects of global warming, such as wildfires and extreme heat events. To minimize the negative effects of climate change, it is crucial to reduce or eliminate the sources and amounts of these gases as well as to support natural and built environments that alleviate climate change-related public health and economic impacts. The future is not set in stone, and implementing effective strategies to reduce carbon footprints, lower risks, and increase resilience can help create a more sustainable and equitable City of Sammamish.

The Climate Change & Resiliency Element of the comprehensive plan outlines the actions the City of Sammamish will undertake to reduce overall GHG emissions generated within the city without displacing those emissions to other parts of the state. This element also provides numerous sustainability and healthy community goals and policies, including vehicle miles traveled (VMT) reduction, livable communities, water conservation, clean transportation, and protection of habitat areas. By incorporating the Climate Change & Resiliency Element into the comprehensive plan, the City of Sammamish establishes holistic goals for greenhouse gas emission reduction and improves the community's resiliency to the impacts of climate change.

# Planning Themes

The City of Sammamish's Climate Change & Resiliency Element is deeply anchored in regional collaborations, state policies, and local initiatives. Notably, this element focuses on guiding principles for the City of Sammamish that will result in reductions to GHG emissions and VMT, many of which overlap with goals, policies, and strategies from multiple plan elements. This element is broken into focus areas that include:

## Buildings, energy usage, and municipal waste

- Buildings, energy usage, and waste generation comprise a large portion of emissions globally and within the City of Sammamish. The strategies in this focus area build upon the City's previous work addressing sustainable building practices through Comprehensive Planning efforts and regional initiatives.
- Reducing emissions from building energy use poses an opportunity for numerous co-benefits, including human health, economic development, and cost savings.

## Transportation - reduction of vehicle miles traveled

- Climate Change & Resiliency Element goals, policies, and strategies emphasize sustainable mobility. Updates to the Transportation and Land Use Elements will include short- and long-term strategies to increase multimodal transportation within the city and connections to the broader region, as well as the creation of more dense and walkable housing in proximity to existing transit options, all of which will support the City's GHG reduction goals.

- Climate Change & Resiliency Element goals, policies, and strategies overlap with desired Transportation and Land Use goals, including a focus on reducing emissions from passenger vehicles, reimagining mobility within the city, and planning for intentional land use decisions.
- Climate burdens and benefits are not felt equally across different groups within and beyond the city. The City strives to center equity in the implementation of this Element by focusing on co-benefits of actions beyond emissions and energy reduction, including actions that increase human health and lower costs for residents.

# Background & Engagement

## State Mandates

Washington State's HB 1181, enacted in 2023, introduces comprehensive changes to the Growth Management Act (GMA) to address climate change by requiring local comprehensive plans to include a climate element with resilience and greenhouse gas emissions mitigation sub-elements. The resilience sub-element mandates goals and policies for improving climate preparedness, response, and recovery and is applicable to all counties and cities fully planning under the GMA. The greenhouse gas emissions sub-element, which is mandatory for the state's eleven largest counties and their cities, focuses on reducing emissions and vehicle miles traveled, emphasizing economic, environmental, and social co-benefits, and prioritizing environmental justice.

The new legislation sets forth a framework for cities and counties to incorporate

**Sustainable Natural Environment**  
1 2 3

**Equitable Social Environment**  
4 5 6 7

**Viable Economic Development**  
8 9 10

**The Climate Change & Resiliency Element affects every element within the Comprehensive Plan and is especially relevant to fostering a sustainable natural environment in Sammamish.**



The Lower Evans Creek Preserve boardwalk

these elements into their comprehensive plans, with specific guidance and funding provisions to support implementation. This element begins to align the City with new legislation; however, to be fully compliant, Sammamish must formally adopt a greenhouse gas reduction sub-element and resilience sub-element by 2029.

### Community Input

Considering the importance of GHG emissions, it was crucial to involve both stakeholders and the community in this project. Numerous meetings and evaluations were conducted with internal and external parties to ensure GHG emissions reduction strategies aligned with local requirements as well as current and upcoming initiatives of partner organizations. Stakeholder engagement also assessed possible challenges the suggested strategies might face and used feedback to adjust strategy language. Priorities for GHG emissions in the City of Sammamish emerged during various

engagement efforts:

- **Community Advisory Groups** – The City established a Community Advisory Group (CAG) to support climate action efforts and provide insight and direction. The CAG provided foundational metrics vital for crafting a robust and quantifiable Climate Action Plan (CAP) and underlined the importance of using the best available data to craft the City’s response to climate change. The CAG also highlighted the need to address the City’s largest sources of emissions, namely residential natural gas emissions.
- **Planning Commission and City Council Meetings** – Elected leaders, commissioners, and members of the public voiced the need for aggressive climate action goals and helped determine the city’s GHG reduction targets.

- **Regional Partners** – City staff reached out to organizations like Puget Sound Energy, King County-Cities Climate Collaboration (K4C), and local school districts to gather data related to GHG emissions for the city.
- **School Districts and Internal Departments** – As part of the Climate Action Planning effort, the team reached out to partner agencies and internal departments to gather feedback on proposed strategies and actions before they were finalized.
- **Earth Day** – During this fun, climate-focused tabling event, City staff built community support for GHG reduction strategies, and heard from residents about their environmental priorities.

### Relationship to Other Elements

The Climate Change & Resiliency Element plays a pivotal role in ensuring that the community's development is sustainable and resilient to the impacts of climate change. The integration of climate change and resiliency considerations into elements like land use, transportation, housing, and economic development ensures a holistic approach to planning that promotes environmental stewardship, reduces greenhouse gas emissions, and prepares the community for the effects of climate change.

## Relationship to Other Plans

### Climate Action Plan

The City of Sammamish's Climate Action Plan (CAP) aims to significantly reduce the City’s carbon footprint and address climate change. Adopted on December 5, 2023, the plan sets ambitious targets, including a 50% reduction in greenhouse gas emissions by 2030 and a 96% reduction by 2050 compared to a 2019 baseline. Additionally, it seeks to decrease per capita vehicle miles traveled by 30% by 2030 and 50% by 2050 relative to a 2016 baseline. To achieve these goals, the CAP includes strategies such as enhancing walkability, promoting electric vehicle use, and transitioning new construction to all-electric appliances and equipment.

### Housing Diversification Toolkit

This toolkit focuses on developing strategies to increase housing options and affordability, which can also have implications for reducing greenhouse gas emissions through smarter urban planning and encouraging sustainable living practices.

### Transportation Master Plan

The City is developing its first Transportation Master Plan (TMP) which will include strategies for a multimodal transportation system to help achieve the City’s transportation vision and goals over the next 20 years. Transportation initiatives that improve public transit, encourage electric vehicle use, and enhance pedestrian and cycling infrastructure are integral to the City's broader sustainability and climate response efforts.

# Climate Change & Resiliency Today

## Climate Change

In 2023, The City of Sammamish developed a greenhouse gas inventory, which uses the most up-to-date data to measure and categorize its contributions to both state and global GHG emissions. This inventory was created following the Greenhouse Gas Protocol for Cities, adopting the geographic-plus boundary method. This approach ensures consistency with regional best practices and aligns with King County's strategy for measuring GHG emissions.

For the baseline year of 2019, the City reported emissions totaling 563,115 metric tons of CO2 equivalent (MTCO2e). The primary sources of the city's GHG footprint are VMT and energy use in both residential and commercial sectors. Consequently, policies and strategies developed to address climate change place a strong emphasis on reducing GHG emissions specifically from VMT and energy consumption.

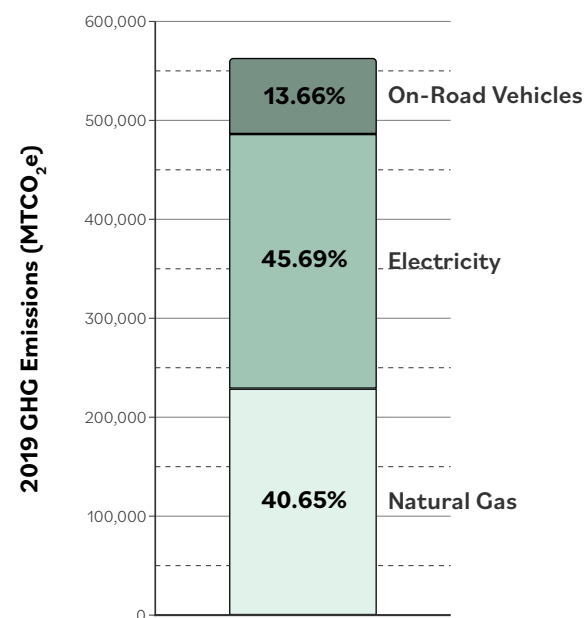


Figure CC-1. 2019 Total Sammamish Emissions

## Resiliency

Steadily rising concentrations of GHGs in the atmosphere are a global issue, but the impacts are felt locally. The City of Sammamish and the greater Pacific Northwest region face serious impacts due to climate change<sup>1</sup>, including:

- Reduced snowpack leading to less water availability in the summer
- Increased drought and wildfire risk, especially with the city's location on the wildland-urban interface
- Increased temperatures, and in particular increased instances of extreme heat events
- Increased intensity of storm events, including wind, snow, and ice storms
- Changes in precipitation patterns, including decreased precipitation in summer and increased precipitation in winter and spring, leading to both droughts and flood events

## Climate Action Plan

### Goal Setting

Sammamish's primary sources of greenhouse gas emissions are residential natural gas usage, transportation, and commercial energy consumption. The City acknowledges that while it can lead by example, successfully meeting GHG and VMT goals demands a collaborative effort from the entire community. The active involvement of community members is crucial for transforming the energy landscape and steering Sammamish towards a more sustainable future.

<sup>1</sup> U.S. Department of Agriculture. 2023. Climate Change Impacts in the Northwest. <https://www.climatehubs.usda.gov/hubs/northwest/topic/climate-change-impacts-northwest>

The City has set forth ambitious goals, including:

- A 50% reduction in greenhouse gas emissions by 2030 and a 96% reduction by 2050, using data from 2019 as the baseline
- A 30% reduction of per capita Vehicle Miles Traveled (VMT) by 2030 and 50% by 2050, relative to a 2016 baseline

### Projections

Achieving the adopted VMT and GHG reduction goals require the City and community take aggressive action. In 2023, the City adopted a Climate Action Plan which enumerates a series of strategic actions to accomplish these goals. The Climate Action Plan is designed within the context of existing state and regional policies also intended to curb carbon emissions. Figure 2 below shows the projected emissions reduction by category (electricity, natural gas, and transportation) for 2019 to 2050 based on local, state, and regional plans if all targets (including CAP targets) are achieved. The graph reveals that natural gas emissions are the largest source of GHG emissions

not addressed by existing carbon reduction strategies.

The City's cautious yet optimistic projections for emission reductions reflect both the challenges and the high stakes involved. Success will be measured not just in the metrics of reduced emissions but in the lived experience of a community that is healthier, more equitable, and resilient.

### Community Contribution

The City of Sammamish stands at a pivotal juncture in its commitment to reducing greenhouse gas emissions and fostering community resilience in the face of climate change. The Climate Change & Resiliency Element embodies the City's strategic vision, marrying robust goals with actionable strategies to curb emissions from key sectors such as transportation, residential, and commercial energy use. However, the efficacy of this plan hinges not just on policy but on the active engagement of every community member. The City recognizes the diverse contributions of residents, businesses, and local stakeholders, understanding that the collective will is paramount to enact meaningful change.

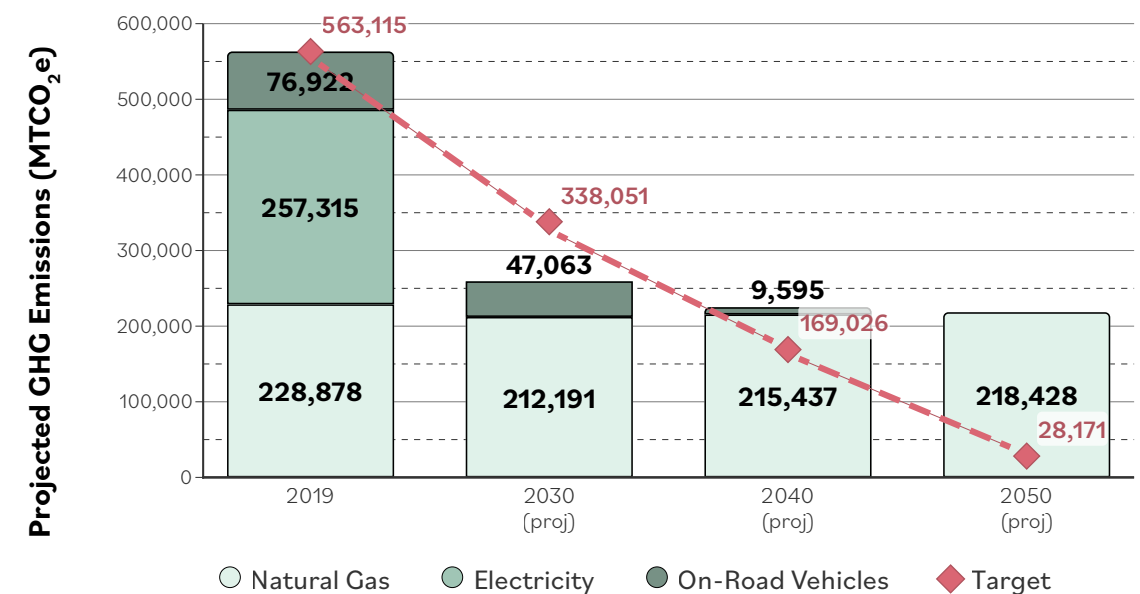


Figure CC-2. Projected GHG Emissions

# Climate Change & Resiliency

## Goals, Policies, & Strategies

### **CC 1 Reduce per capita vehicle miles traveled.**

- CC 1.1.** Decrease auto reliance through sustainable land use planning that encourages dense, mixed-use development patterns.
- CC 1.2.** Promote transit, car-sharing, cycling, walking, and transit-oriented development (TOD) as a strategy for reducing vehicle-related air pollution.

### **CC 2 Increase EV Adoption within the Sammamish Community.**

- CC 2.1.** Support electric vehicles in local government operations.
- CC 2.2.** Encourage electric charging facilities within private development and redevelopment.

### **CC 3 Reduce greenhouse gas emissions citywide.**

- CC 3.1.** Promote building energy efficiency.
- CC 3.2.** Create and revise building policies and codes to promote and incentivize decreased emissions and sustainability practices in the buildings sector.
- CC 3.3.** Promote innovative private, community, or regional energy programs and partnerships such as energy efficiency, renewable energy, and electrification programs for residents and businesses.
- CC 3.4.** Advance community-based education and advocacy to build consumer awareness.
- CC 3.5.** Assess emissions impacts of proposed land use actions when developing local plans and transportation strategies to mitigate land use practices that contribute to disparities in health or environmental outcomes.
- CC 3.6.** Advocate for and advance municipal and community-wide clean transportation.

### **CC 4 Support renewable energy initiatives.**

- CC 4.1.** Advocate for, promote, and support state, regional, and local low-carbon energy programs and initiatives.
- CC 4.2.** Evaluate the potential for renewable, recoverable natural gas in existing systems.

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- CC 4.3.** Pursue public-private partnership to seek funding sources to accelerate clean energy projects.
- CC 4.4.** Partner with PSE to promote energy efficiency programs and initiatives.
- CC 4.5.** Expedite permitting processes related to energy efficiency upgrades.
- CC 4.6.** Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies.
- CC 4.7.** Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs to achieve clean energy goals.
- CC 4.8.** Advocate and collaborate with utility providers to expand grid capacity. Appropriate initiatives include:
  - a)** Promoting and supporting programs designed to decrease load on the grid during times of peak use.
  - b)** Expediting local permitting and approval of projects that advance grid capacity and reliability.
  - c)** Promoting and supporting the growth of customer-owned distributed energy resources.

**CC 5 Strive towards a resilient urban forest and natural landscape tolerant of climate challenges.**

- CC 5.1.** Promote municipal actions that align with the goals of the Urban Forest Management Plan.
- CC 5.2.** Engage with community stakeholders to identify and protect urban ecosystems.
- CC 5.3.** Protect and, where possible, enhance or restore the ecological function and value of areas within the 100-year floodplain.
- CC 5.4.** Pursue opportunities to enhance, restore, adapt, and protect natural habitats and systems.

**CC 6 Partner with water providers to promote water reduction.**

- CC 6.1.** Collaborate with water providers to develop programs and incentives aimed at reducing water use.
- CC 6.2.** Promote community water reduction actions and initiatives.

**CC 7 Promote municipal waste reduction.**

- CC 7.1.** Promote residential waste diversion opportunities, low-carbon purchasing, and community reuse programs.
- CC 7.2.** Minimize the City’s waste stream by reducing purchases, reusing and recycling materials, and promoting programs to encourage reduction, reuse, and recycling.
- CC 7.3.** Dispose of all waste in a safe and responsible manner.

**CC 8 Support the City of Sammamish’s Climate Action Plan and strive towards continued improvement in sustainability.**

- CC 8.1.** Support and engage in multi-jurisdictional efforts to address the impacts of climate change.
- CC 8.2.** Create opportunities for residents to learn about and engage in climate resilience and response planning efforts.
- CC 8.3.** Assess climate change impacts when conducting review of proposed land use and transportation actions and programs.
- CC 8.4.** Ensure equitable access to information and resources to empower community and individual action.

**CC 9 Prepare for all hazards and emergencies.**

- CC 9.1.** Support and promote all hazard preparedness efforts.
- CC 9.2.** Increase resilience of buildings and infrastructure through investment in planning and code development.
- CC 9.3.** Mitigate the environmental impacts of development in areas with landslide hazard, steep slopes, and Erosion Hazard Near Sensitive Water Body Overlays.
- CC 9.4.** Identify and implement strategies for reducing residential development pressure in the wildland-urban interface.
- CC 9.5.** Support PSE’s wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

# Climate Change & Resiliency

## Goals and the Community Vision

The following pages show the relationship between individual Climate Change & Resiliency Goals and the Community Vision Statements. The stronger the connection between a Goal and a Vision Statement, the more bars are highlighted in the corresponding 'slice' of the chart.

### VISION STATEMENTS

#### Sustainable Natural & Built Environment

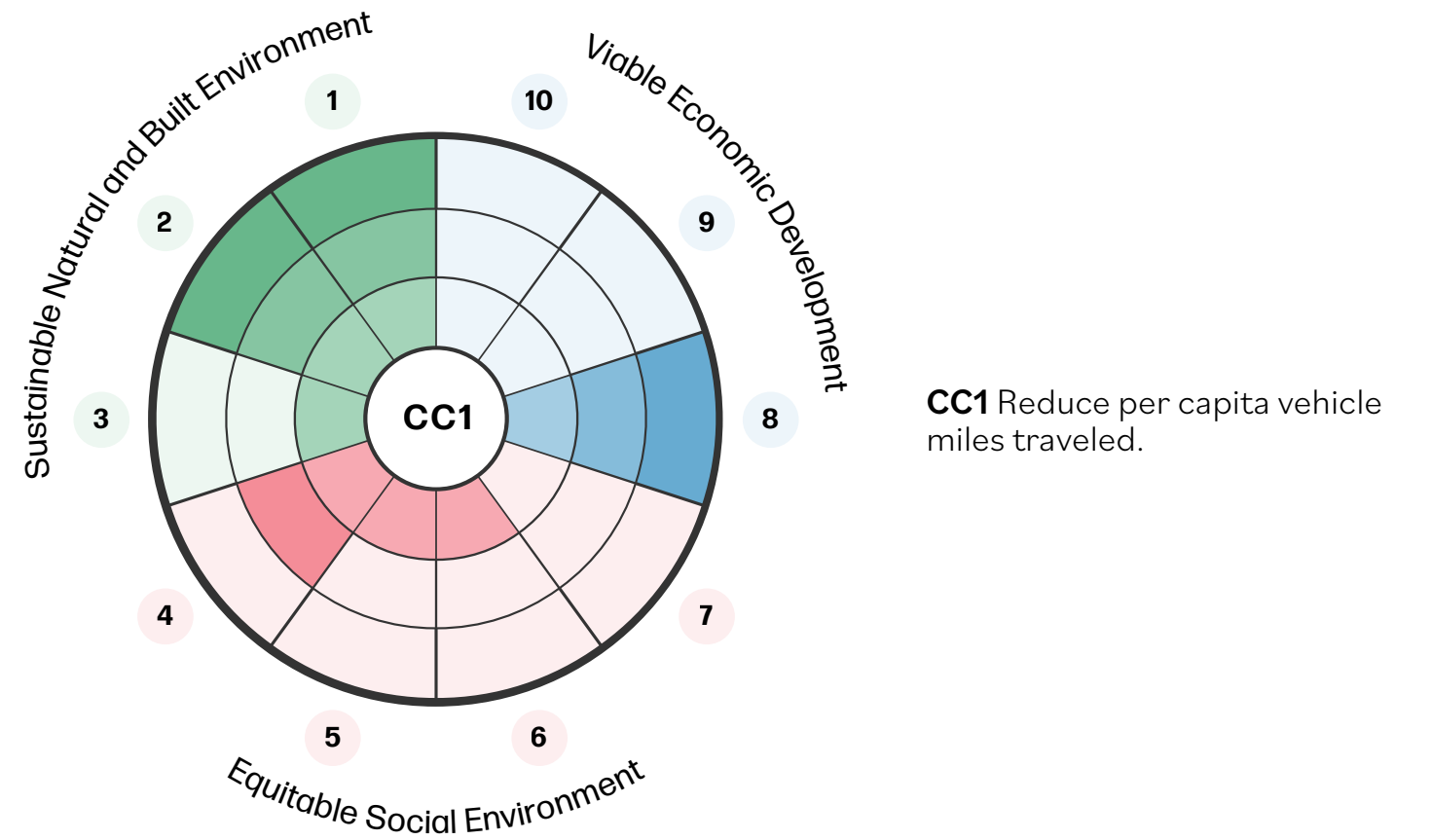
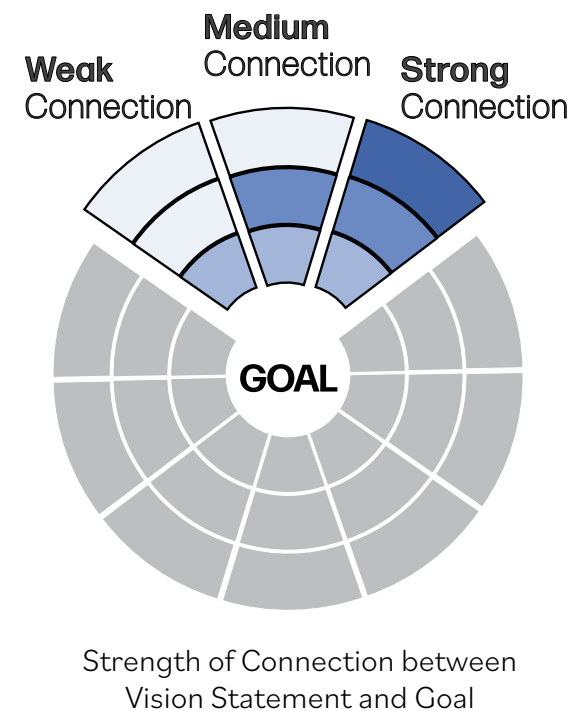
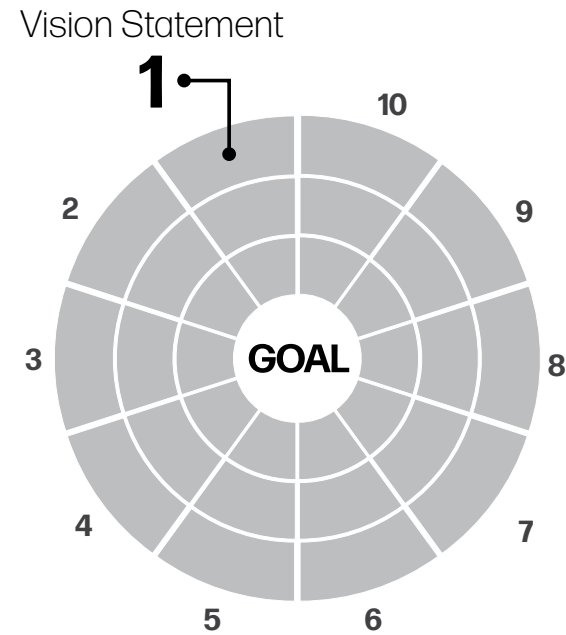
- 1 Sustain Natural Environment and Reduce Climate Impacts
- 2 Develop Multimodal Transportation
- 3 Develop a Distinguished Park and Recreation System

#### Equitable Social Environment

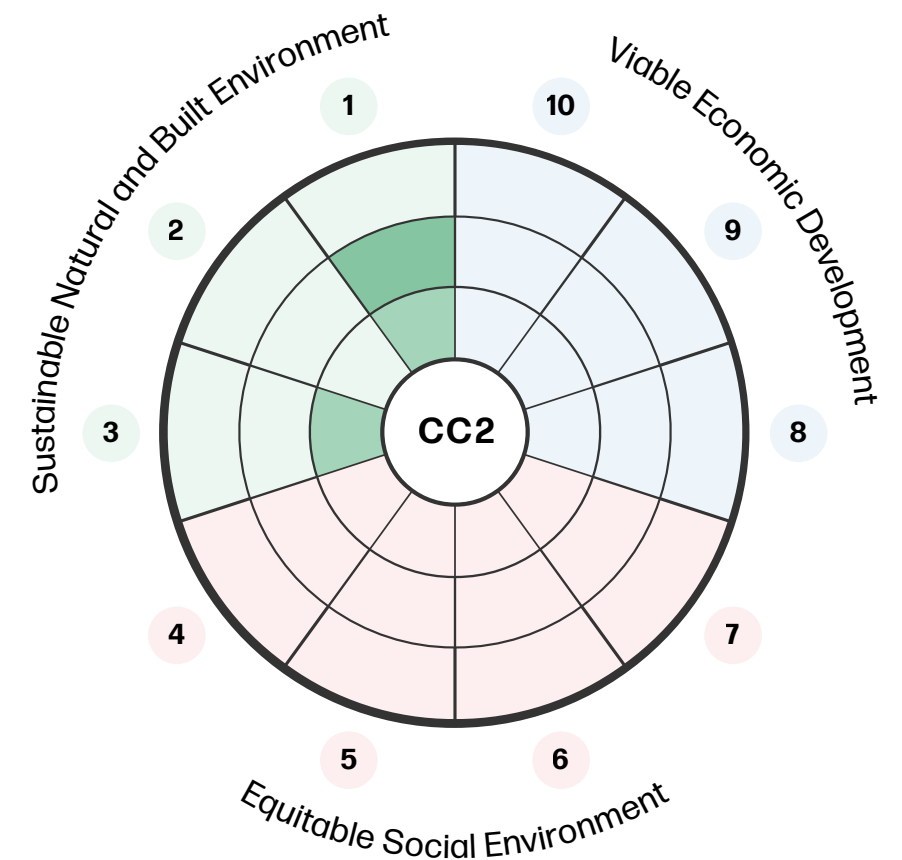
- 4 Ensure Inclusive, Connected, and Safe Neighborhoods
- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles
- 6 Increase Diverse Job Opportunities and Access to Work in Sammamish
- 7 Foster Diversity, Equity, and Inclusion through Purposeful Engagement and Quality Human Services

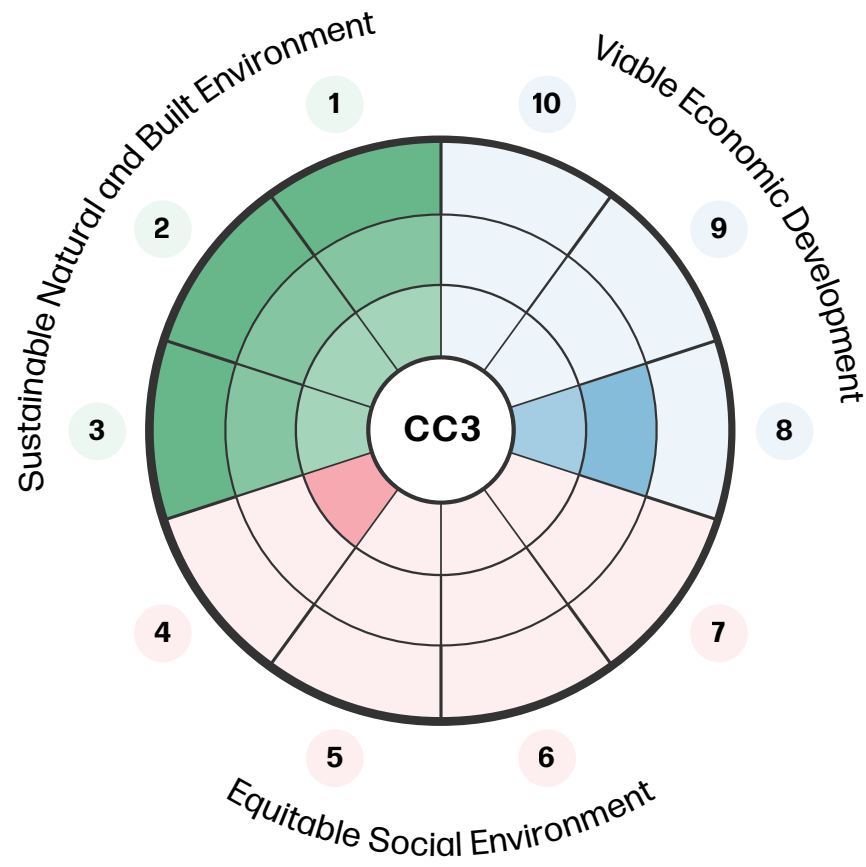
#### Viable Economic Development

- 8 Build Thriving Town Center and Mixed-use Districts
- 9 Support Local Businesses and Entrepreneurship
- 10 Establish Fiscal Sustainability and Diversify Revenues for the City

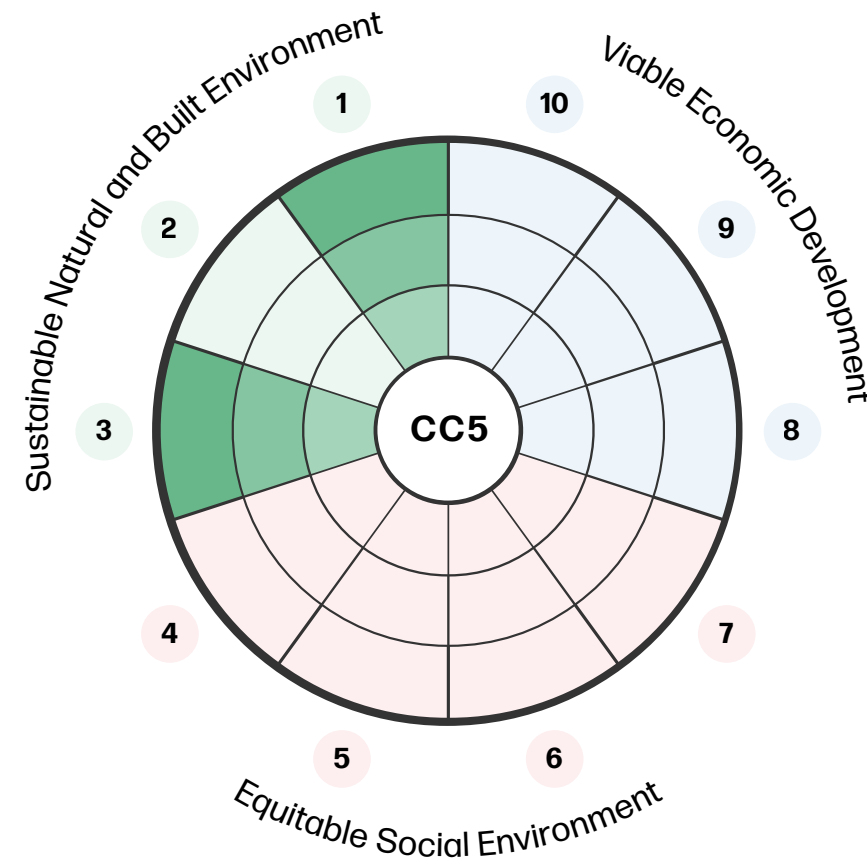


CC2 Increase EV adoption within the Sammamish community.

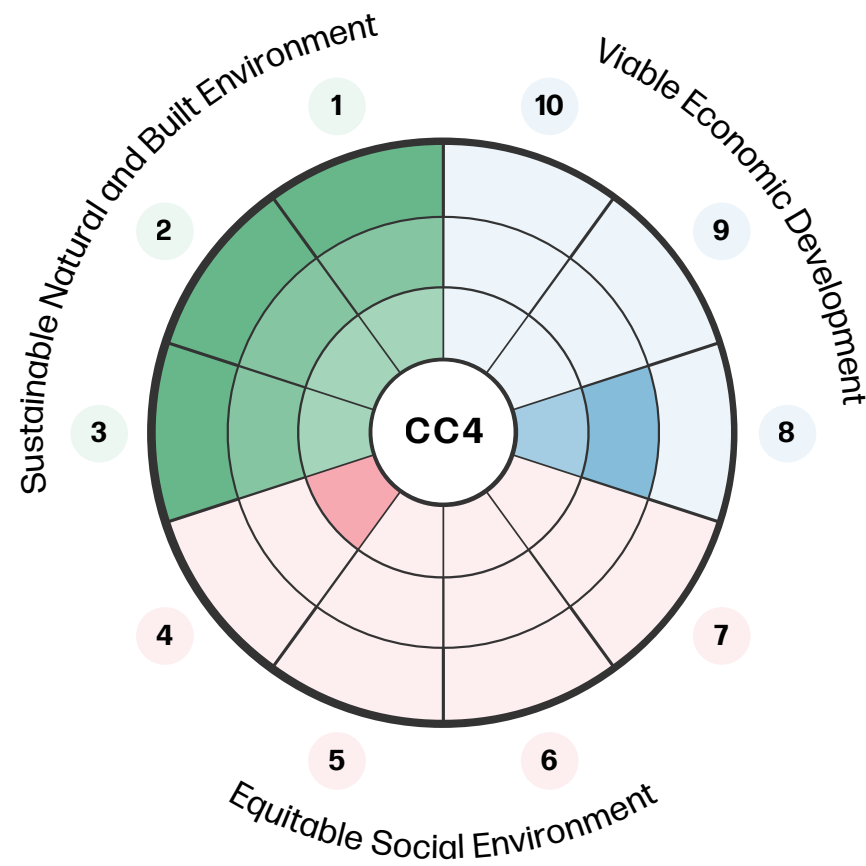




**CC3** Reduce greenhouse gas emissions citywide.

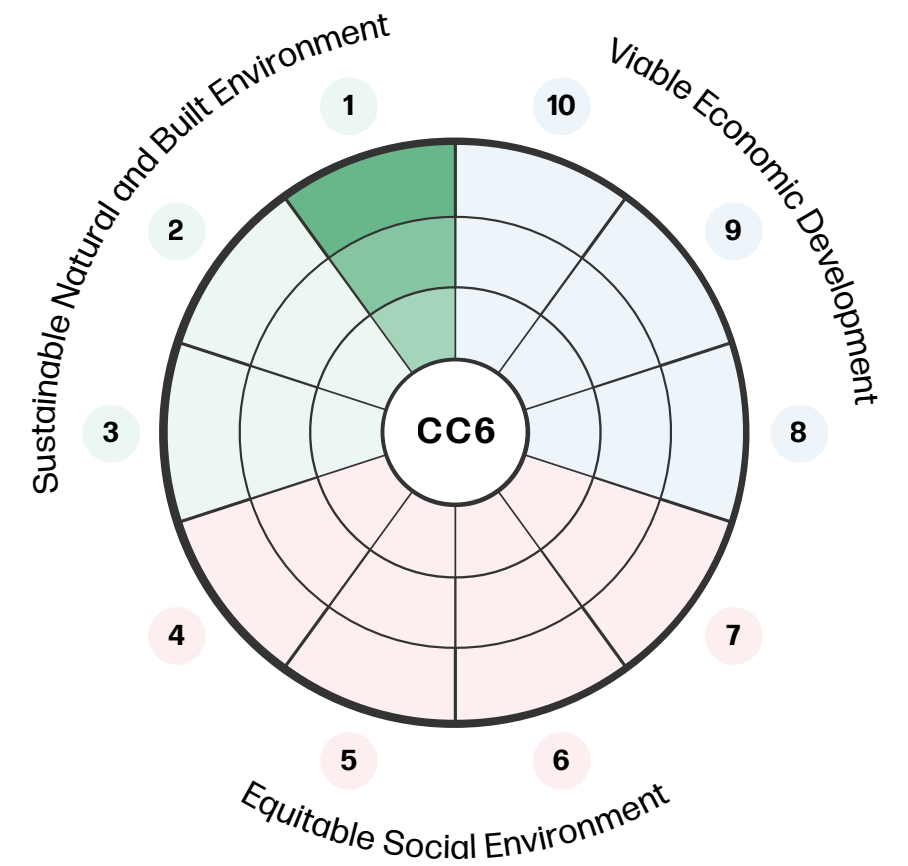


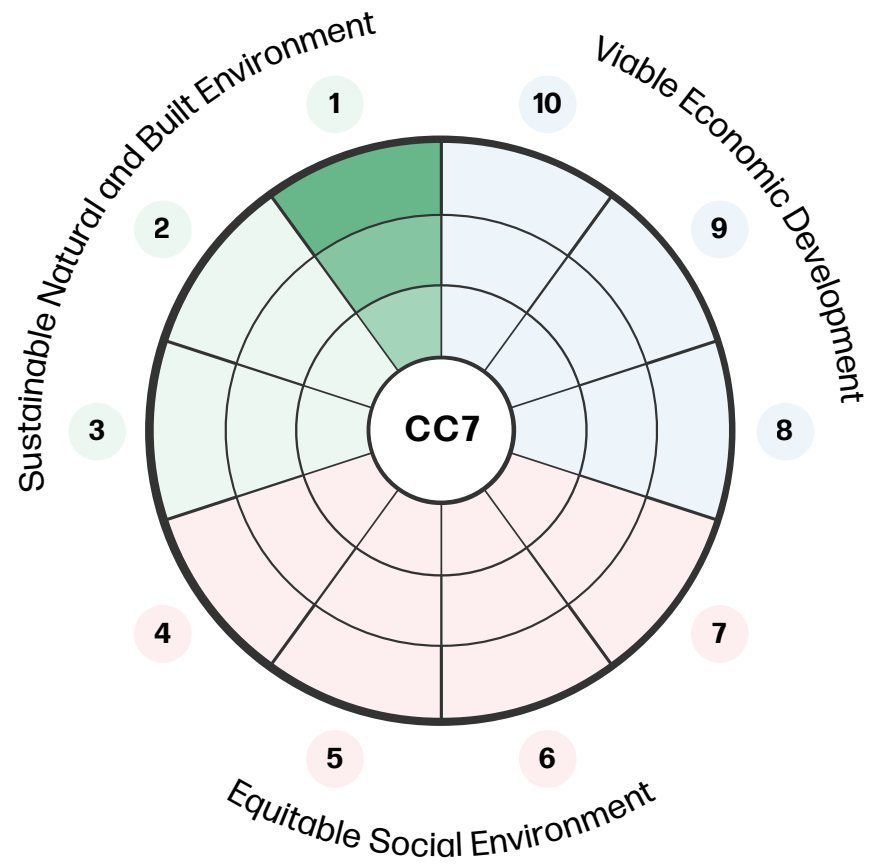
**CC5** Strive towards a resilient urban forest and natural landscape tolerant of climate challenges.



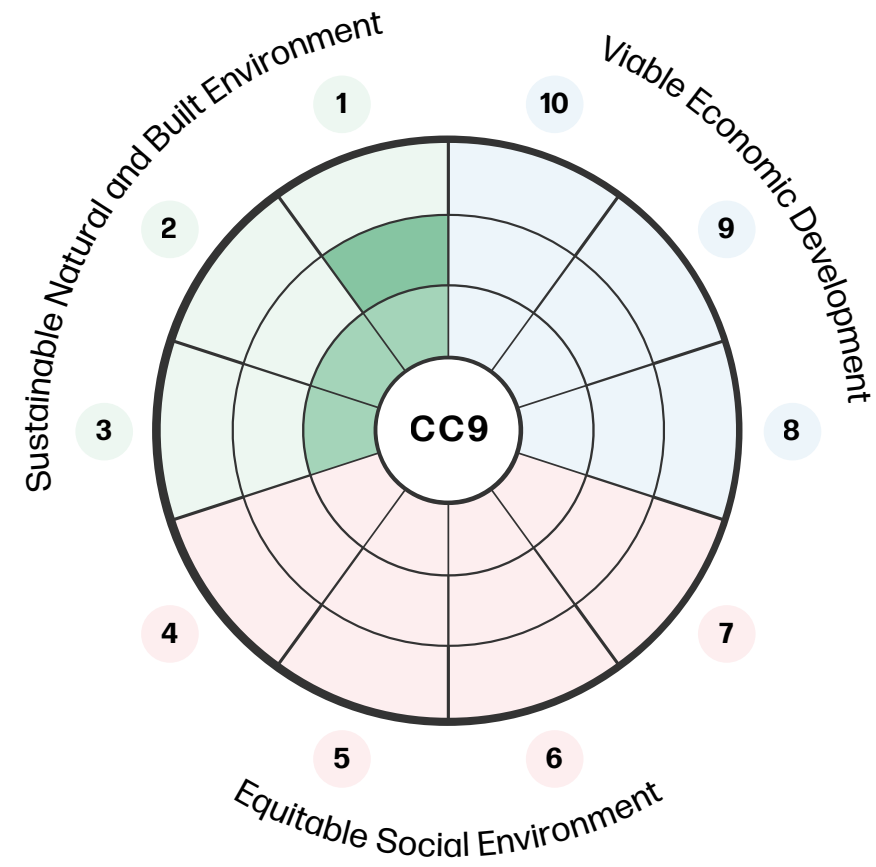
**CC4** Support renewable energy initiatives.

**CC6** Partner with water providers to promote water reduction.



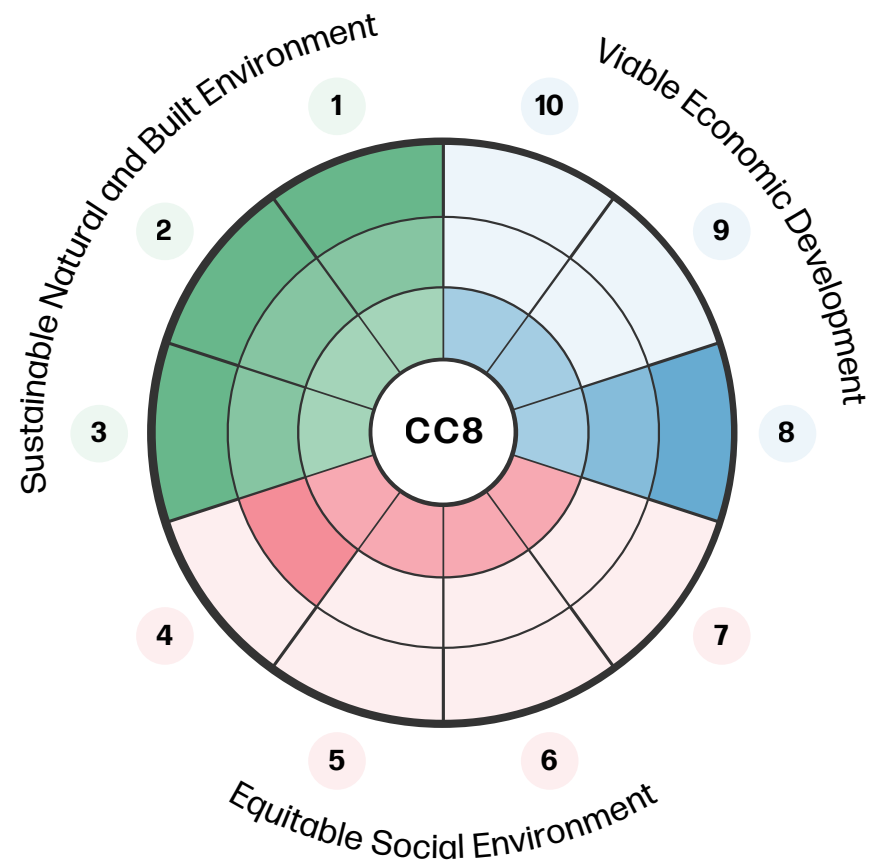


**CC7** Promote municipal waste reduction.



**CC9** Prepare for all hazards and emergencies.

**CC8** Support the City of Sammamish's Climate Action Plan and strive towards continued improvement in sustainability.



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# ENVISION SAMMAMISH 2044

Vol  
II

Comprehensive Plan  
Periodic Update

Adoption Date: December 3, 2024

# Acknowledgements

---

## Mayor

Kali Clark

## Deputy Mayor

Karen Howe

## City Council

Amy Lam

Roisin O’Farrell

Sid Gupta

Kent Treen

Pam Stuart

Rituja Indapure, *Fmr. Member*

## City Manager

Scott MacColl

## Deputy City Manager

Rachel Bianchi

## City Staff

David Pyle, *Director of Community Development*

Audrie Starsy, *Public Works Director*

Anjali Myer, *Director of Parks, Recreation, & Facilities*

Greg Stamatiou, *Public Works Deputy Director*

Kevin Teague, *Deputy Director of Parks, Recreation, & Facilities*

Steve Clark, *Contract Interim Deputy Public Works Director*

## Consultant Team

Framework

Brightworks Sustainability

Code Studio

Seiger Consulting SPC

Site Story

Sterling Mountain Planning and Design

Transportation Solutions, Inc

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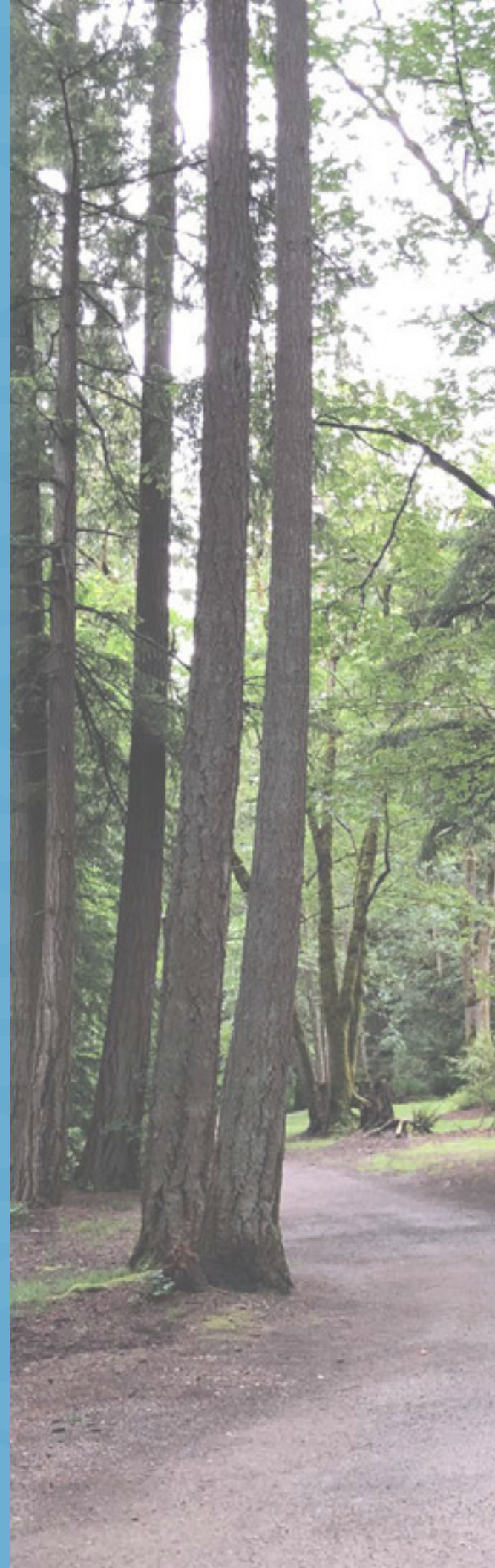
## Volume II

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# Introduction to Volume II



## Introduction

Envision Sammamish 2044 - the Comprehensive Plan Update for the City of Sammamish - stems from extensive collaboration between city staff, city departments, commission and city council members, and the community at large. This plan charts an implementable path complete with goals, policies, strategies, and actions designed to satisfy a shared community vision for 2044.

**This document is Volume II of the Plan.**

**Volume I** includes the community vision, Future Land Use Map, and goals, policies, strategies, and actions for all plan elements including Land Use, Housing, Environment and Conservation, Parks & Recreation, Transportation, Capital Facilities & Utilities, Economic Development, and Climate Change & Resiliency.

**Volume II** includes supporting research and documentation that justifies the goals, policies, strategies, and actions of each plan element laid out in Volume I. In many cases, recent planning efforts are reflected or referenced in this material such as the Housing Diversification Toolkit, the Parks, Recreation, and Open Space Plan, Racially Disparate Impacts Report, and others.

# Land Use + Environmental Stewardship

## Volume II



### Overview

As the foundation of the Comprehensive Plan, the Land Use Element directly informs various elements like Housing, Transportation, Parks and Recreation, Capital Facilities and Utilities, and Climate Change & Resiliency. The City of Sammamish must continue to demonstrate that it can provide necessary services to accommodate growth and development anticipated in the Land Use Element with amenities like parks and open space and infrastructure like capital facilities and utilities. Other important issues like housing types and affordability, protection of critical areas, and multimodal transportation networks are influenced by the land use plan. Zoning and development standards must be consistent with the Comprehensive Plan and, consequently, encourage development outcomes to achieve the vision and goals of the Plan.

This Volume II document provides the technical background information that supports the goals, policies, and strategies in Volume I of the Land Use Element.

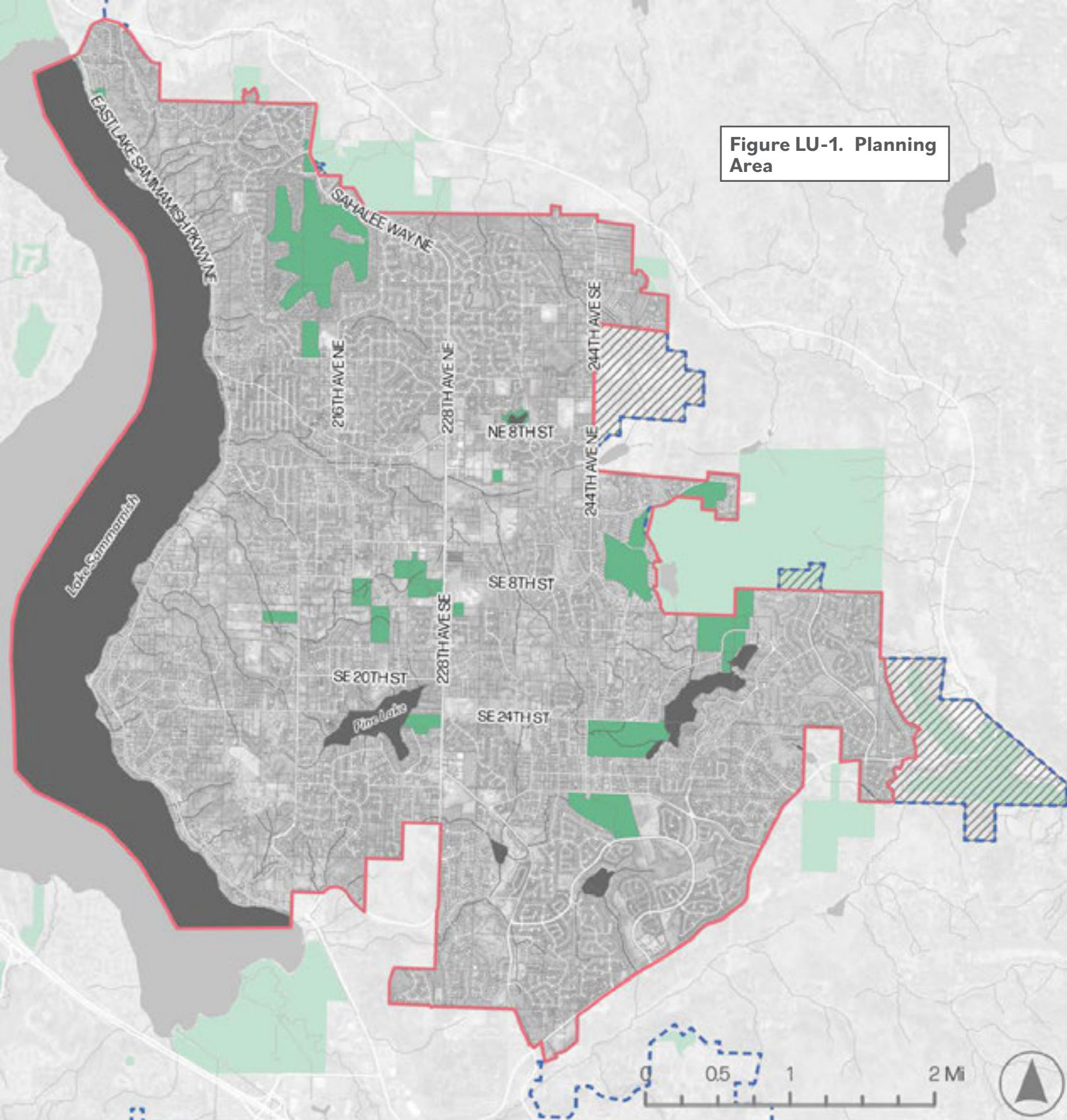


Figure LU-1. Planning Area

**PLANNING AREA**

- City Limits
- Urban Growth Area
- Parcels
- Parks
- Lakes
- Streams
- Planned Annexation Areas

# Planning Area

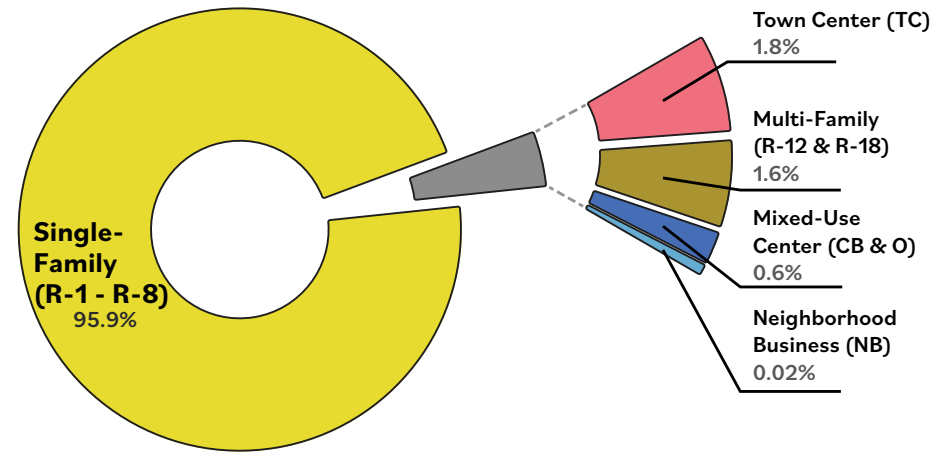
Sammamish has a planning area of approximately 25.3 square-miles, which includes all land and water area within the City limits (24 square-miles) and land within the Urban Growth Area (1.3 square-miles), as illustrated by Figure LU-1.

# Summary of Land Use Conditions and Trends

Figure LU-2 shows the historical Future Land Use Map, adopted in 2016, which mirrors the zoning map. Prior to the 2024 Comprehensive Plan update, Sammamish was predominantly planned for single-family land use at 11,983 acres or 96% of the City. The next highest land use category is Town Center at 229 acres or 1.8% of the City.

According to the 2021 Urban Growth Capacity Study, this land use regime, which includes a 1,288-unit EIS balance under the Town Center subarea plan, contains an estimated capacity of 3,158 housing units and 1,543 jobs. These figures are based on the King County Urban Growth Capacity Study, which used parcel data from 2019. Updated capacity estimates based on the 2044 growth strategy and more realistic assumptions are covered later in this chapter.

Figure LU-3. Historical Future Land Use by Acreage (Based on 2016 Zoning)



City of Sammamish; King County; Framework, 2023

Figure LU-4. Growth Targets & Existing Capacity (based on King County Urban Growth Capacity Study)

	Housing Units	Jobs
<b>Growth Target</b>	2,100	728
<b>Parcel Capacity (2019)</b>	3,158	1,543
<b>Surplus/Deficit</b>	1,058	815

City of Sammamish; King County; Framework, 2023

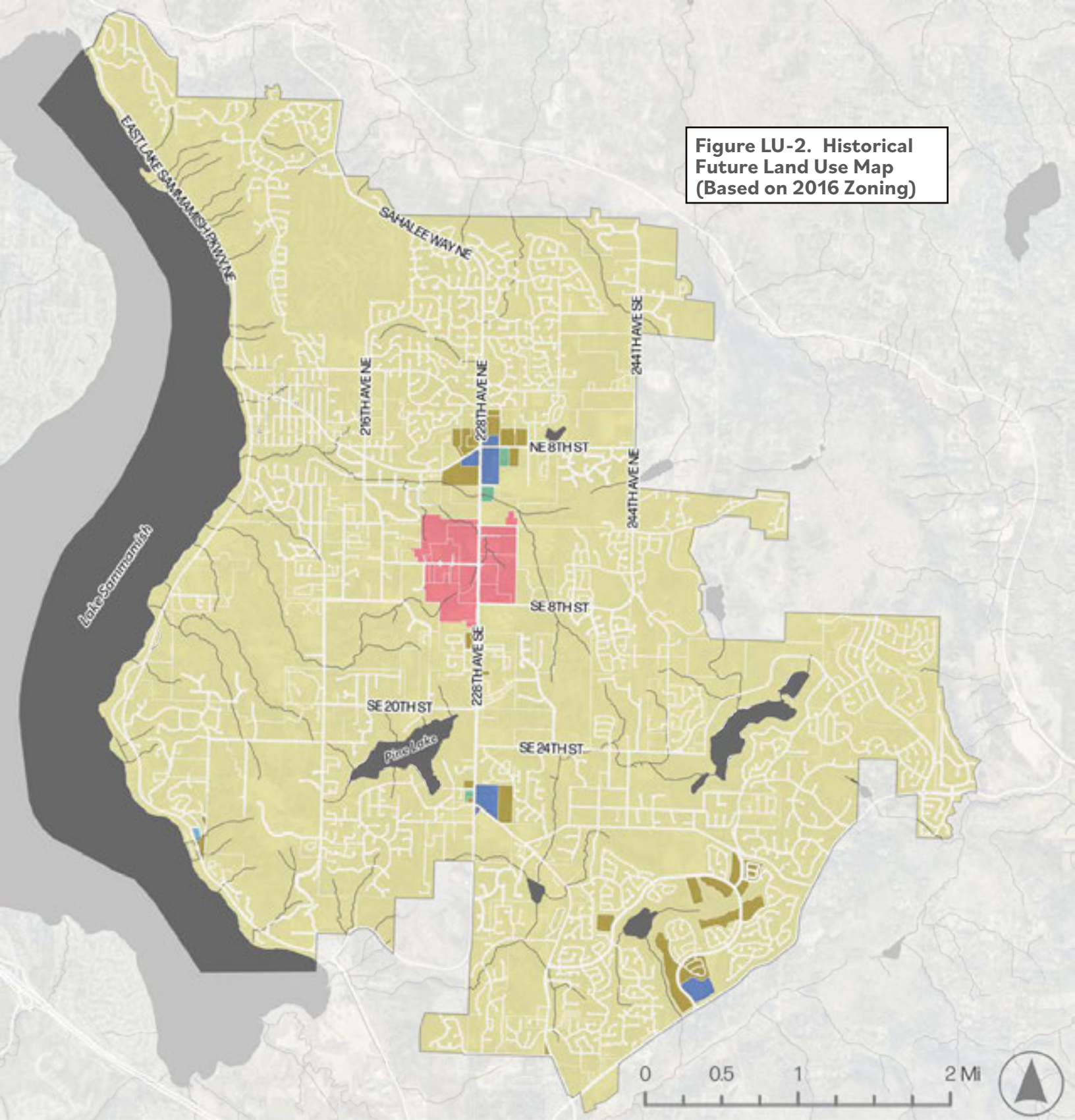


Figure LU-2. Historical Future Land Use Map (Based on 2016 Zoning)

**EXISTING FUTURE LAND USE DESIGNATIONS**

CB	R-4	R-18	TC A-4	TC D
NB	R-6	TC A-1	TC A-5	TC E
O	R-8	TC A-2	TC B	Lakes
R-1	R-12	TC A-3	TC C	Streams

# Regulatory Context and Planning Framework

## Washington State Growth Management Act

The Growth Management Act (GMA) establishes 13 overarching planning goals (RCW 36.70A.020) to guide local jurisdictions in future visioning and in developing plans, regulations, programs, and budgets to implement that vision. The 13 planning goals are summarized below:

- Guide growth in urban areas
- Reduce sprawl
- Encourage an efficient multimodal transportation system
- Encourage a variety of housing types including affordable housing
- Promote economic development
- Recognize property rights
- Ensure timely and fair permit procedures
- Protect agricultural, forest, and mineral lands
- Retain and enhance open space, protect habitat, and develop parks and recreation facilities
- Protect the environment
- Ensure adequate public facilities and services
- Encourage historic preservation
- Foster public participation

The most relevant goals for Sammamish’s land use plan include focusing growth in urban areas where services exist, reducing sprawl, promoting housing, and expanding economic development activities while protecting the environment.

The land use element is a central part of the Sammamish Comprehensive Plan and the implementation of GMA land use element requirements (as per RCW 36.70A.070(1):

A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage,

flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

## Puget Sound Regional Council VISION 2050

The Puget Sound Regional Council developed VISION 2050 as a regional framework for growth and multi-county planning policies in alignment with the GMA. VISION 2050 presides over the central Puget Sound region.

Sammamish joins 42 “Cities and Towns” under this framework, described as follows:

*Cities and Towns provide important housing, jobs, commerce, and services in their downtowns and local centers. The region’s 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term (...) Their locally-designated city or town centers provide local job, service, cultural, and housing areas for their communities. These local centers should be identified in local comprehensive plans and become priority areas for future investments and growth at the local level.*

As a city within the contiguous urban growth area, Sammamish “will likely be able to accommodate a larger share of growth due to [its] proximity to the region’s large cities, existing and planned transportation systems, and other supporting infrastructure.” VISION 2050 also indicates that “Cities and Towns in Snohomish and Pierce counties are expected to accommodate a relatively higher share of their countywide growth compared to King and Kitsap counties.”

## King County Policies

Countywide planning policies (CPPs) address a range of growth management topics at the county level. Sammamish’s land use policies must be consistent with the 2021 CPPs for King County, ratified April 6, 2022. The most relevant CPPs addressing land use are found in the Development Pattern Chapter; however, other notable policies are found in the Environment Chapter and Economic Chapter. A summary of key CPPs is below:

### Development Patterns

- **DP-3** Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:
  - Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;
  - Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;
  - Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;

- Optimizing the use of existing capacity for housing and employment;
  - Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and
  - Coordinating plans for land use, transportation, schools, capital facilities and services.
- **DP-4** Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.
  - **DP-14** All jurisdictions shall accommodate housing and employment by:
    - Using the adopted growth targets as the land use assumption for their comprehensive plan;
    - Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable;
    - Ensuring adopted comprehensive plans and zoning regulations provide capacity for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets and is consistent with the desired growth pattern described in VISION 2050;
    - Ensuring adopted local water, sewer, transportation, utility, and other infrastructure plans and investments, including special purpose district plans, are consistent in location and timing with adopted targets as well as regional and countywide plans; and
    - Transferring an accommodating unincorporated area housing and employment targets as annexations occur
  - **DP-22** Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.

## Environment

- **EN-28** Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:
  - Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;

- Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;
- Incorporating energy-saving strategies in infrastructure planning & design;
- Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;
- Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and
- Reducing building energy use through green building methods in the retrofit of existing buildings.

## Economy

- **EC-2** Support economic growth that accommodates employment growth targets through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.
- **EC-19** Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g., grocery stores and farmers markets), and transportation choices.

## Local Planning Policies

The existing comprehensive plan, adopted in 2015, includes a Land Use Element with the following goals:

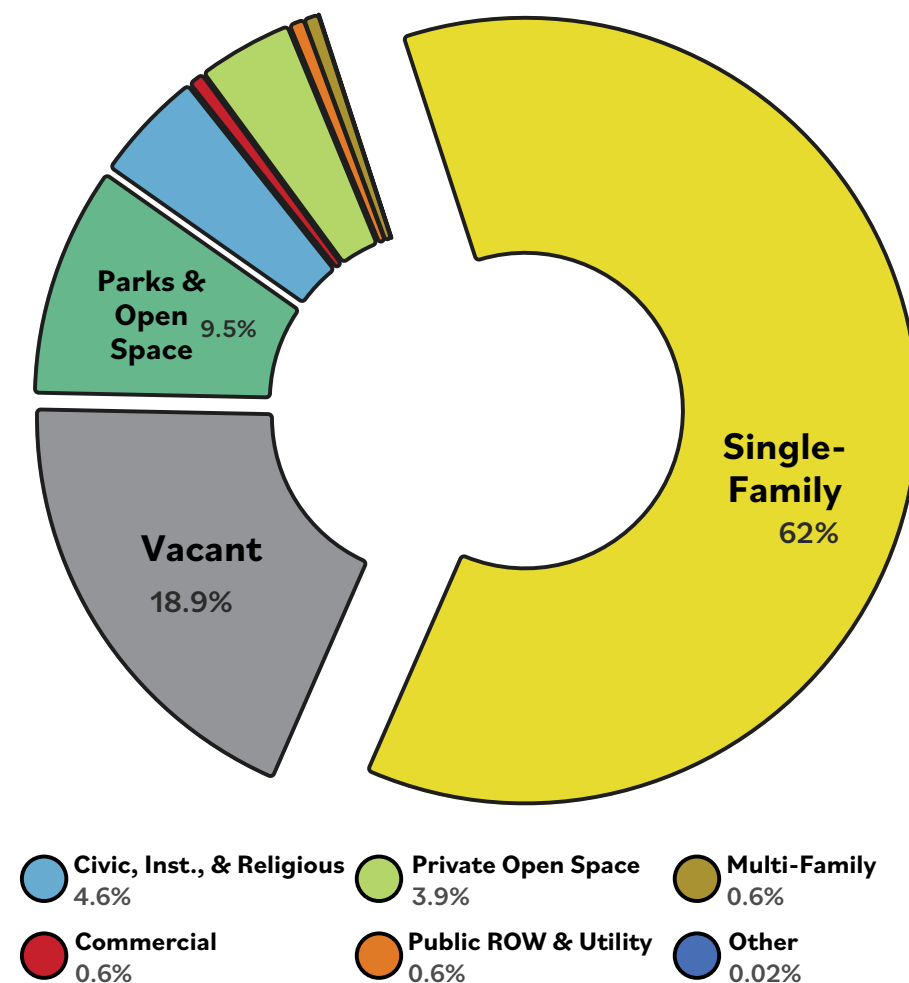
- **Goal LU.1** - Build community character and identity on a Citywide basis to enhance the high quality of family life established in Sammamish.
- **Goal LU.2** - Preserve and enhance the natural features, quality, character and function of the City’s residential neighborhoods.
- **Goal LU.3** - Promote the four designated commercial/mixed use centers, including the existing centers of Inglewood, Pine Lake, Klahanie and the Sammamish Commons/Town Center to host a diversity of high quality places to live, work, shop and recreate.
- **Goal LU.4** - Ensure that public facilities support & strengthen community character.
- **Goal LU.5** - Provide for planned population and employment growth and maintain the City’s suburban patterns.
- **Goal LU.6** - Promote development design that maintains a harmonious relationship with the natural environment.
- **Goal LU.7** - Support a land use pattern that promotes community health and connectivity within and between neighborhoods and active transportation routes consistent with public safety needs.

- **Goal LU.8** - Participate in inter-agency partnerships to address regional planning issues.
- **Goal LU.9** - Encourage sustainable development.
- **Goal LU.10** - Identify, protect, encourage and preserve historic, cultural and archaeological resources.
- **Goal LU.11** - Establish a community that maintains and enhances the quality of life for everyone living and working within Sammamish.

## Existing Land Uses

Sammamish’s existing land use pattern is dominated by single-family residential (62%), followed by vacant parcels (18.9%) and parks, recreation, and open space uses (9.5%). A very small amount of land is occupied by multi-family and commercial uses. These figures are based on King County parcel data from 2023.

Figure LU-6. Existing Land Use Makeup



King County; Framework, 2023

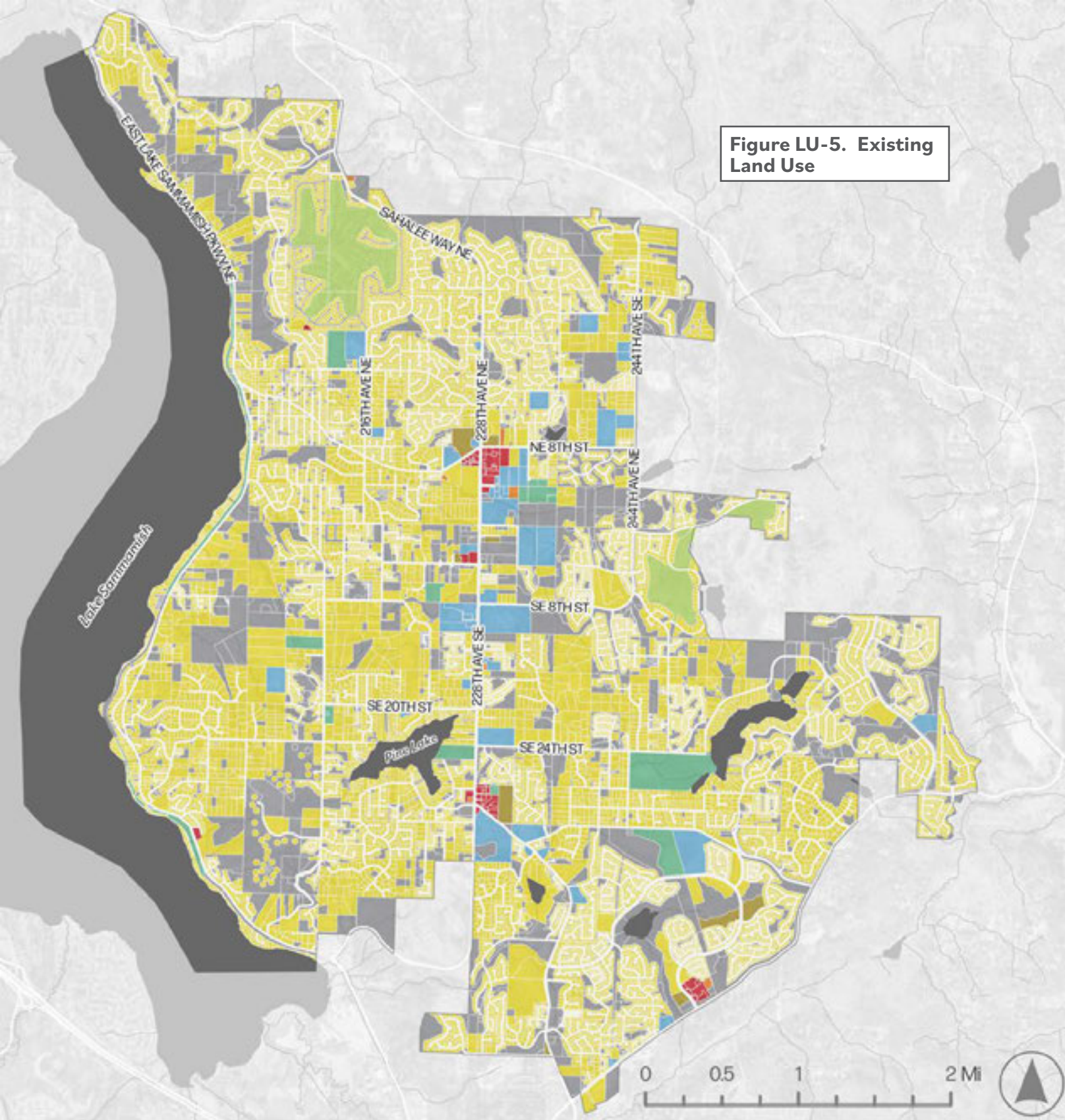


Figure LU-5. Existing Land Use

**EXISTING LAND USE**

- |   |  |  |
|---|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Single-Family               | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Civic, Inst., & Religious | <span style="display:inline-block; width:15px; height:15px; background-color:black; border:1px solid black;"></span> Lakes |
| <span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> Multi-Family                 | <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Commercial                      | <span style="display:inline-block; width:15px; height:15px; border-bottom:1px solid black;"></span> Streams                |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Private Open Space      | <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Public ROW & Utility         |  |
| <span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Parks, Rec, & Open Space | <span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span> Vacant                         |  |

## Existing Land Use Designations

### Potential Annexation Areas

The City has two Potential Annexation Areas (PAA) in its unincorporated Urban Growth Area (UGA).

- **Outlook (2.1 acres):** Located north of the Sahalee Country Club and Golf Course generally between Sahalee Way NE and Evans Creek Preserve. The area is an outlook and entrance for Evans Creek Preserve.
- **Soaring Eagle Park (29.9 acres):** Currently in use as park land.

### Annexation Considerations

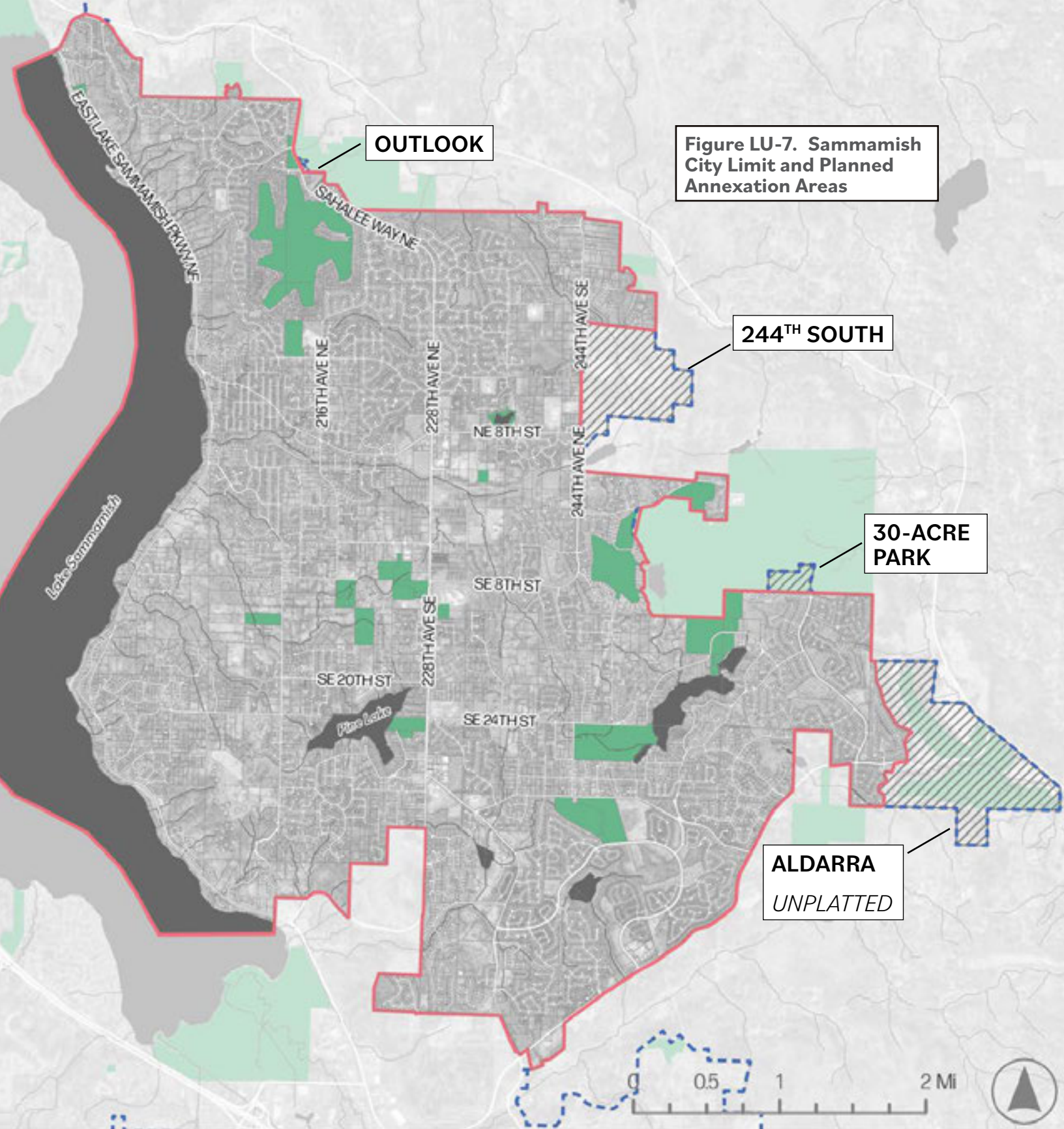
Sammamish’s PAAs have been largely built out under King County zoning, which does not align with City zoning because of the application of TDRs. This incongruence means contrasting development patterns on either side of the Sammamish City Limit. Considering a 2016 financial analysis on possible annexations, the City has determined that it is not financially responsible to annex in the foreseeable future. As such, two PAAs have been removed from the 2024 Comprehensive Plan:

- **The 244th South PAA** (formerly Swan Ridge) is heavily encumbered with aquatic resources, has a history of mismanagement, and includes known areas for flooding and stormwater management—all would be significant burdens on the City.
- **The Aldarra Unplatted PAA** primarily consists of a golf course and would be of no value to the City.

### Historical Future Land Use Designations

The Sammamish Development Code currently includes six residential zones, three commercial zones, and five Town Center Zones. The intent statements for each zone are below.

- **Residential (R) Zones:** to implement comprehensive plan goals and policies for housing quality, diversity, and affordability and to efficiently use urban residential land. These purposes are accomplished by:
  - Providing, in the R-1 through R-8 zones, for a mix of predominantly single detached dwelling units and other development types, with a variety of densities and sizes in locations appropriate for urban densities;
  - Providing, in the R-12 or R-18 zone, for a mix of predominantly apartment and townhouse dwelling units and other development types, with a variety of densities and sizes in locations appropriate for urban densities.
- **Neighborhood Business (NB) Zone:** to provide convenient daily retail and personal services for a limited service area and to minimize impacts of commercial activities on nearby properties and in urban areas on properties with the land use designation of commercial outside of center, to provide for limited residential development.
- **Community Business (CB) Zone:** to provide convenience and comparison retail and personal services for local service areas that exceed the daily convenience needs of adjacent neighborhoods but that cannot be served conveniently by larger activity centers, and to provide retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses.



**Figure LU-7. Sammamish City Limit and Planned Annexation Areas**

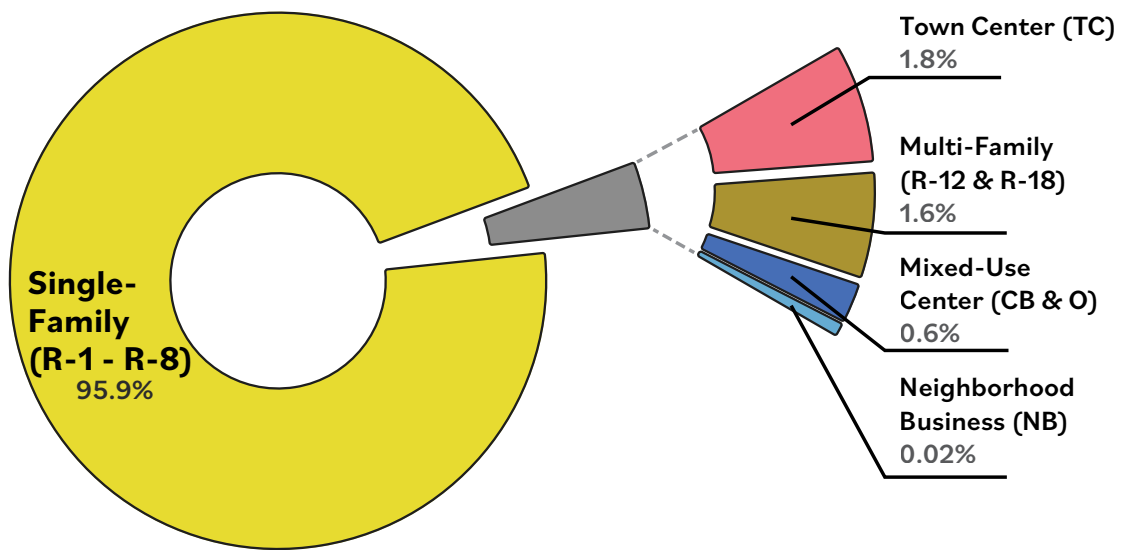
**PLANNING AREA**

- City Limits
- Parcels
- Planned Annexation Areas
- Parks
- Lakes
- Urban Growth Area
- Streams

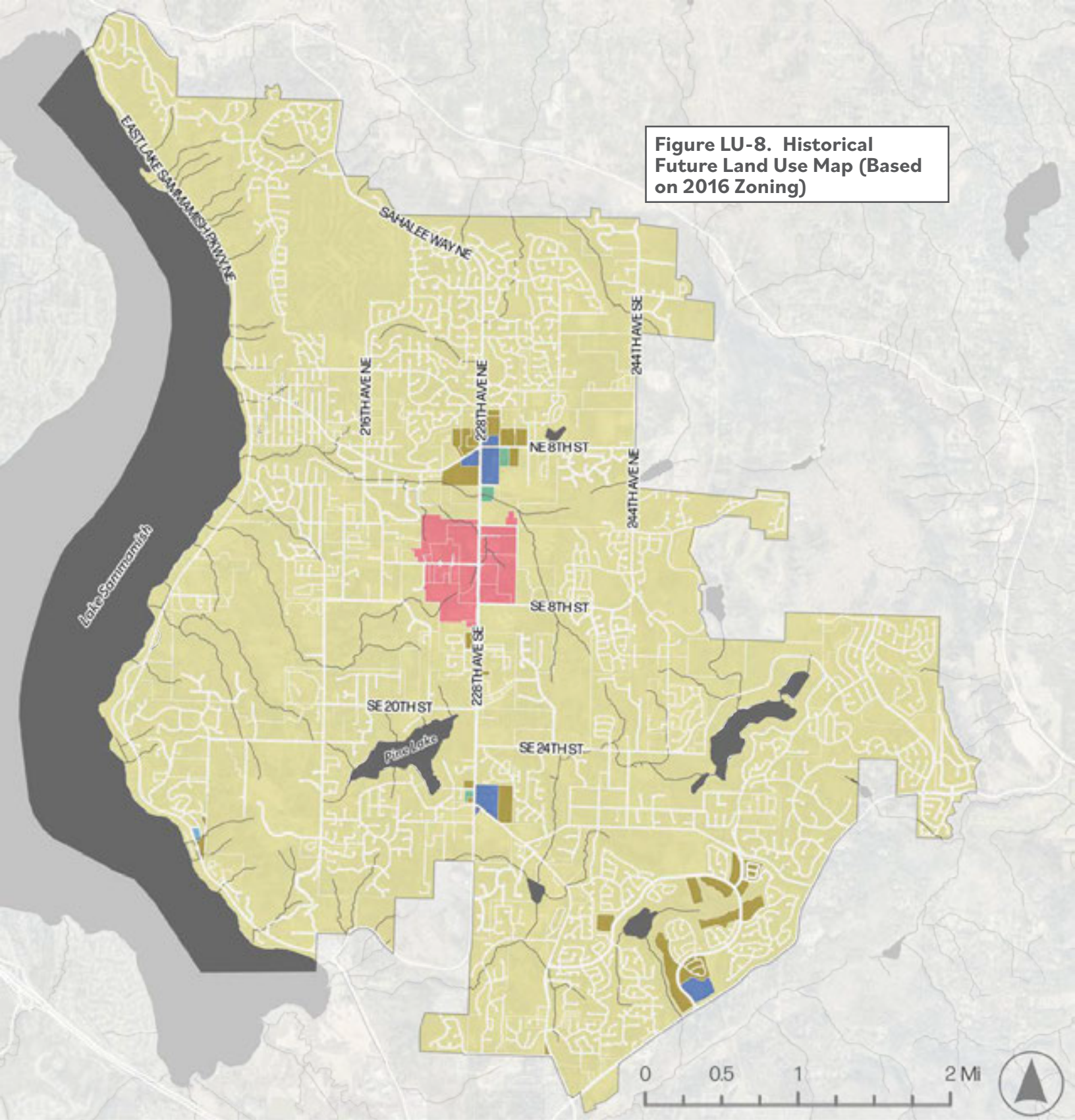
- **Office (O) Zone:** to provide for pedestrian and transit-oriented high-density employment uses together with limited complementary retail and urban density residential development in locations within activity centers where the full range of commercial activities is not desirable.
- **Town Center Mixed-Use (TC-A):** to implement Town Center Plan goals and policies to develop a Town Center core area (TC-A-1) and a number of smaller mixed-use centers (TC-A-2 through A-5).
- **Town Center Mixed Residential (TC-B):** to implement Town Center Plan goals and policies by providing for areas with a mixture of housing types that support the desired activities of adjacent mixed-use zones.
- **Town Center Lower Intensity Residential (TC-C):** to implement Town Center Plan goals and policies by providing areas of predominately single detached dwelling units and cottage housing that buffer existing residential communities from more intensively developed Town Center zones.
- **Town Center Civic Campus (TC-D):** to implement Town Center Plan goals and policies by providing areas for open space, recreational, civic uses, and residential uses that serve both the Town Center and the City.
- **Town Center Reserve (TC-E):** to allow current uses to remain while preserving the opportunity for future development.

Sammamish does not currently maintain a future land use map. Instead, the City’s zoning map, last updated in 2016, is the primary planning map (Figure LU-8). The acreage for each zoning designation is summarized in Figure LU-9.

**Figure LU-9. Existing Future Land Use by Acreage (Based on 2016 Zoning)**



City of Sammamish; Framework, 2023



**Figure LU-8. Historical Future Land Use Map (Based on 2016 Zoning)**

**EXISTING FUTURE LAND USE DESIGNATIONS**

- CB      ■ R-4      ■ R-18      ■ TC A-4      ■ TC D
- NB      ■ R-6      ■ TC A-1      ■ TC A-5      ■ TC E
- O      ■ R-8      ■ TC A-2      ■ TC B      ■ Lakes
- R-1      ■ R-12      ■ TC A-3      ■ TC C      — Streams

**Town Center**

The Sammamish Town Center was established in 2008 as a formal subarea with the adoption of a subarea plan and Environmental Impact Statement (EIS) documentation. Under the current EIS, the area’s development potential is capped at 3,000 housing units and 400,000 square-foot of commercial area. A standalone set of regulations for 5 subzones within Town Center (TC-A, TC-B, TC-C, TC-D, and TC-E) are in the Sammamish Development Code.

The Town Center Plan has been amended as recently as 2020 but will be reworked in 2024 and 2025 in parallel with the adoption of the 2024 Comprehensive Plan Update. The amended Town Center Plan is anticipated to be completed by early 2025.

The vision statement for Town Center strives to balance 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.*

**Existing Zoning and Development Standards**

The Sammamish Unified Development Code (SDC) contains zoning regulations, neighborhood design standards, rules for public works and buildings, and critical area regulations. The intent statements for the City’s 14 zones are included in the land use designations above because there is currently no difference between future land use and zoning. Figure LU-11 shows each zone’s standards for lots, density, and building height.

**Figure LU-11.** Simplified Development Standards for Sammamish’s Zoning Districts

Standards	Town Center					Commercial		
	TC-A	TC-B	TC-C	TC-D	TC-E	NB	CB	O
Maximum Density (units/acre)	40	20	8	20	1	8	18	18
Minimum Lot Width	NA	NA	30’	NA	30’	NA	NA	NA
Maximum Lot Coverage	NA	NA	NA	NA	NA	NA	NA	NA
Maximum Building Height	70’	50’	35’	60’	35’	45’	60’	60’

Standards	Residential Zones					
	R-1	R-4	R-6	R-8	R-12	R-18
Maximum Density (units/acre)	1	4	6	8	12	18
Maximum FAR	50%	50%	50%	50%	NA	NA
For an Accessory Dwelling Unit	Exempt	Exempt	Exempt	Exempt	NA	NA
For Multifamily	65%	65%	65%	65%	NA	NA
Minimum Lot Width	35’	30’	30’	30’	30’	30’
Maximum Lot Coverage	NA	40%	50%	NA	NA	NA
Maximum Building Height	35’	35’	35’	35’	60’	60’

City of Sammamish, Framework, 2023

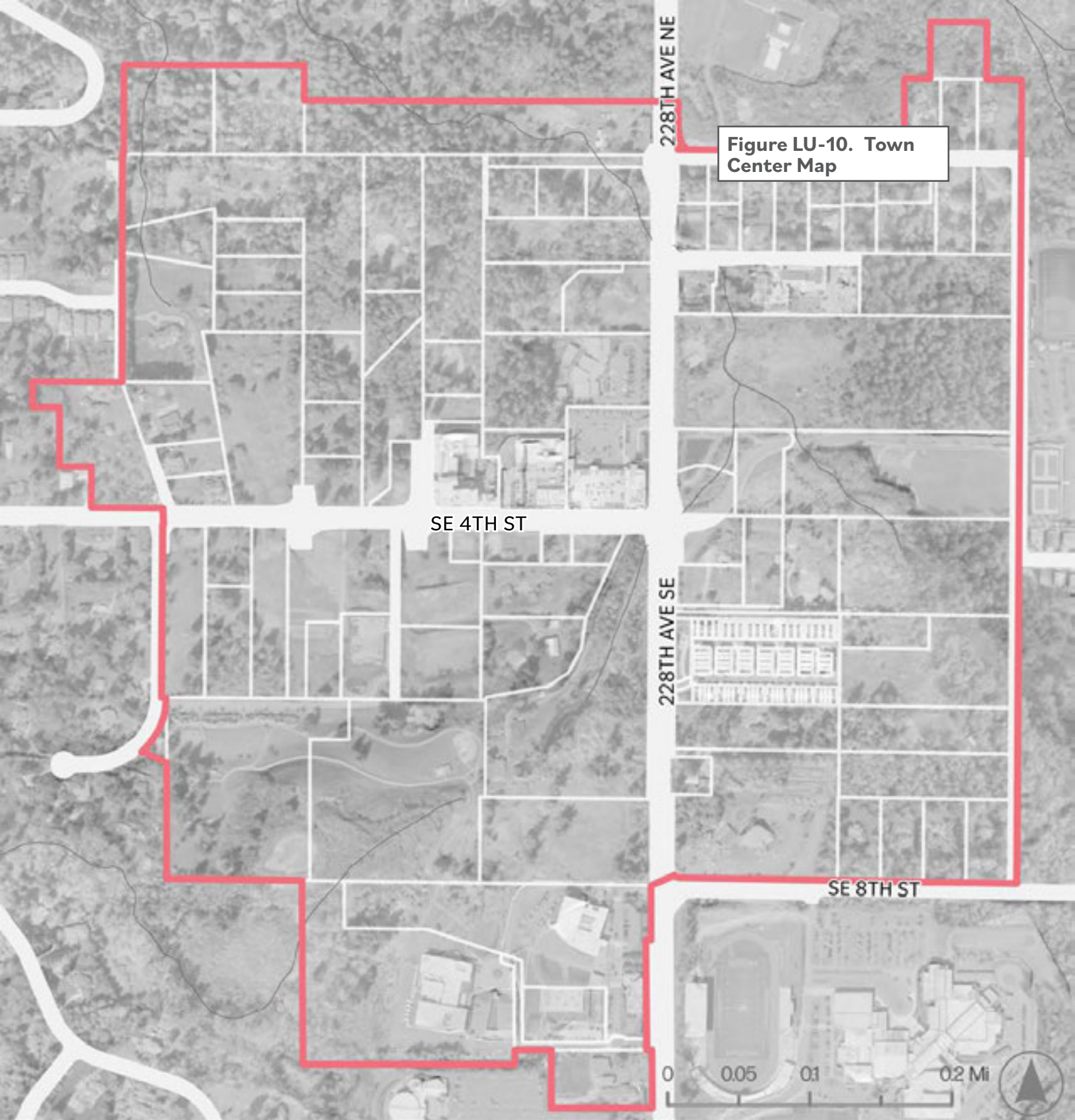


Figure LU-10. Town Center Map

**FUTURE LAND USE DESIGNATION**

- Town Center
- Lakes
- Streams

# Existing Zoned Capacity & King County Urban Growth Capacity Study

## Sammamish History with the Urban Growth Capacity Study

The City of Sammamish participated in the King County Urban Growth Capacity Study (UGCS), also known as the King County Buildable Lands Program. The Buildable Lands Program started in 1997 as part of an amendment to the GMA. The UGCS is one component of a cyclical statewide and regional planning process aimed at accommodating growth in a coordinated and intentional way.

The purpose of the UGCS process is to measure the performance of goals in local comprehensive plans against countywide planning policies to ensure there is sufficient urban capacity for planned growth. The City of Sammamish worked closely with King County through a multi-phase process to determine the growth achieved during the last comprehensive plan cycle, analyze the City's land capacity, and set an initial future capacity for units of residential development and jobs.

The City's initial City Council-directed growth target of 700 units of new housing and 305 jobs was incorporated into the King County Countywide Planning Policies (CPPs) in June of 2021. The City participated in a series of geographic caucuses with other cities in the PSRC Cities and Towns category to negotiate a growth target for the City based on City Council direction. This initial growth target was based on city capacity estimates that were restricted by sewer capacity issues and a moratorium issued by Sammamish Plateau Water.

At the end of 2021, the King County CPPs growth targets were remanded back to the City by the King County Growth Management Planning Council (GMPC) based on the expiration of a Sammamish Plateau Water sewer service area Moratorium. The remand required Sammamish to re-evaluate the available land supply for development and the corresponding CPP Growth Target position.

City staff met with Sammamish Plateau Water (SPW) to review the updated sewer capacity information and clarify future capacity. Based on this information, staff determined that the parcels identified as impacted by the sewer moratorium could be reintegrated into the City's land capacity.

The City Council reviewed the updated capacity estimates and re-evaluated the city's growth targets. The final growth targets were set at 2,100 units of new housing and 728 jobs and adopted in the King County CPPs.

## Application of the 2021 Urban Growth Capacity Study

Prior to the 2024 Comprehensive Plan, the City of Sammamish’s zoned capacity, including consideration of pipeline units, and including incentive-based density bonuses and transfer of development rights in the Town Center, was 3,158 residential units and 1,543 jobs. These numbers are based on the 2021 King County Urban Growth Capacity Study (UGCS) process conjoined with the balance of units planned for in the Town Center under the Town Center State Environmental Policy Act (SEPA) Final Environmental Impact Statement (FEIS). This equates to 1,268 units in the R-zones, 606 units in the non-Town Center commercial zones, and 1,284 units remaining under the 2,000 FEIS unit cap in the Town Center.

The existing zoned capacity estimates—3,158 housing units and 1,543 jobs—were updated during the 2024 comprehensive planning process due to State mandated growth targets and local planning priorities and are articulated in the 2044 Growth Strategy. Figure LU-11 compares these numbers and indicates the expanded capacity for homes and jobs under the 2044 Growth Strategy. These numbers are expected to increase as the supplemental EIS is completed for Town Center in early 2025.

Figure LU-12. Existing zoned capacity versus estimated capacity under the 2044 Growth Strategy

ZONE	Net Developable Land (acres)	Residential Density (du/ac)	Gross Residential Capacity*	Existing Housing on Redevelopable Parcels (units)	Net Residential Capacity (units)
R-1	1,283.9	R-1: 1 Middle Housing Overlay: 12	1,220	12	1,208
R-4	3,989.9	R-4: 4 Middle Housing Overlay: 18	4,063	190	3,873
R-6	1,357.0	R-6: 6 Middle Housing Overlay: 18	1,145	44	1,101
R-8	59.5	R-8: 8 Middle Housing Overlay: 18	71	2	69
R-12**	15.3	12	137	10	127
R-12	4.2	12	50	139	-
R-18	19.7	18	355	1,551	-
Community Business	45.9	18	263	-	263
Office	4.4	18	28	-	28
Neighborhood Business	0.9	8	3	-	3
TC-A	27.7	40	943	1	942
TC-B	29.4	20	455	18	437
TC-C	15.9	8	96	11	85
TC-D	0	20	-	-	-
TC-E	3.8	20	57	4	53
Bonus Parcels***	53	City/County: 60 Religious: 40 Utility: 12	1,064	2	1,062

King County; Framework, 2023

\*See page 38 for a full list of development assumptions.

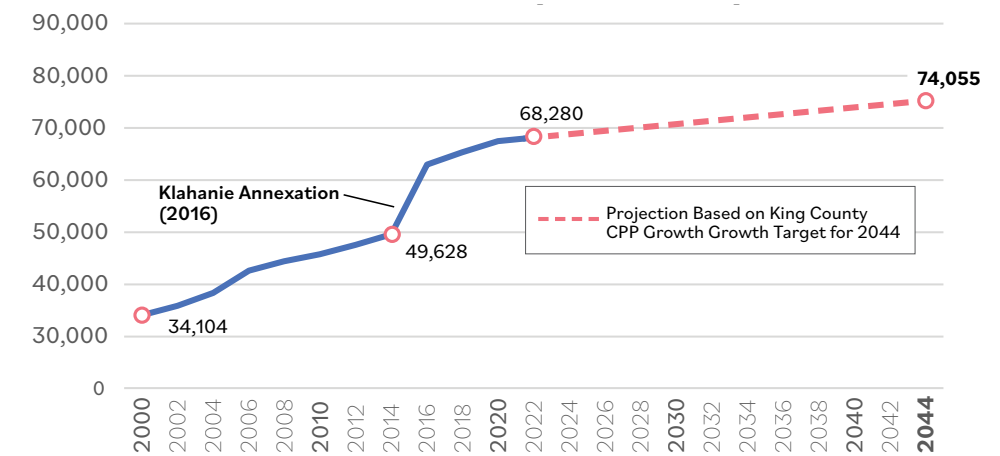
\*\*These Town Center adjacent parcels are upzoned from R-4 and R-6 to 12 du/ac.

\*\*\*Bonus Parcels are religious- or public-owned parcels in R-1, R-4, R-6, and R-8 zones. These parcels will be able to develop to 40-60 du/ac with a special zoning overlay if projects include affordable housing.

## Current and Future Population, Housing, and Jobs

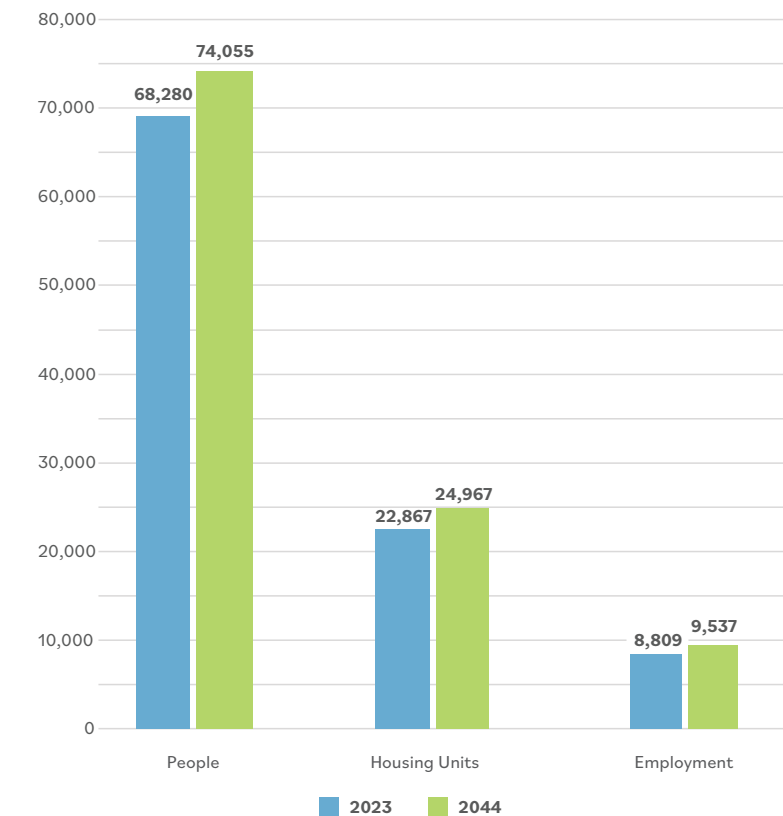
King County has issued Sammamish growth targets of 2,100 housing units and 728 jobs as per its “Cities and Towns” designation by the Puget Sound Regional Council. Figure LU-13 and LU-14 estimate population growth based on the average King County household size of 2.75 people per household, housing unit growth, and job growth between 2022 and 2044. Sammamish is expected to grow to about 74,000 people by 2044 based on the County’s growth target. Figure LU-15 provides estimated parcel capacities for the 2044 Growth Strategy, which is explained in the following pages.

Figure LU-13. 2044 Population Projection



WA Office of Financial Management; King County; Framework, 2023

Figure LU-14. Comparison of 2023 and 2044 population, dwelling units, households, and jobs



WA Office of Financial Management; PSRC; King County; Framework, 2023

Figure LU-15. Capacity Surplus/Deficit based on 2044 Growth Strategy

	Housing Units	Jobs
<b>Growth Target</b>	2,100	728
<b>Parcel Capacity</b>	9,251	2,741
<b>Surplus/Deficit</b>	<b>+7,151</b>	<b>+2,013</b>

King County; Framework, 2023

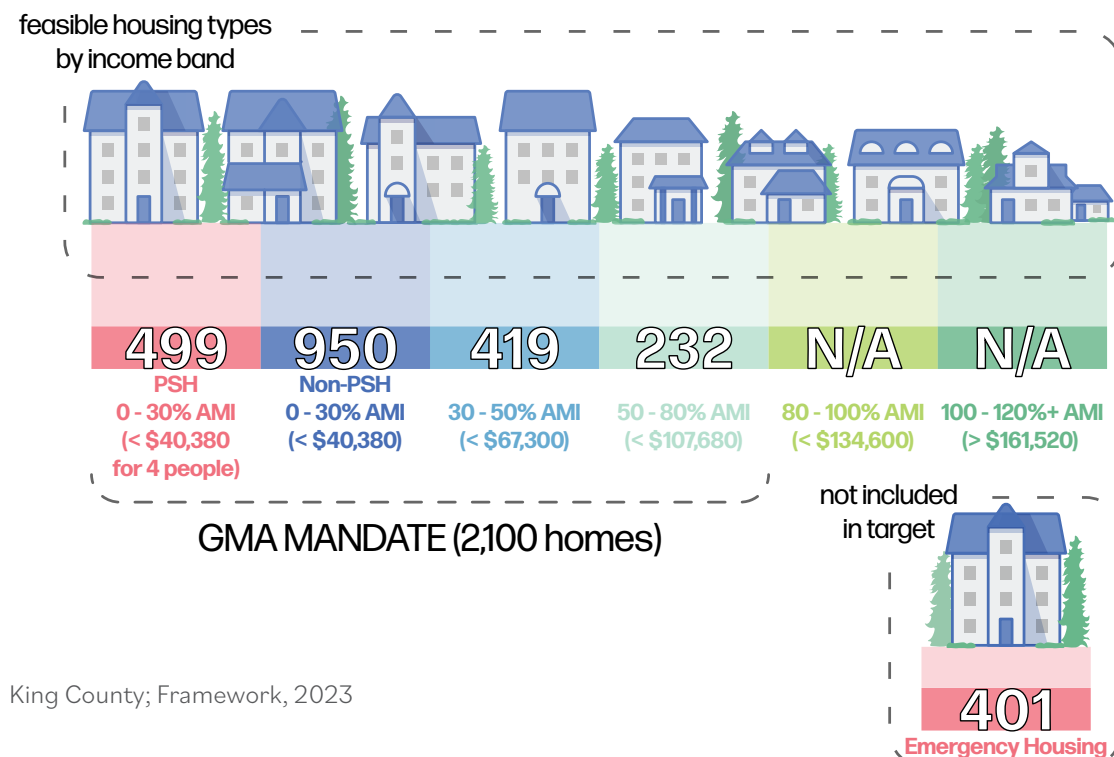
## Affordable Housing Allocation

As per State legislation passed in 2021 (HB 1220), King County disaggregates the City’s housing growth target of 2,100 units by income band. Figure LU-16 shows the affordable housing allocation for five ranges of household income relative to the area median income (AMI) for King County, which are discussed on the following page.

- Extremely Low Income (0-30% AMI), including permanent supportive housing (PSH) and non-permanent supportive housing
- Very Low Income (30-50% AMI)
- Low Income (50-80% AMI)
- Moderate to Median Income (80-100% AMI)
- Above Median Income (100-120%+ AMI)

The parentheses in Figure LU-16 indicate the household income limits for a family of four based on the County’s area median income for 2022 (\$134,600).

Figure LU-16. King County Allocation: breakdown of 2,100 units

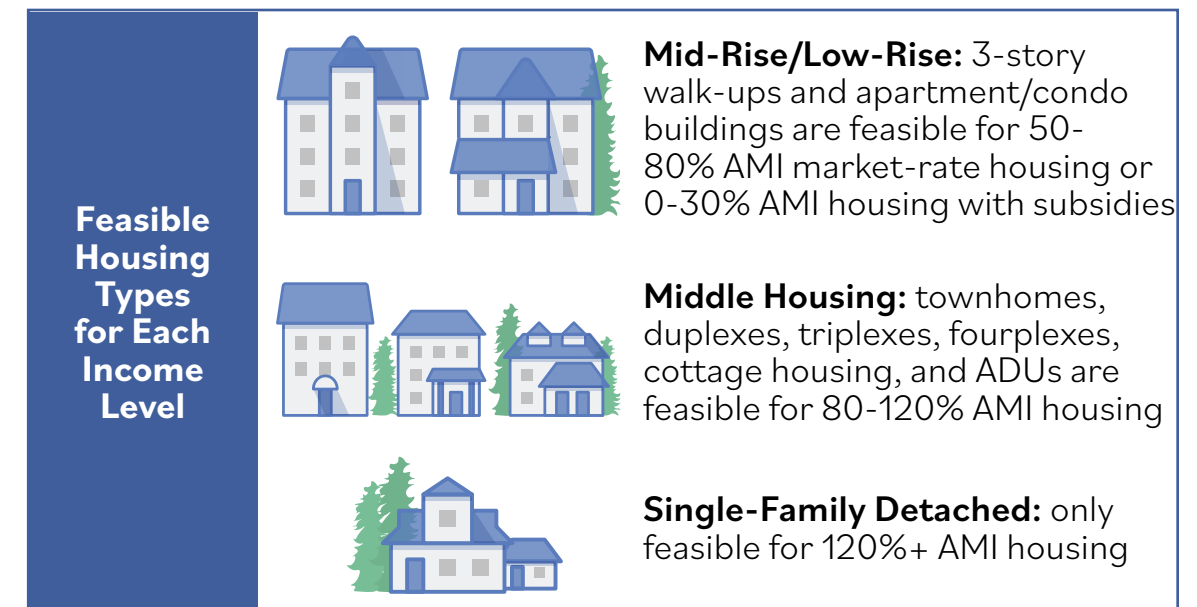


King County; Framework, 2023

## State Guidance

Washington State Department of Commerce issued guidance to cities for sufficiently meeting the affordable housing allocation directed by HB 1220. Figure LU-17 shows, according to Commerce, which housing types most feasibly provide housing affordable to each income level.

Figure LU-17. Feasible housing types for each income level as per Washington Department of Commerce guidance.

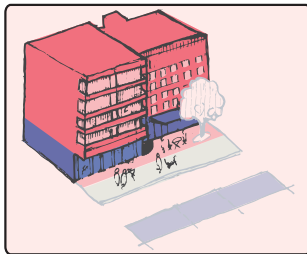


WA Department of Commerce; Framework, 2023

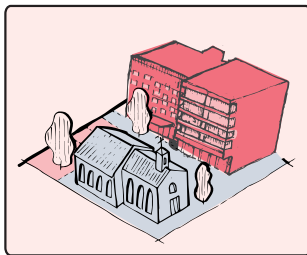
The Puget Sound Regional Council (PSRC) provided cities with guidance on the county-issued growth targets as they relate to planned population growth over the planning horizon. In essence, the direction from PSRC is to limit the planned population growth for 2044 to the 2,100-unit growth target. When projecting the County’s average household size of 2.75 people, this means Sammamish is planning for a population of 73,925 by 2044. This guidance from PSRC, however, does not preclude the City from embedding more capacity beyond the 2,100-unit target in its land use plan.

# 2044 Growth Strategy

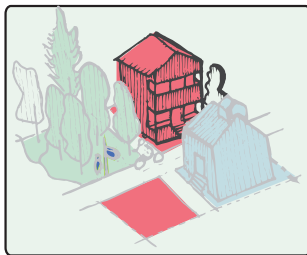
Although Sammamish has an estimated parcel capacity of 3,158 units, based on the 1,288-unit EIS balance for the Town Center and the 2021 King County Urban Growth Capacity Study, not enough zoned capacity exists for mid-rise construction and other housing typologies necessary to support the City’s affordable housing allocation. Considering this, the 2024 Comprehensive Plan project team developed several strategies that would expand parcel capacity for moderate to high density housing. The strategies below were vetted by Planning Commission members, City Council members, and planning staff:



**Increased Capacity in Centers:** Recognizing the low densities historically permitted in Town Center and Mixed-Use Centers (Inglewood, Pine Lake, and Klahanie), this strategy makes modest density increases and use allowances to support more mid-rise construction. Such changes to zoning and development standards not only make possible a wider range of housing for renters and owners, but also provide more commercial opportunities necessary to meet the City’s job target.



**Bonus Parcels:** This strategy leverages substantial amounts of public and religious land that primarily exists in low-density residential zones across the City. Density bonuses will be provided in exchange for the construction of extremely low- and low-income housing on vacant or underutilized lots owned by the City, King County, Sammamish Plateau Water, or religious institutions. In many circumstances, surplus land can be used for affordable housing while retaining existing structures.



**Middle Housing Overlay:** Opening Sammamish’s residential areas, which were largely zoned for large-lot single-family homes, to middle housing development provides considerable gains to housing capacity across much of the City. This strategy helps the City diversify its housing stock for local needs, provides housing affordable to moderate-income households, and satisfies new State mandates under HB 1110.

## Capacity Estimates & Feasible Housing Types

The growth strategies introduced above are reflected in the future land use map and forthcoming zoning changes in several ways:

- Increased development potential and expanded subarea planning in Town Center and Mixed-Use Centers
- Density bonuses for affordable housing on city-, county-, and religious-owned parcels
- The creation of Neighborhood Residential—a middle housing land use classification that complies with HB 1110

### Town Center & Mixed-Use Centers

An ongoing amendment to the Town Center Plan will determine specific zoning changes to TC- zones; these are expected by late 2024 to early 2025. For the purposes of the Comprehensive Plan, all parcels are assumed to reach their maximum zoning density and the TC-E zone (Town Center Reserve) will be increased from 1 du/ac to 20 du/ac—a conservative, yet foreseeable future given the scope of the Town Center Plan amendment. Increases to non-residential floor area ratio limits in Town Center and Mixed-Use Centers—also expected under the Town Center Plan amendment—enable more commercial opportunities and in the longer term, subarea planning in Mixed-Use Centers could expand the footprint of these areas and further increase permitted residential densities.

**Figure LU-19.** Total capacity estimate for the TC, O, and CB zones compared under both current (existing) and proposed zoning schemes.

Mixed-Use Centers Zoned Capacity Estimates				
	Housing Units		Jobs	
	Existing	Proposed	Existing	Proposed
<b>Town Center</b>				
<i>TC Zoning</i>	1,288	1,517	833	1,981
<b>Mixed-Use Centers</b>				
<i>O &amp; CB Zones</i>	602	293	627	760
<b>Total</b>	<b>1,890</b>	<b>1,810</b>	<b>1,460</b>	<b>2,741</b>

Feasible Housing Types for Centers

**Mid-Rise:** traditional apartment/condo buildings, courtyard apartments, mass timber buildings, and point-access buildings.

City of Sammamish; Framework, 2023

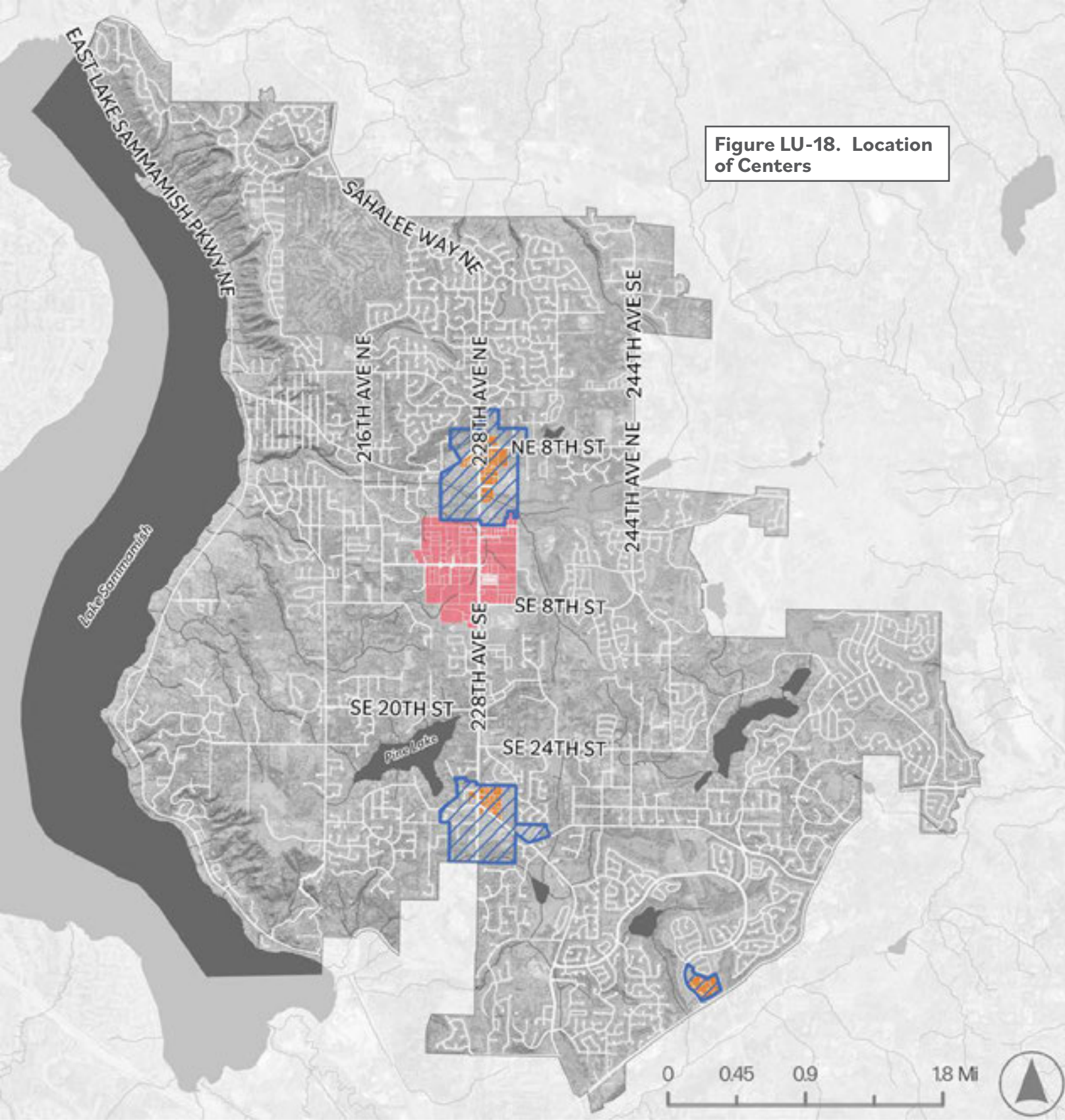


Figure LU-18. Location of Centers

**FUTURE LAND USE DESIGNATIONS**

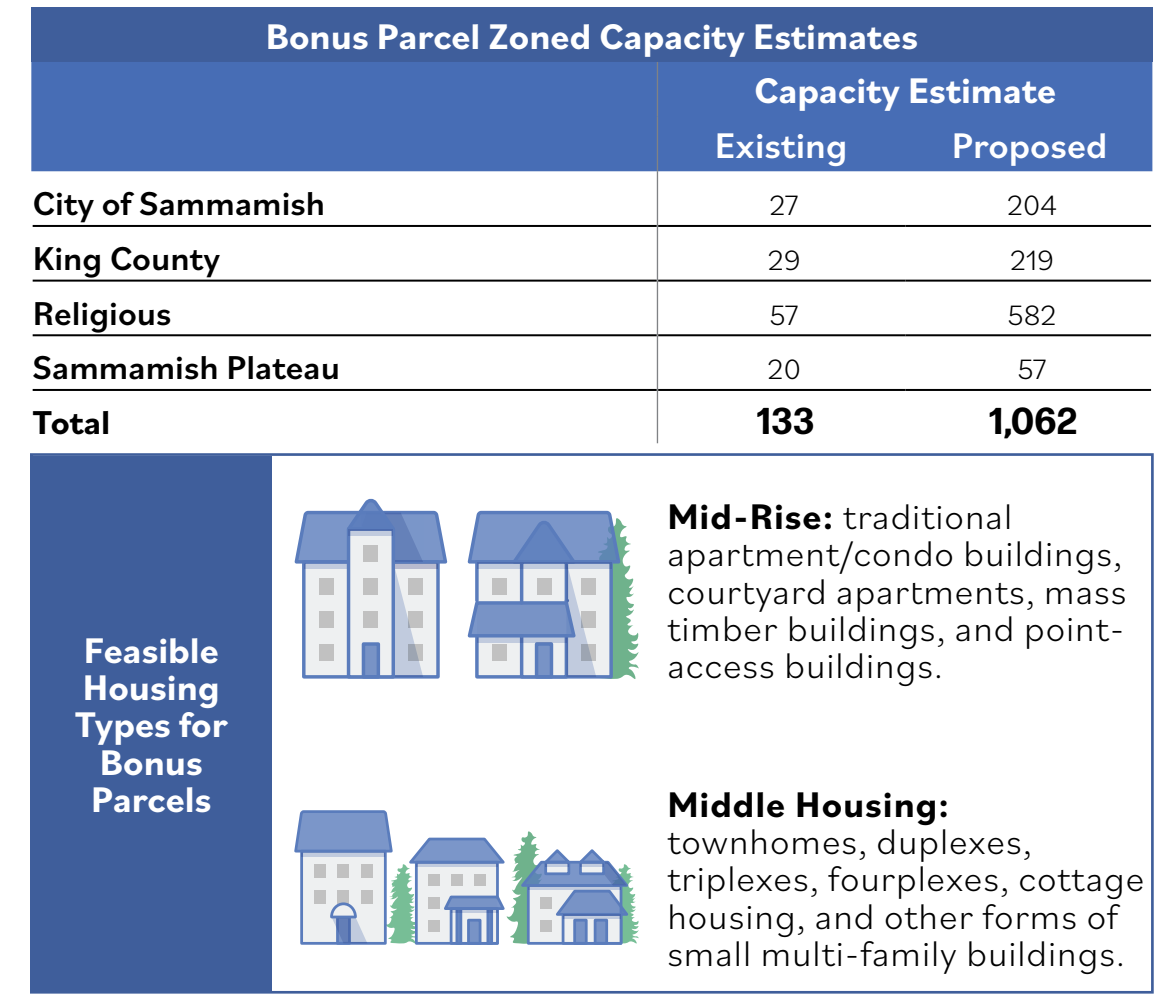
- Inglewood Subarea
- Pine Lake Subarea
- Klahanie Subarea
- Town Center
- Mixed-Use Center
- Lakes
- Streams

**Bonus Parcels**

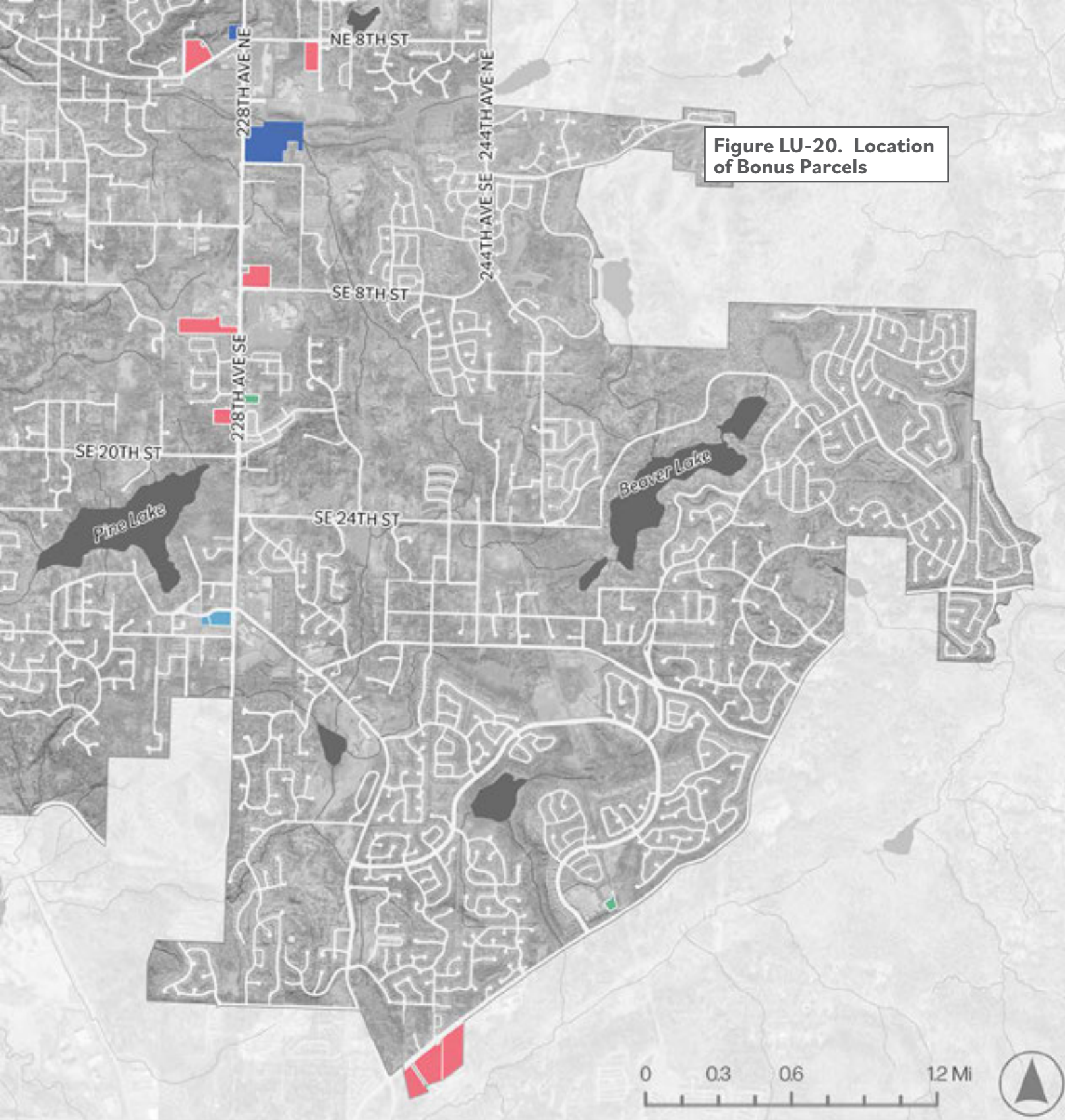
The project team identified 14 Bonus Parcels—two parcels owned by Sammamish Plateau Water, two parcels owned by the City of Sammamish, two parcels owned by King County, and eight parcels owned by religious institutions—as candidates for transit- and amenity-adjacent affordable housing sites. This approach strives to reduce or eliminate land costs from housing construction and implements HB 1377, which allows cities to award density bonuses to projects on religious-owned properties if the units remain affordable to 80% AMI for at least 50 years.

Many publicly- and religious-owned properties are currently zoned for low-density residential development or may have an existing structure that precludes additional development. This strategy requires a zoning overlay that allows residential as an accessory use on sites with an existing church, utility structure, or other building and introduces a significant amount of residential capacity.

Figure LU-21. Existing and proposed capacities and feasible housing types for Bonus Parcels



City of Sammamish; Framework, 2023



**Figure LU-20. Location of Bonus Parcels**

- BONUS PARCELS**
- City of Sammamish
  - King County
  - Religious
  - Sammamish Plateau
  - Lakes
  - Streams

## Neighborhood Residential

The combination of new State legislation (HB 1110) and local need for more diverse housing types led the project team to establish Neighborhood Residential as a land use designation for properties previously zoned R-1, R-4, R-6, or R-8. The new designation assumes modest increases in capacity with a middle housing overlay that will vary between 12 and 18 units per acre to support middle housing types like townhomes, cottage courts, and plex-style buildings.


Several factors complicate capacity estimates for Neighborhood Residential, including an unknown number of homeowners associations established before the passage of HB 1110 that can continue to exclude middle housing development. Large single-family homes will also likely remain as the preferred option among developers and landowners in most neighborhoods. On the contrary, parcels were classified as “redevelopable” in the Urban Growth Capacity Study prior to the passage under HB 1110. This means that many more parcels are likely “redevelopable” now given the option to build middle housing.

Ultimately, the City is not required to estimate capacity for Neighborhood Residential, nor does it heavily rely on this land use designation for its 2044 Growth Target and Housing Need. The estimate provided in Figure LU-23 underscores the unknown development dynamics in Neighborhood Residential in the future.


**Figure LU-23.** Existing and estimated capacities under new State law (HB 1110) for Neighborhood Residential

Neighborhood Residential Zoned Capacity Estimates		
	Capacity Estimate	
	Existing	Proposed
<b>Neighborhood Residential (R-1 - R-8 Zoning)</b>	1,268	6,252
<b>Total</b>	<b>1,268</b>	<b>6,252</b>

Feasible Housing Types for Neighborhood Residential



**Middle Housing:** townhomes, duplexes, triplexes, fourplexes, cottage housing, and ADUs are feasible for 80-120% AMI housing



**Single-Family Detached:** only feasible for 120%+ AMI housing

City of Sammamish; Framework, 2023

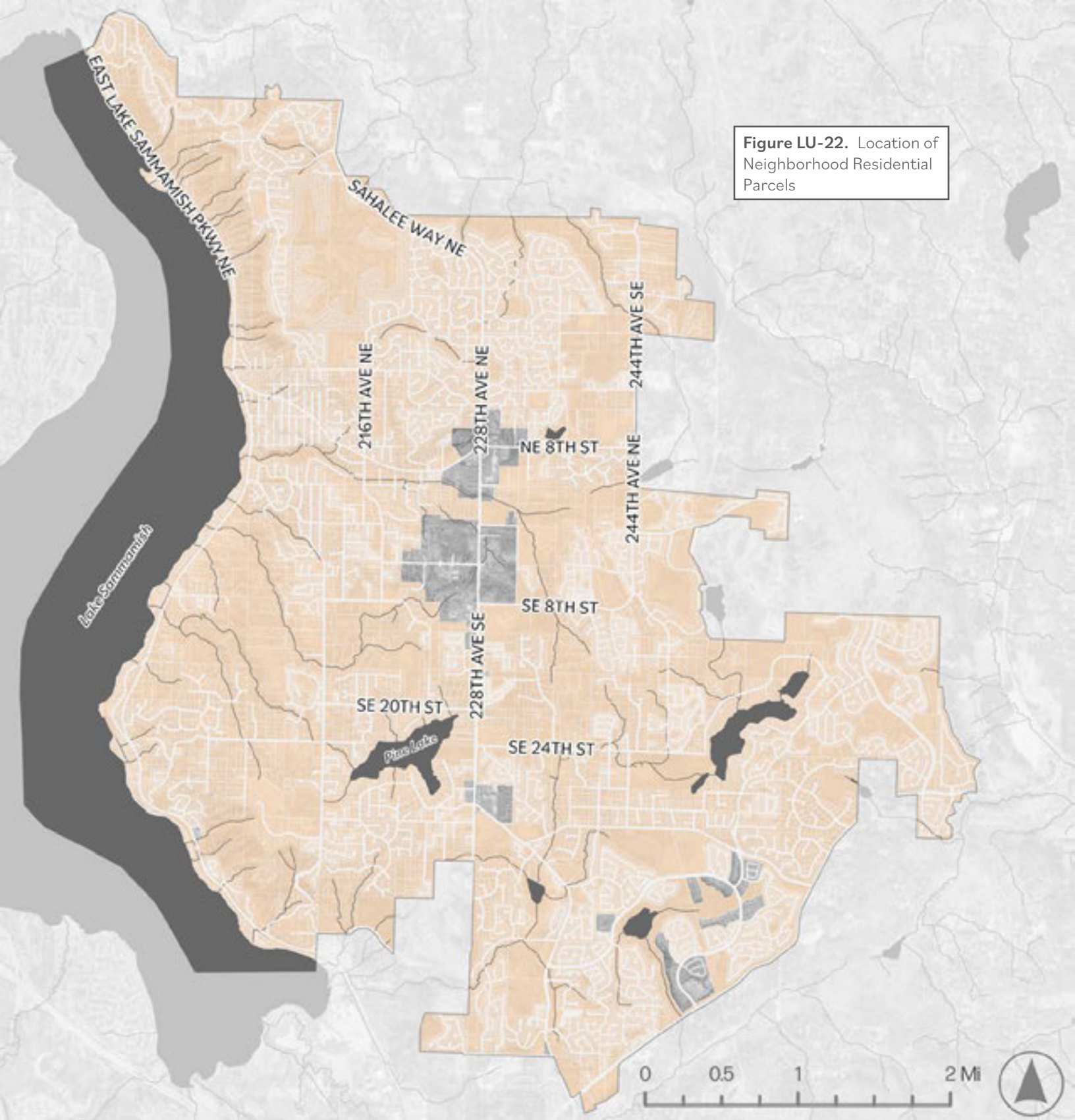


Figure LU-22. Location of Neighborhood Residential Parcels

**FUTURE LAND USE DESIGNATIONS**

- Neighborhood Residential
- Lakes
- Streams

**2044 Future Land Use Map**

The 2044 Growth Strategy is compiled in the Sammamish Future Land Use Map (FLUM), which is introduced in Volume I of the Land Use Element. Bonus Parcels are not indicated on the FLUM because the underlying land use designation remains unchanged. The implementation of affordable housing on these parcels will be accomplished through a zoning overlay.

Figure LU-25. Future Land Use by Acreage

Future Land Use by Acreage		
Future Land Use Designation	Parcel Acreage	
	Acres	Percent
<b>Neighborhood Residential</b>	11,225	95.70%
<b>Urban Residential</b>	204	1.74%
<b>Neighborhood Center*</b>	2	0.02%
<b>Mixed-Use Center</b>	72	0.61%
<b>Town Center</b>	226	1.93%
<b>Total Parcel Acres</b>	<b>11,728</b>	

City of Sammamish; King County; Framework, 2024

\*Neighborhood Center acreage is based on the East Lake Sammamish Parkway parcel with existing Neighborhood Business zoning. Additional Neighborhood Center acreage is expected as the City undergoes subarea planning in the areas identified as Prospective Neighborhood Centers in the FLUM.

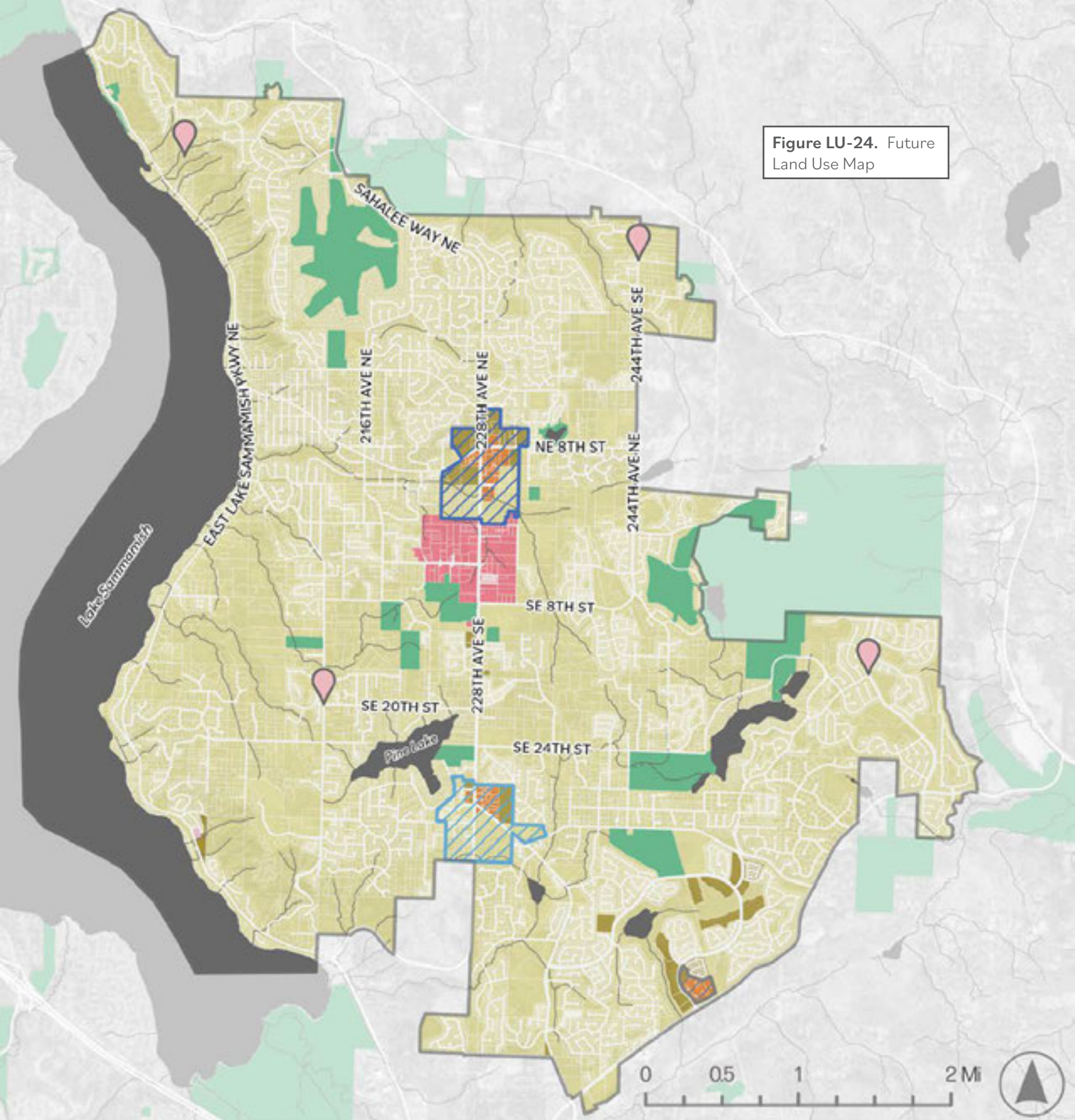


Figure LU-24. Future Land Use Map

**FUTURE LAND USE DESIGNATIONS**

- Parks
  - Neighborhood Residential
  - Urban Residential
  - Neighborhood Center
  - Mixed-Use Center
  - Town Center
  - Subarea Planning Required\*
    - Conceptual Inglewood Subarea
    - Conceptual Pine Lake Subarea
    - Conceptual Klahanie Subarea
  - Lakes
  - Streams
  - Prospective Neighborhood Center
- \*Exact boundaries, land uses, and intensities to be determined during a formal subarea planning effort*

**Capacity Assumptions**

Development assumptions behind the existing capacity estimates are entirely based on the methodology used in the 2021 King County Urban Growth Capacity Study, which relies on parcel data from 2019. Assumptions for the 2044 Growth Strategy, however, were developed to most accurately reflect the market conditions expected over the next 20 years and informed by King County guidance, collaboration with Sammamish planning staff, and discussions with local developers. Figure LU-26 summarizes the density assumptions and market factor, public purpose, and right-of-way deductions applied to vacant and redevelopable parcels across different zones. “Vacant” and “redevelopable” parcel classification is based on the 2021 King County Urban Growth Capacity Study.

Figure LU-26. Development assumptions for the 2044 Growth Strategy

2044 Development Assumptions							
STRATEGY	INPUTS			ASSUMPTIONS			
	PARCEL SELECTION	PARCEL EXCLUSIONS	OTHER EXCLUSIONS	RESIDENTIAL DENSITY (du/ac)	JOB DENSITY (FAR)	MARKET FACTOR	Public Purpose/ ROW DEDUCTION
<b>Increased Capacity in Centers: Mixed-Use Centers</b>	All parcels zoned CB or O	Parcels marked “developed” in UGCS data. Parcels excluded for other reasons in UGCS data: due to use, ownership, or size	Critical areas	18	0.40	<b>Vacant:</b> 30-35% <b>Redevelopable:</b> 35-50%	<b>Vacant:</b> 30% <b>Redevelopable:</b> 30%
<b>Increased Capacity in Centers: Town Center</b>	All parcels zoned TC-A, TC-B, TC-C, TC-D, or TC-E	Parcels marked “developed” in UGCS data. Parcels excluded for other reasons in UGCS data: due to use, ownership, or size	Pipeline Development & Critical areas	<b>TC-A:</b> 40 <b>TC-B:</b> 20 <b>TC-C:</b> 8 <b>TC-D:</b> 20 <b>TC-E:</b> 20	<b>TC-A:</b> 0.40 <b>TC-B:</b> 0.30 <b>TC-C:</b> 0.00 <b>TC-D:</b> 0.20 <b>TC-E:</b> 0.20	<b>Vacant:</b> 5-10% <b>Redevelopable:</b> 15%	<b>Vacant:</b> 10% <b>Redevelopable:</b> 10%
<b>Bonus Parcels</b>	2 parcels owned by Sammamish Plateau 2 parcels owned by the City of Sammamish 2 parcels owned by King County 8 parcels owned by religious institutions	None	Existing building footprints & Critical areas	<b>Religious:</b> 40 <b>City:</b> 60 <b>County:</b> 60 <b>Samm Plat:</b> 12	N/A	*all parcels treated as vacant* <b>Religious:</b> 60% <b>City:</b> 10% <b>County:</b> 5% <b>Samm Plat:</b> 35%	<b>Religious:</b> 5% <b>City:</b> 20% <b>County:</b> 5% <b>Samm Plat:</b> 10%
<b>Middle Housing Overlay</b>	All parcels with R-1, R-4, R-6, or R-8 zoning	Parcels marked “developed” in UGCS data Parcels excluded for other reasons in UGCS data: due to use, ownership, or size	Critical areas	<b>R-1:</b> 12 <b>R-4:</b> 18 <b>R-6:</b> 18 <b>R-8:</b> 18	N/A	<b>Vacant:</b> 20% <b>Redevelopable:</b> 25%	N/A

City of Sammamish; King County; Framework, 2023

## Capacity Compliance with King County Allocation

The 2044 Growth Strategy builds in ample capacity to satisfy the Housing Need issued by King County—most of which will require mid-rise housing construction—and local needs for a wide range of housing opportunities. As per HB 1220, Figure LU-27 below summarizes the new parcel capacity estimates by feasible housing types as a justification for supporting all economic segments in the population.

Capacity estimates under the 2044 Growth Strategy have limited accuracy due to the complex and uncertain nature of development decisions and processes. For example, the uptake of middle housing could vary significantly due to homeowner association restrictions and participation rates among landowners.

Figure LU-27. Parcel Capacities by Feasible Housing Type



City of Sammamish; Framework, 2023

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# Housing

## Volume II



## Background Information

The following documents referenced or included in this Volume II constitute the background information used to inform Volume I of the 2024 Comprehensive Plan Update.

### Included in Volume II

The following analyses are included as new requirements under HB 1220.

#### Supplemental Housing Inventory and Analysis

This section provides additional data and an adequate provisions checklist for funding gaps to support the Housing Element.

#### Housing Land Capacity Analysis

This analysis compares permanent and temporary/emergency housing capacity to the City's allocated need.

#### Racially Disparate Impacts Report

This report identifies historic policies and practices that have resulted in displacement, exclusion, and other racially disparate impacts, uses Census data to identify areas at greater risk of displacement, and establishes anti-displacement policies.

### External References

#### Housing Diversification Toolkit

Developed with A Regional Coalition for Housing (ARCH) and a consultant, the Housing Diversification Toolkit meets the state requirements for a **housing action plan**. This effort included extensive community outreach and analysis to identify existing barriers to housing development. The Toolkit focuses on expanding missing middle and affordable housing opportunities, housing located near services and transportation routes, and addressing conflicting market demand. The Toolkit can found on the [City website](#).

# Supplemental Housing Inventory and Analysis

The following tables provide supplemental housing inventories and population characteristics to provide additional context to the Housing Element. Similar data tables are available for 2020 in the Housing Diversification Toolkit and corresponding Housing Needs Assessment.

Figure H-1. Existing housing units by structure type

Existing Housing Unit Type and Tenure				
Housing Units in Structure	Number of Units			% of Total
	Owner-Occupied	Renter-Occupied	Total	
1 Detached Unit	16,938	1,665	18,603	83.6%
1 Attached Unit	874	99	973	4.4%
2 Units	-	-	-	0.0%
3 to 4 Units	282	300	582	2.6%
5 to 9 Units	354	353	707	3.2%
10 to 19 Units	220	588	808	3.6%
20 to 49 Units	-	184	184	0.8%
50 or More Units	50	317	367	1.6%
Mobile Homes	28	6	34	0.2%
Boat, RV, Van, etc.	-	-	-	0.0%
<b>Total Housing Units</b>	<b>18,746</b>	<b>3,512</b>	<b>22,258</b>	

ACS 5-Year, 2018-2022

Figure H-2. Existing housing units by age

Existing Housing Units by Age		
Housing Unit Age	Number of Units	% of Total
Built 1939 or Earlier	103	0.5%
Built 1940 to 1949	40	0.2%
Built 1950 to 1959	157	0.7%
Built 1960 to 1969	629	2.8%
Built 1970 to 1979	2,230	9.8%
Built 1980 to 1989	5,886	25.9%
Built 1990 to 1999	6,336	27.9%
Built 2000 to 2009	4,653	20.5%
Built 2010 to 2019	2,602	11.5%
Built 2020 or Later	67	0.3%
<b>Total Housing Units</b>	<b>22,703</b>	

ACS 5-Year, 2018-2022

Figure H-3. Existing housing units by tenure

Existing Housing Units by Tenure		
Tenure	Number of Units	% of Total
Owner-Occupied	18,746	84.2%
Renter-Occupied	3,512	15.8%
<b>All Occupied Housing Units</b>	<b>22,258</b>	

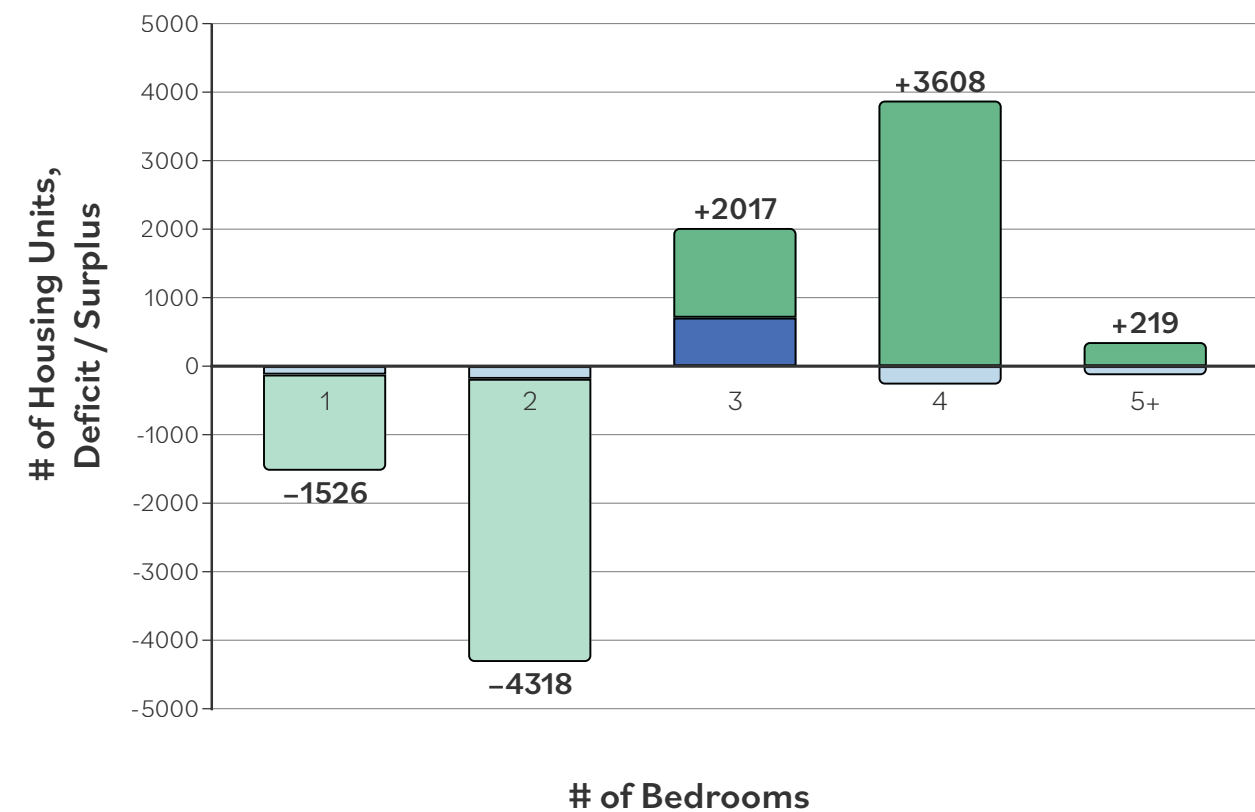
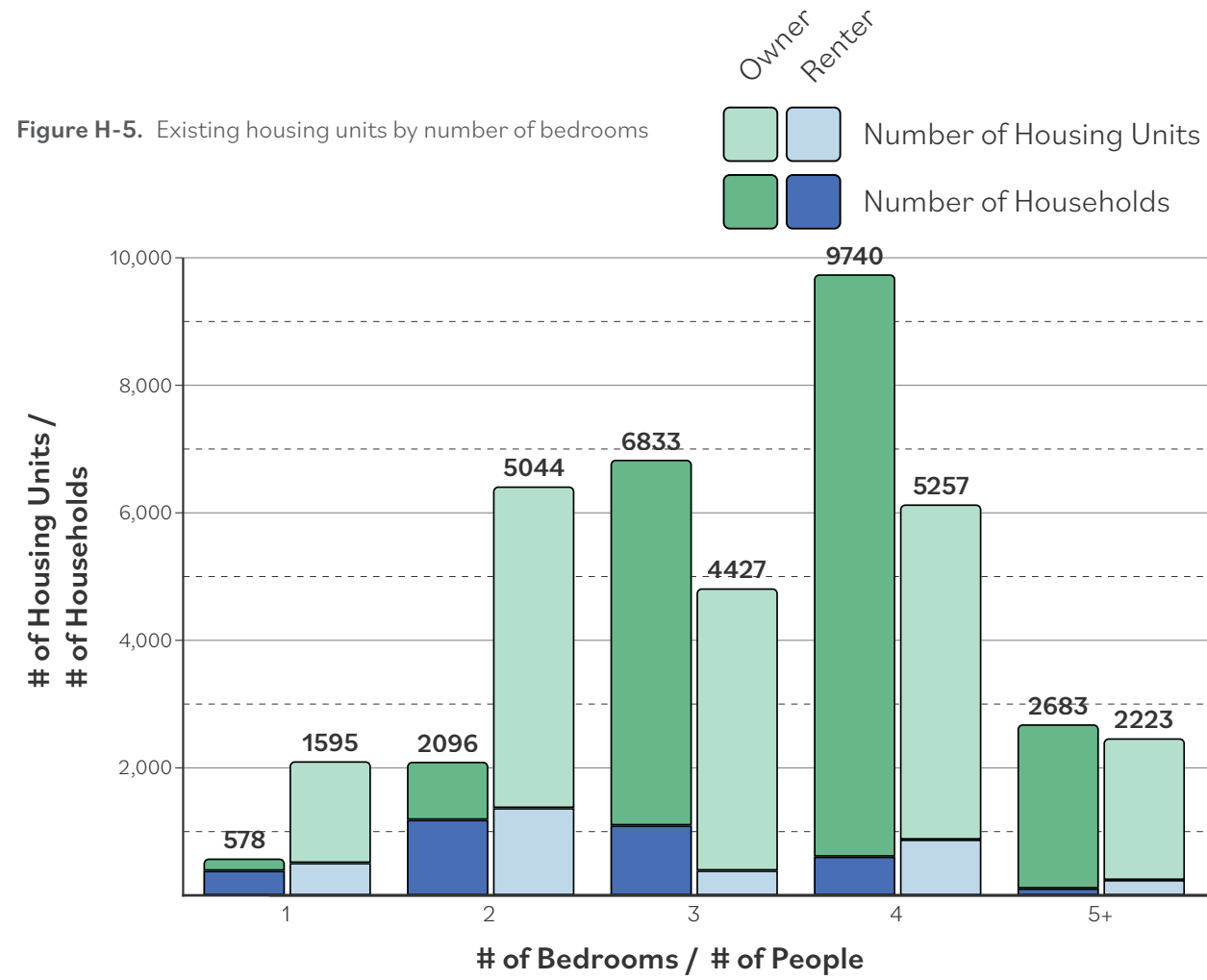
ACS 5-Year, 2018-2022

Figure H-4. Existing housing units by condition (select characteristics)

Existing Housing Units by Condition		
Condition	Number of Units	% of Total
Housing Units Without Complete Kitchen Facilities	147	0.7%
Housing Units Without Complete Plumbing	48	0.2%
<b>All Occupied Housing Units</b>	<b>22,258</b>	

ACS 5-Year, 2018-2022

Figure H-5. Existing housing units by number of bedrooms



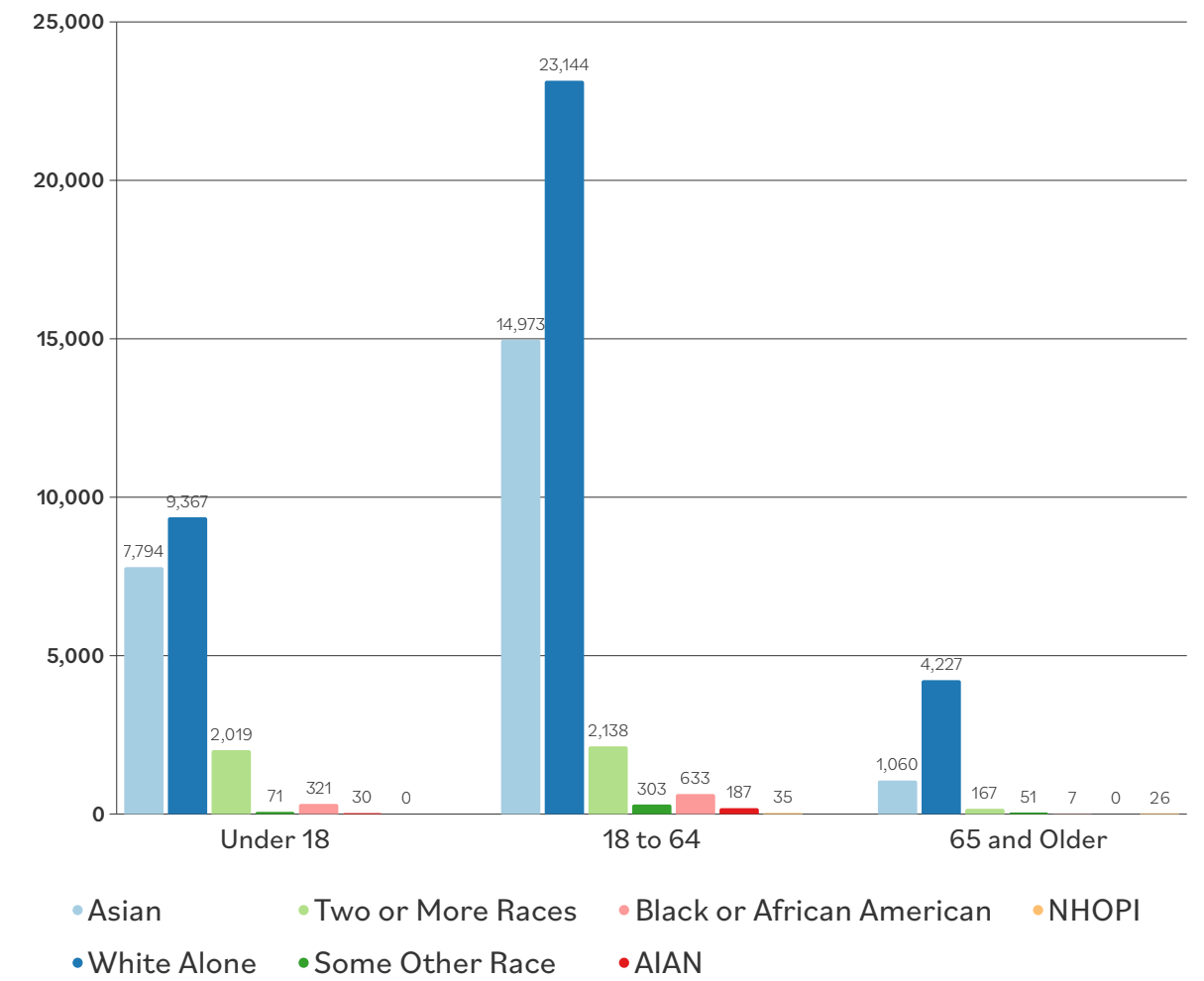
ACS 5-Year, 2018-2022

Figure H-6. Existing income-restricted affordable housing

Existing Income-Restricted Affordable Housing		
Development Name	Affordable Units	AMI Range
SAMM Apartments	18	80%
Sammamish Townhomes	7	80%
SKY Sammamish	24	80%
Highland Garden Apartments	50	30-60%
<b>Total Income-Restricted Units</b>	<b>99</b>	

ACS 5-Year, 2018-2022

Figure H-7. Age of Sammamish residents by race/ethnicity



ACS 5-Year, 2018-2022

# Housing Land Capacity Analysis

## Overview

As per requirements of the Growth Management Act (GMA), the Sammamish Housing Element must identify “sufficient capacity of land” to accommodate all projected housing needs during the 20-year planning period of its comprehensive plan (RCW 36.70A.070(2)(c)). This includes explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households;
- Permanent supportive housing;
- Emergency housing and emergency shelters; and
- Duplexes, triplexes, and townhomes (within an urban growth area boundary)

Extrapolating the 2021 King County Urban Growth Capacity Study, the project team for the 2024 Sammamish Comprehensive Plan Update developed a Land Capacity Analysis (LCA) to measure and document capacity for new housing development on vacant, partially used, or under-utilized lands. This analysis considers the potential for land within City boundaries to accommodate new housing growth given current zoning and development regulations. Unlike the County’s Urban Growth Capacity Study, which looks backward at performance under the previous period’s comprehensive plan, the LCA looks forward to the land uses and development types planned for 2044.

## Household Income Segments for King County

Figure H-8 shows the four income ranges defined in RCW 36.70A.030 and the corresponding income limits and rent/mortgage limits established by A Regional Coalition for Housing’s (ARCH) for 2023. Limits for three-person households are included due to King County’s average household size of 2.75 people.

Figure H-8. 2023 King County income and rent limits for GMA defined income segments

GMA Defined Income & Rent Brackets for King County			
Household Income Segment	Income Relative to AMI	ARCH 2023 Income Limit (3 Person Household)	ARCH 2023 Rent Limit (3 Person Household)
Extremely Low-Income	0-30% of AMI	\$39,555	\$989
Very Low-Income	>30-50% of AMI	\$65,925	\$1,648
Low-Income	>50-80% of AMI	\$105,480	\$2,637
Moderate Income	>80-120% AMI	\$158,220	\$3,956

ARCH; Framework, 2023

# Land Capacity Analysis for Permanent Housing

King County Countywide Planning Policies (CPPs) disaggregate Sammamish’s 2044 growth target to establish Housing Need for different income brackets. Sammamish’s 2044 Growth Strategy, implemented through updates to its land use, zoning, and development standards, in combination with significant subsidies, shows that the City has sufficient land capacity to meet its CPP Housing Need for permanent housing (a total of 2,100 units). An additional LCA for temporary housing below demonstrates the City’s capacity for its emergency housing need (401 units).

Figure H-9. Current housing and housing needed in Sammamish by income bracket

	Total Units	0-30% AMI						
		Non-PSH	PSH	30-50%	50-80%	80-100%	100-120%	120%+
<b>Baseline Supply (2019)</b>	22,543	110	-	341	541	1,899	2,024	17,628
<b>King County Growth Target (Net New Housing Needed 2019-2044)</b>	2,100	950	499	419	232	-	-	-
<b>King County Total Future Housing Needed: 2044</b>	24,643	1,060	499	760	773	1,899	2,024	17,628
<b>Sammamish 2044 Growth Strategy (Net New Housing Capacity 2019-2044)</b>	9,256	1,487		429	232	509	1,563	5,036
<b>Sammamish 2044 Growth Strategy (Net New Housing Planned 2019-2044)</b>	2,100	950	499	419	232	-	-	-
<b>Sammamish 2044 Growth Strategy (Surplus of New Housing Capacity)</b>	7,156	38		10	0	509	1,563	5,036
<b>Sammamish 2044 Growth Strategy (Surplus/Deficit of Planned Housing)</b>	0	0	0	0	0	0	0	0

King County; Framework, 2023

The project team updated the underlying assumptions from the 2021 King County Urban Growth Capacity Study to reflect more realistic development dynamics and the 2044 Growth Strategy to produce the updated capacities below. A full list of development assumptions is included in Volume II of the Land Use Element.

Figure H-10. Land capacity summary by zone

Land Capacity by Zone					
ZONE	Net Developable Land (acres)	Residential Density (du/ac)	Gross Residential Capacity (units)*	Existing Housing on Redevelopable Parcels (units)	Net Residential Capacity (units)
R-1	1,283.9	<b>R-1: 1 Middle Housing Overlay: 12</b>	1,220	12	1,208
R-4	3,989.9	<b>R-4: 4 Middle Housing Overlay: 18</b>	4,063	190	3,873
R-6	1,357.0	<b>R-6: 6 Middle Housing Overlay: 18</b>	1,145	44	1,101
R-8	59.5	<b>R-8: 8 Middle Housing Overlay: 18</b>	71	2	69
R-12	4.2	12	50	139	-
R-18	19.7	18	355	1,551	-
Community Business	45.9	18	263	-	263
Office	4.4	18	28	-	28
Neighborhood Business	0.9	8	3	-	3
TC-A	27.7	40	943	1	942
TC-B	29.4	20	455	18	437
TC-C	15.9	8	96	11	85
TC-D	0	20	-	-	-
TC-E	3.8	20	57	4	53
Bonus Parcels**	53	<b>City/County: 60 Religious: 40 Utility: 12</b>	1,064	2	1,062

King County; Framework, 2024

\*See Land Use Element Volume II for a full list of development assumptions.

\*\*Bonus Parcels are religious- or public-owned parcels in R-1, R-4, R-6, and R-8 zones. These parcels will be able to develop to 40-60 du/ac with a special zoning overlay if projects include affordable housing.

The following land use categories and associated zoning districts under the 2044 Growth Strategy for Sammamish regulate many factors, including building type and development intensity. Building types (e.g. single-family detached, duplexes, cottage clusters, townhomes, etc.) help organize development based on its form and function. Development intensities indicate the bulk of development (e.g. building height) and density (the number housing units or jobs per acre) for a specific building typology. For example, mid-rise is an intensity that might include mixed-use buildings, family stacked flats, or mass timber buildings. Low density can include building typologies like single-detached homes, accessory dwelling units, duplexes, and townhomes.

As per Department of Commerce guidance, from a construction cost perspective, each intensity and its corresponding building types are most feasibly built for specific levels of affordability. This is not to suggest that all housing built at mid-rise intensities will serve moderate income households; in fact, luxury condominiums at mid-rise intensities could only be affordable to households earning 120%+ AMI. Similarly, building typology is one of many factors influencing affordability; incentives, subsidies, and creative financing mechanisms are required to achieve deep affordability.

Figure H-11. Envision Sammamish 2044 Land Use Designations, Zoning Districts, and associated building types, intensities, and incomes served.

Future Land Use, Zone, Housing Types, Density, and Incomes Served					
2044 Land Use Designations	2044 Zoning Districts with Planned Housing	2044 Associated Housing Typologies	2044 Associated Intensities	Lowest Potential Income Served	
				Market-Rate	Subsidized
Neighborhood Residential	R-1; R-4; R-6; R-8; Middle Housing Overlay	Detached Single-Family, ADUs, Cottage Clusters, Multi-plex, Townhomes	Low Density, Moderate Density	High Income (>120% AMI)	Not Feasible at Scale
Urban Residential	R-24; R-40	Cottage Clusters, Multi-plex, Townhomes, Stacked Flats, Courtyard Buildings	Moderate Density, Low-Rise	Moderate and High Income (>80% AMI)	Low and Moderate Income (50-80% AMI)
Neighborhood Center	Neighborhood Business	Cottage Clusters, Multi-plex, Townhomes	Low Density, Moderate Density	Moderate and High Income (>80% AMI)	Low and Moderate Income (50-80% AMI)
Mixed-Use Center	Community Business; Office	Stacked Flats, Mass Timber, Point Access Blocks, Apartments, Condominiums, Permanent Supportive Housing	Moderate Density, Mid-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)
Town Center	TC-A; TC-B; TC-C; TC-D; TC-E	Stacked Flats, Mass Timber, Point Access Blocks, Apartments, Condominiums, Permanent Supportive Housing	High Density, Mid-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)

City of Sammamish; Framework, 2024

Note: Zoning districts still under development. Bonus parcels exist across multiple future land use designations (Neighborhood Residential, Mixed-Use Center, and Town Center); densities vary based on ownership.

## Implementing Actions to Satisfy Housing Need

Together, the Land Use and Housing Elements acknowledge real-world factors constraining development outcomes. The 2044 Growth Strategy includes a variety of zoning changes designed to sufficiently achieve housing type production associated with various AMI levels.

- Increased development capacity and expanded subarea planning in Town Center (TC-zones) and Mixed-Use Centers (CB and O zones).
- Density bonuses for affordable housing on city-, county-, and religious-owned parcels (“Bonus Parcels”) which effectively increase the allowable density from 1-8 du/ac to 12-60 du/ac depending on ownership.
- The creation of Neighborhood Residential—a middle housing land use classification that complies with HB 1110—that provides a middle housing overlay option that increases densities from 1-8 du/ac to 12-18 du/ac depending on the underlying zoning.

Figure H-12. Comparing housing need to zone categories

Housing Need Compared to Zoned Intensity & Capacity				
Income Level (% AMI)	Zone Intensities Serving These Needs	Aggregate Housing Need (units)	Net Residential Capacity (units)	Capacity Surplus or Deficit (units)
0-30% PSH				
0-30% Other	Mid-Rise High Density	1,868	1,916	48
>30-50%				
>50-80%	Low-Rise Moderate Density	232	741	509
>80-100%				
>100-120%	Low Density	N/A	6,599	6,599
>120%				
<b>Total</b>		<b>2,100</b>	<b>9,256</b>	<b>7,156</b>

King County; Framework, 2024

## Land Capacity Analysis for Temporary Housing

The GMA also requires cities to demonstrate explicit consideration of capacity for emergency housing and emergency shelters (RCW 36.70A.070(2)(c)). Currently, the City permits hotels/motels in CB, O, TC-A, and TC-B. Zoning changes that occur during the adoption of the 2024 Comprehensive Plan are expected to expand hotel/motel permissions to other Town Center zones (TC-C, TC-D, and TC-E) and additional zones that may be established in Mixed-Use Centers. As per GMA requirements under HB 1220, “Emergency Housing” and “Emergency Shelter” will be defined in the Sammamish Development Code and permitted in all zones where hotels/motels are permitted.

No hotel/motel exists in Sammamish, nor does the City have requirements for occupancy, spacing, or intensity of emergency housing. As such, Sammamish will establish reasonable occupancy, spacing, or intensity regulations for emergency housing during the zoning code update process.

Department of Commerce guidance suggests that an LCA must be conducted for plausible parcels to demonstrate the City’s capacity for its emergency housing need (401 units). To carry out this analysis, the project team has identified several Bonus Parcels that contain sufficient surplus area and are adjacent to transit, services, and amenities. A prototypical suburban emergency congregate shelter with 60 beds/acre has been used to best estimate the capacities of selected parcels.

Figure H-13. Land capacity of select bonus parcels for emergency housing

Bonus Parcel Capacity for Emergency Housing							
Plausible Bonus Parcels	Emergency Housing Type	Net Developable Land (acres)	Density (beds/ac)	Emergency Housing Capacity (beds)	Total Emergency Housing Capacity (beds)	Emergency Housing Need	Capacity Deficit or Surplus
Parcel #1 (religious-owned)	Congregate Shelter	5.71	60	343			
Parcel #2 (City-owned)	Congregate Shelter	1.08	60	65	<b>608</b>	<b>401</b>	<b>207</b>
Parcel #3 (religious-owned)	Congregate Shelter	3.34	60	200			

Department of Commerce; Framework, 2024

## Adequate Provisions Checklist

Beyond the barriers to housing development that were addressed in the City’s Housing Diversification Toolkit (Housing Action Plan) and the analysis and outreach efforts that contributed to this Plan Update, the City has identified funding barriers using the Adequate Provisions Checklist provided by the Department of Commerce. The gaps identified below are used to inform the goals, policies, and strategies in Volume I of the Housing Element.

Figure H-14. Checklist for addressing affordable housing funding gaps

Barriers to Funding Affordable Housing in Sammamish		
Local option tools for addressing affordable housing funding gaps	Implementation status	Plans for implementation
Housing and related services sales tax (RCW 82.14.530)	Not implemented	Collaboration with ARCH to determine if appropriate given City’s characteristics, affordable housing funding strategies, and alignment with existing City legislative priorities.
Affordable housing property tax levy (RCW 84.52.105)	Not implemented	Collaboration with ARCH to determine if appropriate given City’s characteristics, affordable housing funding strategies, and alignment with existing City legislative priorities.
REET 2 (RCW 82.46.035) – GMA jurisdictions only and only available through 2025	Verify with Finance	
Affordable Housing Sales Tax Credit (RCW 82.14.540) – was only available to jurisdictions through July 2020	Implemented	Funds distributed to ARCH. City has budgeted \$57,000 per year in 2023/24. Same amount is projected for 2025/26.
Lodging Tax (RCW 67.28.150 and RCW 67.28.160) to repay general obligation bonds or revenue bonds	Not implemented	Limited lodging opportunities in city.
Mental Illness and Drug Dependency Tax (RCW 82.14.460) – jurisdictions with a population over 30,000	Not implemented	City is not a service provider in this category.

Donating surplus public lands for affordable housing projects (RCW 39.33.015)	Not implemented	Collaboration with ARCH to determine if appropriate given City’s characteristics, affordable housing funding strategies, and alignment with existing City legislative priorities.
Impact fee waivers for affordable housing projects (RCW 82.02.060)	Partially implemented	City’s code offers impact fee waivers for specific project types. Could use updates/refinement.
Application fee waivers or other benefits for affordable housing projects (RCW 36.70A.540)	Not implemented	Identified in implementation strategies developed for Comprehensive Plan implementation. Requires additional collaboration with ARCH and stakeholders.
Multifamily Tax Exemption (MFTE) with affordable housing requirement (RCW 84.14)	Not implemented	Identified in implementation strategies developed for Comprehensive Plan implementation. Requires additional collaboration with ARCH and stakeholders.
General funds (including levy lid lifts to increase funds available)	Partially implemented	City currently provides ARCH housing trust fund contribution of \$100,000/year plus the \$57,000 collected from the Affordable Housing Sales Tax Credit program. As an ARCH member city, the City also supports overall ARCH activities through partner membership dues. Further allocation of general funds requires collaboration with ARCH to determine if appropriate given City’s financial status, affordable housing funding strategies, and alignment with existing City legislative priorities.

Department of Commerce; City of Sammamish; Framework, 2024

# Racially Disparate Impact Report

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Sammamish is committed to meeting the housing needs of members of our community who have experienced disproportionate harm.

This report supplements Sammamish's 2024 Comprehensive Plan Update to identify racially disparate impacts, displacement, and exclusionary effects, and to ensure city policies address these inequities moving forward.

Supplement to  
**Envision Sammamish 2044**

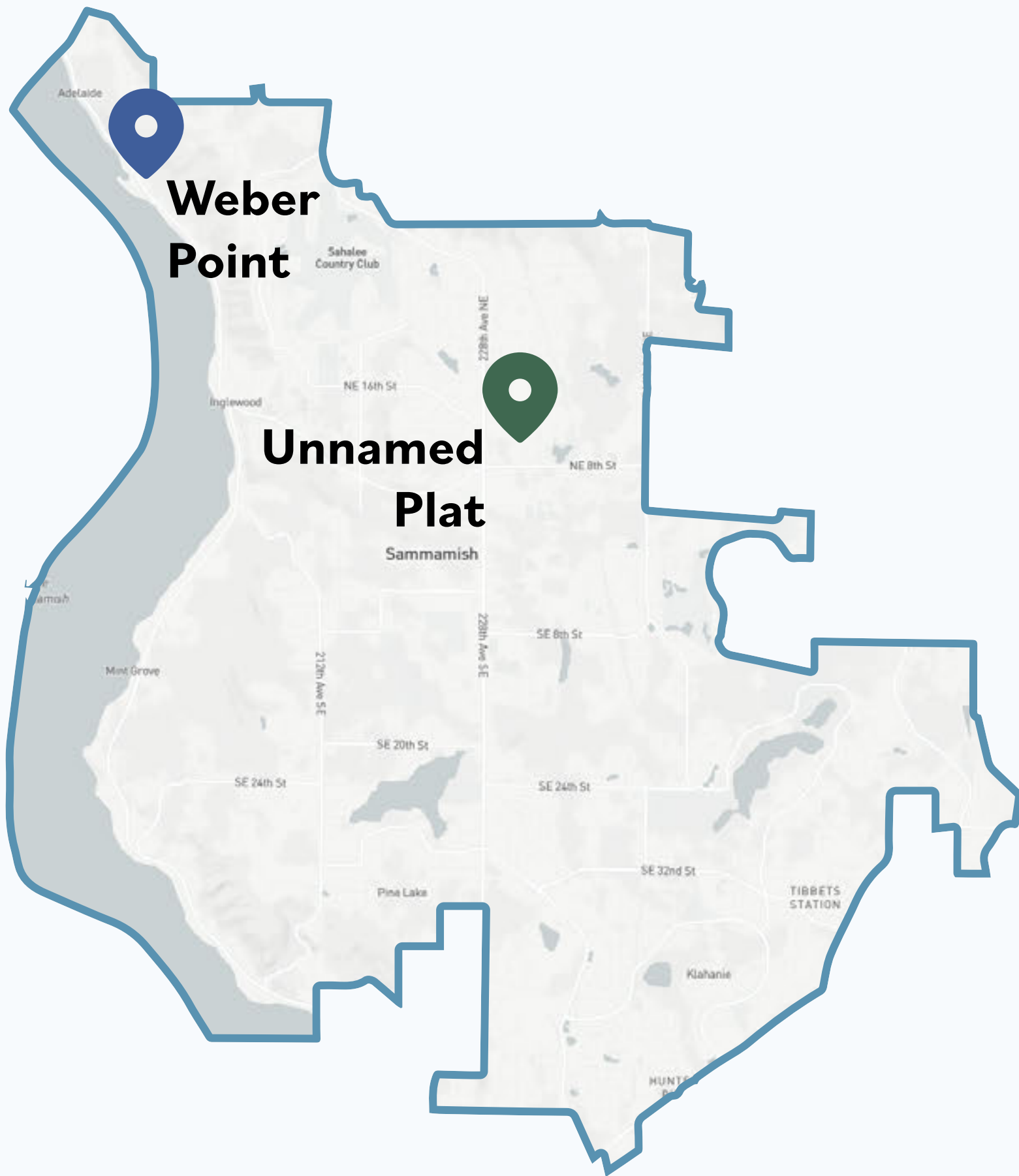
## Local History

The Sammamish of today was first stewarded by the indigenous Snoqualmie and Duwamish peoples long before the first recorded settlers arrived on the plateau in 1887. The area surrounding lake Sammamish was dominated by Douglas firs and cedar trees, and the plateau itself served as a hunting ground for the Snoqualmie residing to the east. Though a handful of white settler communities sprung up during the early twentieth century, none of them grew or persisted for long, and the Sammamish Plateau remained mostly wilderness for the next several decades. The 1980s saw an explosion of growth in the area, and the modern city of Sammamish was incorporated in 1999.

Though a relatively new city, Sammamish is not immune to the lingering effects of the racist legal, economic, and social forces underpinning the history of Washington state. The layering of exploitative treaties forced on indigenous peoples, Black exclusion laws, anti-Chinese and anti-Japanese laws, and other racist practices have favored white Americans over all other groups throughout state history. This historic privilege shaped the population of people who were able to settle the plateau during the 1970s, 80s, and 90s, and who thus were able to build generational wealth in the area. (This is reflected in the demographic profile from the 2000 Census, which can be found in Figure RDI-2).

Opposite: The Davis family, on their homestead along the eastern shore of Lake Sammamish. Retrieved from <https://culture.snoqualmiatribeweb.us/lake-sammamish/>





# Racist Historic Practices

Historic practices such as restrictive covenants and redlining have denied housing to marginalized communities, primarily based on racial and ethnic backgrounds. According to the Racial Restrictive Covenants Project by the University of Washington, there were instances in which subdivisions in Sammamish included restrictions against ownership by any non-white persons, including 10 properties at Weber Point. The Project has identified approximately 15 total properties in Sammamish that were at one point in time subject to these covenants, at Weber Point and in other unidentified plats.

Figure RDI-1 (at left) identifies these covenants where the Racial Restrictive Covenants project was able to pinpoint their locations. While these covenants may have been legally void since 1968, the lingering impacts of these covenants continue to be felt.

Redlining maps, discriminatory maps created in the 1930s by the Home Owners' Loan Corporation, categorized neighborhoods in American cities by perceived investment risk. These categories were often based on racial composition, which led to systemic disinvestment in minority communities. While an HOLC map was created for Seattle, the generally unpopulated nature of the plateau in the early twentieth century meant that redlining maps for Sammamish were never created. Similarly, no historic laws were in place that would have characterized Sammamish as a "sundown town" for any minority groups.



*It is agreed by and between all the parties hereto that the property herein described shall be used for residence property only and **shall be occupied by persons of the white race**, excepting that servants not of the white race but actually employed by a white occupant may reside on the property.*

Developer/Seller: Lake Sammamish Shingle Company  
 Year: 1937  
 Properties Covered: 10



*... **nor shall any part thereof, be used or occupied by any person of the Malay or any Asiatic race or decent, or any person of the races commonly known as the Negro races**, or of their decent, and the grantee, his heirs, personal representatives .... excepting only employees in the domestic service on the premises of persons qualified hereunder as occupants and users and residing on the premises ...*

Developer/Seller: Collins, Angie B  
 Year: 1929  
 Properties Covered: 1

Opposite: Figure RDI-1 - Racially Restrictive Covenants within present-day Sammamish. Retrieved from [https://depts.washington.edu/covenants/map\\_restrictions\\_king.shtml](https://depts.washington.edu/covenants/map_restrictions_king.shtml)

# Identifying Disparate Impact

## Demographic Background

To identify potential disparate impact in the present day, the data below is disaggregated by race and ethnicity to isolate individual effects, typically compared against the white alone population. Additionally, affordability metrics and demographic data are compared to King County to evaluate potential racial exclusion compared to the wider geography.

Figure RDI-2 (below) compares the present population of Sammamish with that of King County. While the percentage of white residents is comparable, Sammamish has nearly twice the relative population of Asian residents, but fewer multiracial, Hispanic, and Black residents. Figures 3 and 4 (opposite) compare the racial composition of Sammamish's population over time. In 2000, shortly after the city was incorporated, 87.4% of residents were white, making Sammamish more white than King County overall (75.6%). Today, while the population of Sammamish has grown significantly, the percentage of white residents has declined due to much larger increases in other populations, primarily Asian residents.

Finally, Figure RDI-5 (opposite) shows large income gaps when comparing Sammamish, a very affluent city, and King County more broadly. Since income is often closely linked to race, income disparities can be evidence of racially disparate impact, potentially leading to exclusion. The majority of Sammamish households are making more than \$100,000 annually. Comparing their incomes to King County's median income of \$106,326, we can see that at least two-thirds of Sammamish households make more than 100% AMI.

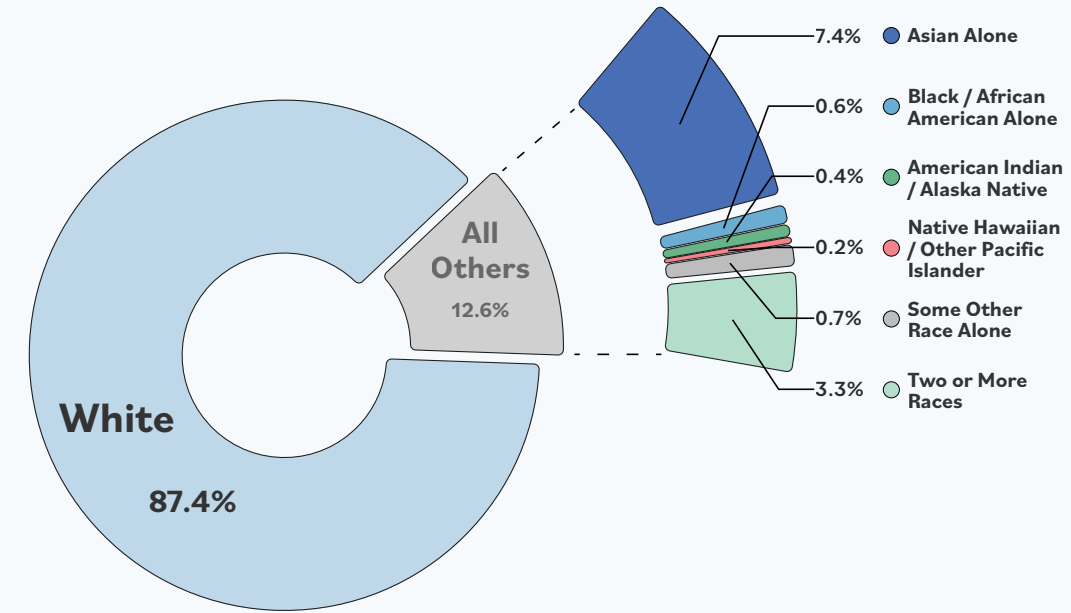


Figure RDI-3 - Sammamish Population by Race/Ethnicity. 2000 Census

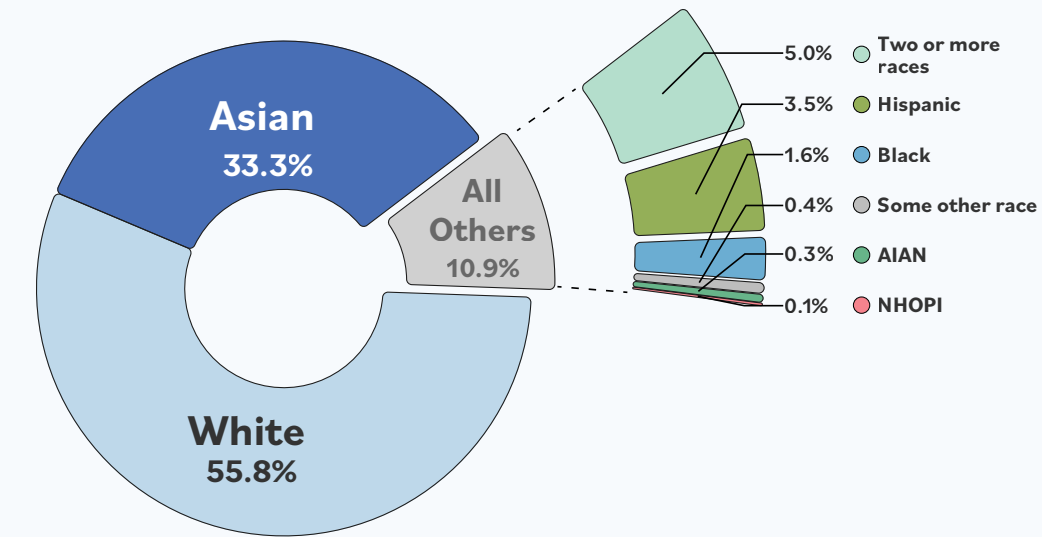


Figure RDI-4 - Sammamish Population by Race/Ethnicity. ACS 5 Year, 2016-2021

Figure RDI-2 - Sammamish vs King County Population by Race/Ethnicity. ACS 5 Year, 2016-2021

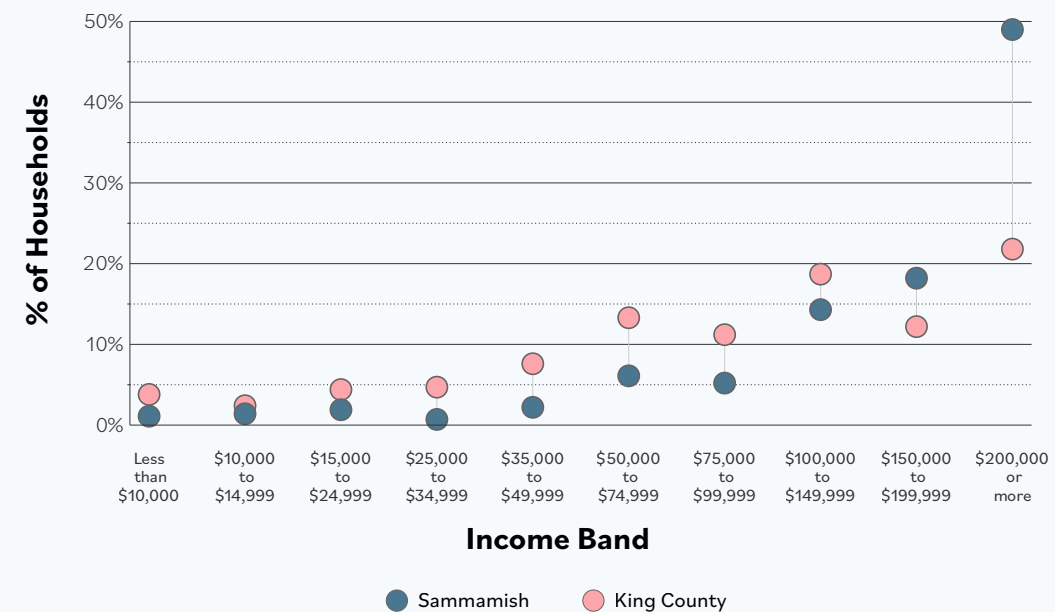
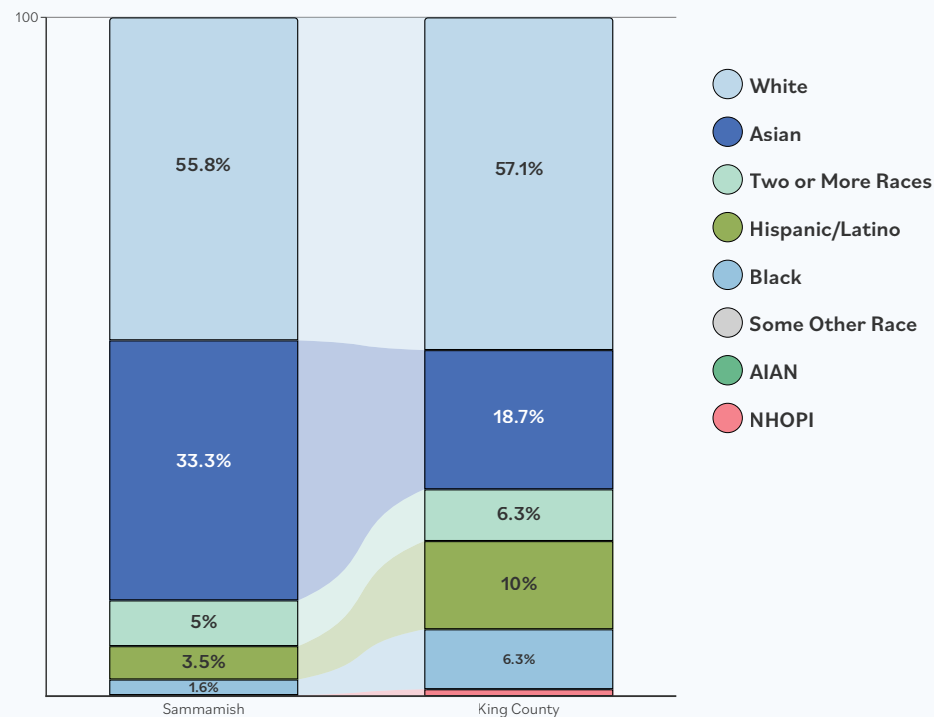


Figure RDI-5 - Sammamish vs King County Income Bands. ACS 5 Year, 2016-2021

## Income Comparison Across Race

Figure RDI-6 (below) further breaks down Sammamish's household incomes by race. While it is true that the majority of Sammamish households are making more than 100% AMI, both Black households and households with two or more races in Sammamish have relatively large cohorts in the lowest income bracket, below 30% AMI. Hispanic residents and residents who identify as Some Other Race also lag behind white residents in this category.

Comparisons across household income levels for each racial or ethnic cohort in Sammamish against King County are found in Figure RDI-7, at right. Despite the discrepancies within the Sammamish community noted above, there is another interesting dimension at play here. Across all racial cohorts, the percentage of Sammamish households making over \$200,000 exceeds the percentage of white households making over \$200,000 in King County (21.3%). The same can be said for the next highest income band, \$150,000 to \$200,000.

In combination with the demographic representation in Figure RDI-4, this insight reveals that BIPOC households who do move to Sammamish are overwhelmingly wealthy, compared to both their peers and to white households across the county. Taken together, this implies that wealth and income play a much larger role in who gets to move to Sammamish than it does for other cities in the region, and likely far more than race alone.

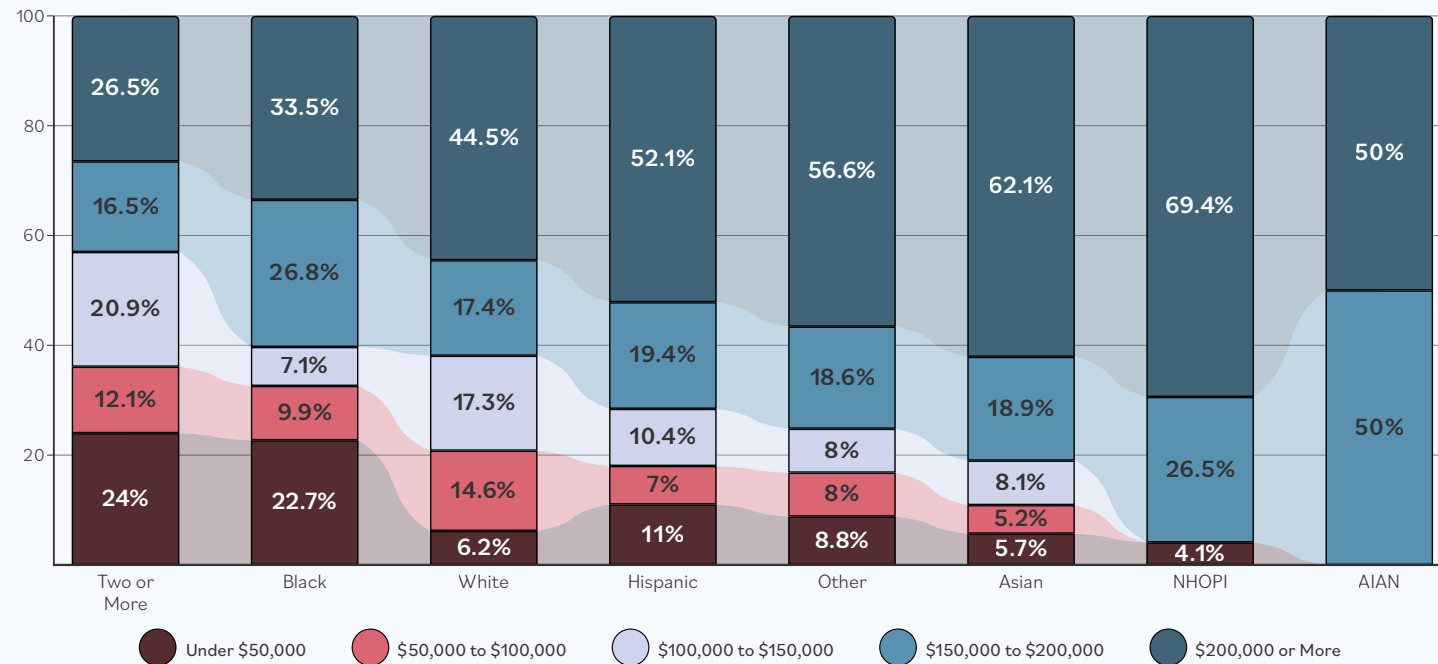
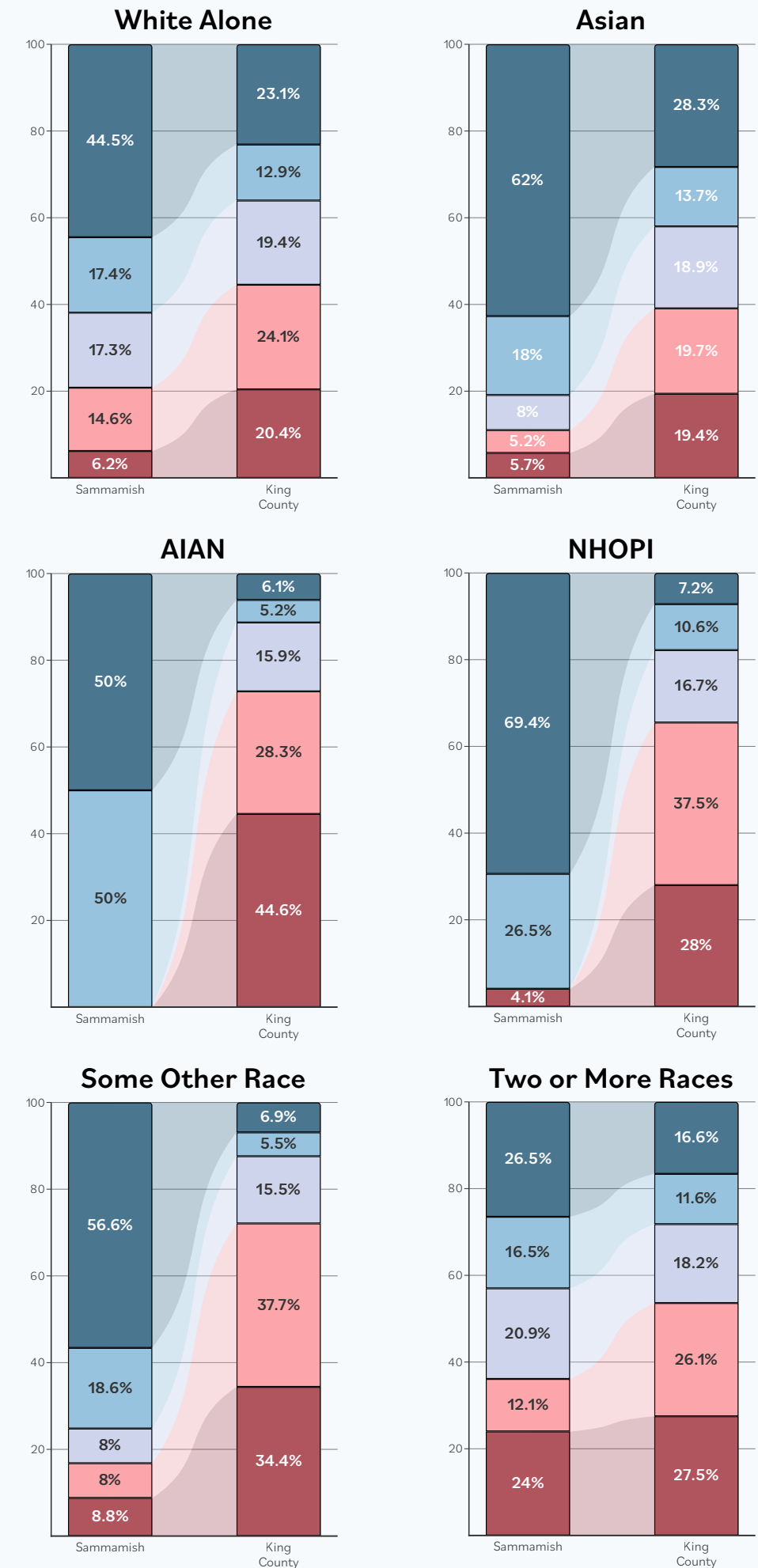


Figure RDI-6 - Income Bands by Race in Sammamish. ACS 5 Year, 2016-2021

Figure RDI-7 - Incomes by Race in King and Sammamish. ACS 5 Year, 2016-2021



## Homeownership Rates

For a given area, higher percentages of renters would indicate an increased risk of housing instability, and therefore a higher rate of displacement among those renters. Somewhat uniquely, Sammamish's rate of homeownership is much higher than in King County across every racial and ethnic cohort (Figure RDI-9, at right). Homeownership rates for Asian households exceed the county average by nearly 40%. NHOPI households, who have the lowest countywide homeownership rate at 24%, see a jump to 96% homeowners in Sammamish. Homeownership rates for Black, Hispanic, AIAN, and other ethnic groups continue to lag behind white-alone rates within the city itself (Figure RDI-8, below), but all remain higher than their peer cohorts across King County.

Sammamish's high home ownership rate means a lower displacement risk for every race/ethnicity cohort compared to King County. While there are indications of structural disparities across these groups, Sammamish's overall pattern of high home-ownership and high income also evidences disparate impact based on economic class.

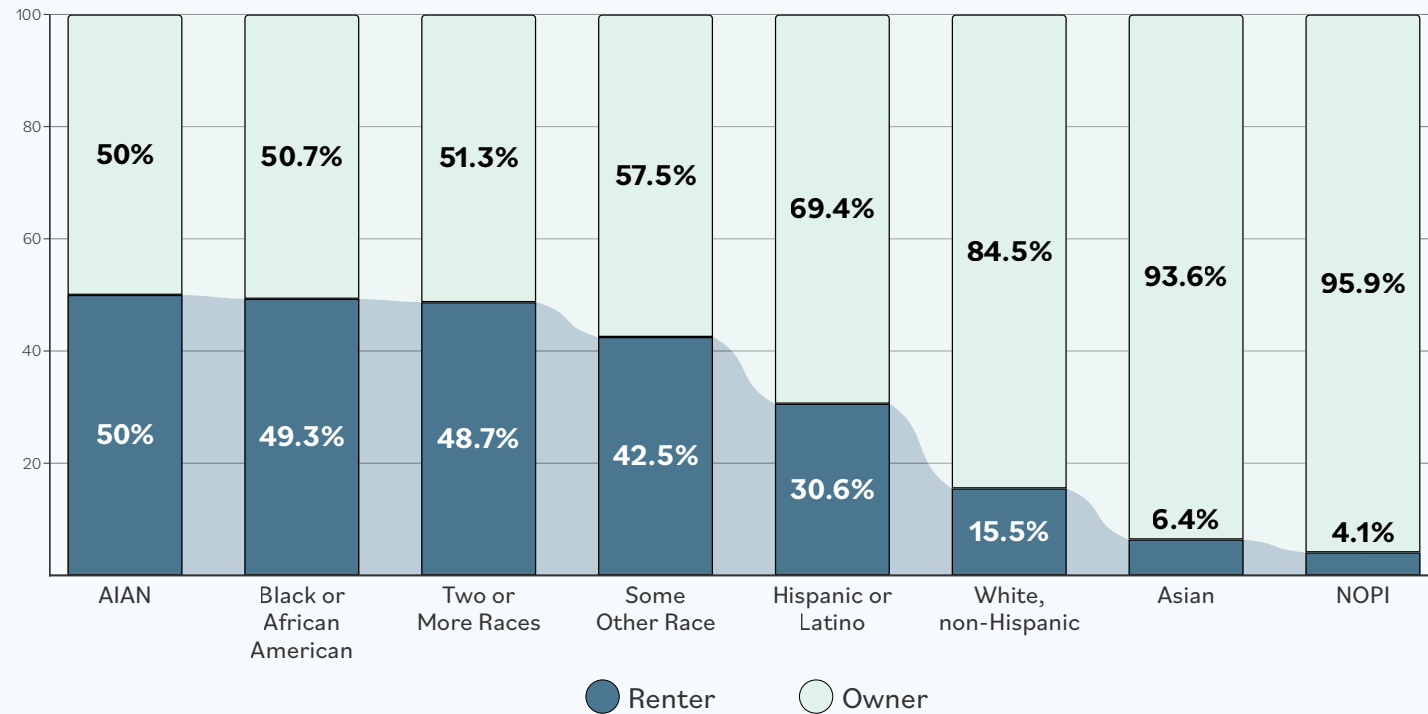
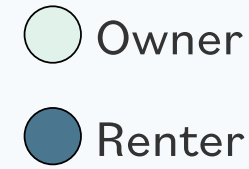


Figure RDI-8 - Tenure by Race in Sammamish. ACS 5 Year, 2016-2021

Figure RDI-9 - Tenure by Race, King vs Sammamish. ACS 5 Year, 2016-2021



## Cost Burden

HUD defines a household as “cost burdened” when their monthly housing costs (including utilities) exceeds 30% of their monthly income. Similarly, a household is considered severely cost burdened if these costs exceed 50% of their monthly income. Cost burdened households are at higher risk of displacement, as residents look for cheaper housing to better afford other necessities like food, clothes, transportation, and healthcare.

Although Figure RDI-10 shows high levels of cost burden in Sammamish households the income distribution in Figure RDI-6 implies that many of these owners and renters are in high income brackets, which makes the relative impact of high housing costs less onerous. However, a large portion of the Black population are experiencing some level of rental cost burden, totaling nearly 30% of all Black renting households. This is particularly concerning as a disproportionate number fall within the lowest income bracket, as shown in Figure RDI-6. Compounding this fact, 49.3% of Black households rent their homes, the second highest share of any racial cohort.

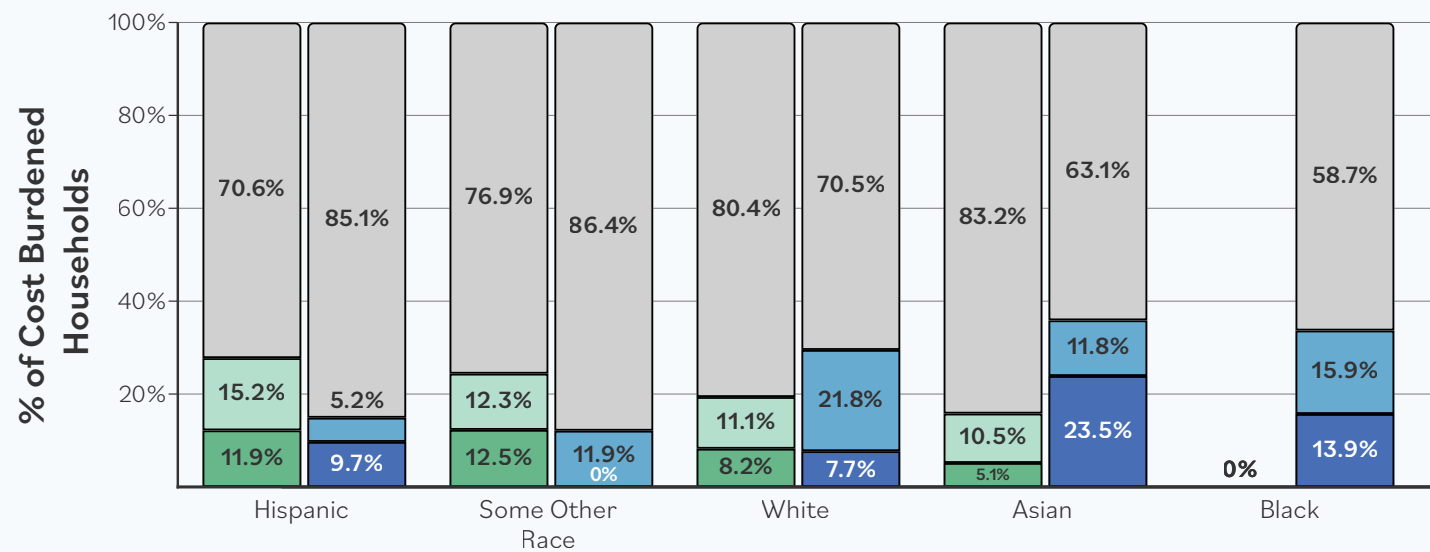
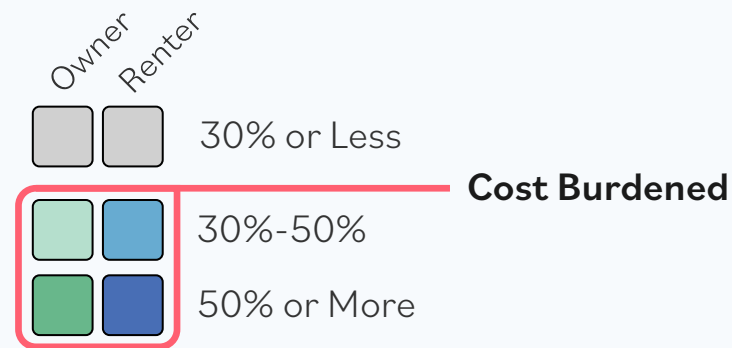


Figure RDI-10 - Rent Burden by Race and Tenure in Sammamish. ACS 5 Year, 2016-2021



Homeowner data were unavailable for Black or African American households. Both owner and renter data were unavailable for AIAN NHOPI households.

Black renter households are relatively scarce across Sammamish, and are most concentrated in the southeast of the city (Figure RDI-11). The highest concentration of this group can be found in the Census Tract that makes up part of the recently annexed Klahanie neighborhood and adjacent affordable housing development

75% of these households in this Census Tract are severely rent-cost burdened (Figure RDI-12). This area also has the lowest median household income of all Census Tracts in Sammamish at just over \$106,000.

In fact, of all Sammamish households that pay over 30% of their income to rent, over a third of them are located in this tract (Figure RDI-14). This is the greatest 13 of cost burdened households in the city, at a rate more than three times higher than the next most burdened group.

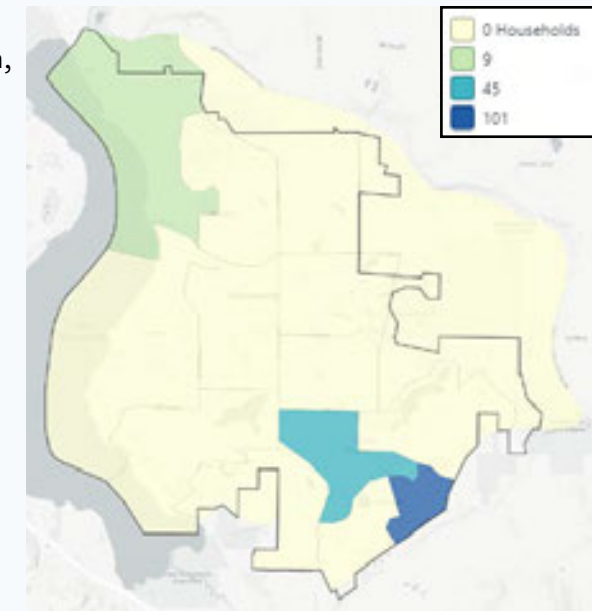


Figure RDI-11 - Renter Householders by Race, Black Householders. ACS 5 Year, 2018-2022

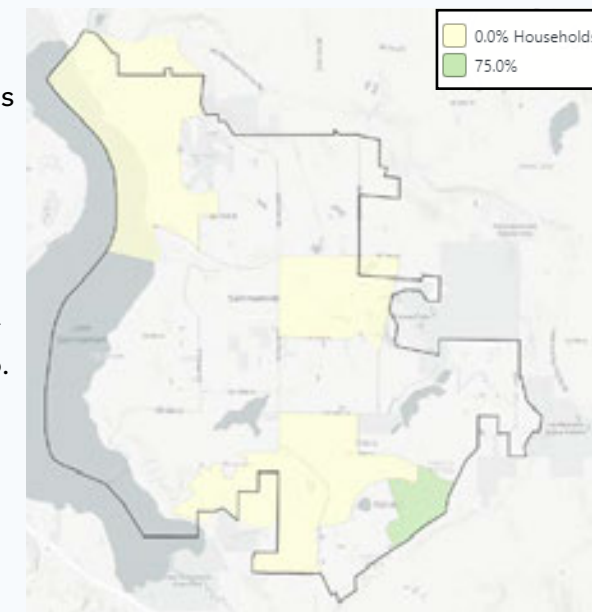


Figure RDI-12 - 50% or more Rent Burden, Black households. HUD CHAS, 2016-2020

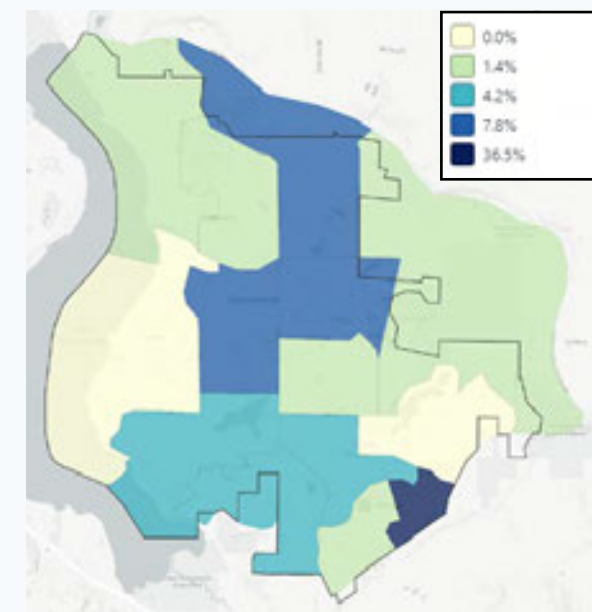
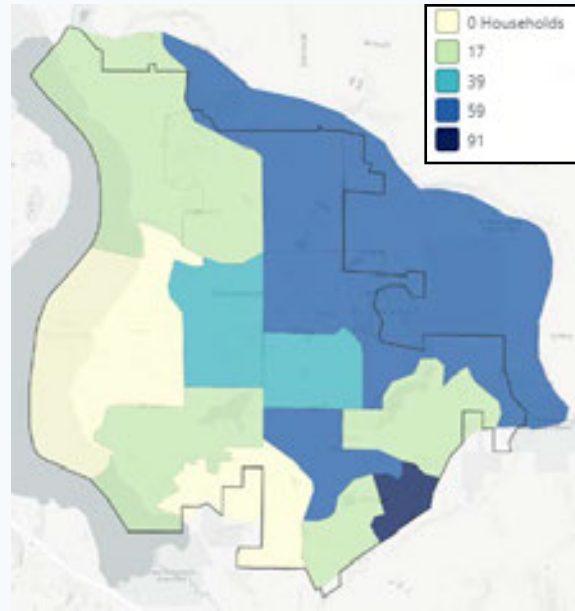


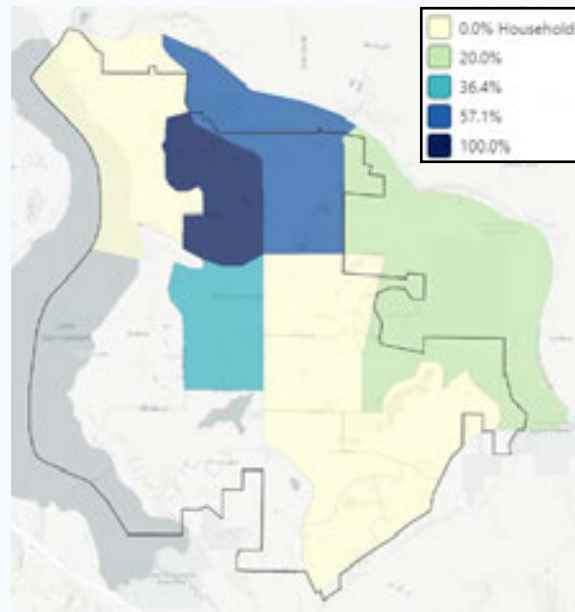
Figure RDI-13 - Gross Rent 30% or More of Income by Census Tract. ACS 5 Year, 2018-2022

Figure RDI-14 - Renter Householders by Race, Asian Householders. ACS 5 Year, 2018-2022



However, Black households are not the racial cohort experiencing the most housing cost burden overall. 35.3% of all Asian households are cost burdened, with 23.5% of these households considered severely cost burdened, the highest of any racial cohort. However, only 6.4% of Asian households rent, while 93.6% own their homes.

As opposed to Black renter households, the data show no severely cost burdened Asian renter households in the Klahanie neighborhood.



Instead, they are concentrated in the tracts that are immediately adjacent to 228th Ave SE, NE Inglewood Hill Rd, and NE 8th St (Figure RDI-15). These areas have many market-rate apartment complexes, including the Knolls at Inglewood Hill, Saffron Apartments, and Sky Sammamish. The population of Asian residents in Sammamish has exploded in recent years, but as new residents to the area they face unique challenges. Older, less

expensive rental stock in the city is scarce to begin with, and is generally already occupied. New residents who are unable to buy are therefore left with little choice but to rent market-rate new construction units, the situation faced by Asian residents who have moved to Sammamish since 2010.

For these renters, the choice to live in market-rate or luxury apartments could be a necessity, as there are few other options in the rental market, or is seen as a temporarily painful situation while they save to buy a home or simply move to less expensive housing.

Figure RDI-15 - 50% or more Rent Burden, Asian households. HUD CHAS, 2016-2020

## Exclusionary Effects

Highly concentrated areas of a given racial or ethnic population indicate potential segregation effects. Below we explore two methods for identifying such concentrations: a location quotient analysis and a dissimilarity index. Both analyses use the same underlying 2020 decennial Census data provided by PSRC.

### Location Quotient

A location quotient analysis measures areas of concentration of a given population across a broader region, in this case, measuring the concentration of racial groups across the city of Sammamish. For this exploration, populations are calculated at the Census block scale, and aggregated at the Census block group scale for legibility.

52% of Sammamish residents identify as white alone. If 52% of residents within a Census block group are white, then that block group has a location quotient score of 1. If instead 26% of residents are white, then the block group has a score of 0.5. Put simply, a high location quotient score means a higher concentration of that population compared to the rest of Sammamish.

Figures 16-23 show the location quotients for the races and ethnicities explored earlier in this report, those being American Indian/Alaska Native (AIAN), Asian, Black, Native Hawaiian or Pacific Islander (NHOPI), Hispanic or Latino, White, Some Other Race, and Two or More Races.

This analysis finds that Black residents tend to be concentrated in the southeast part of Sammamish, generally in and around the recently annexed Klahanie community. Location quotient scores peak quite high here at 3.6, meaning that this area has up to 3.6 times more Black residents than an even distribution across Sammamish as a whole. Similarly, this portion of the city also has relatively high concentrations of Hispanic residents and of those identifying as multiracial, while containing correspondingly few Asian and white residents.

This analysis also shows that some block groups in central Sammamish tend to have higher concentrations of Asian residents, particularly when compared against white residents. Considering that these two groups are the most populous in the city by far (a combined total of 87% of the Sammamish population), it is interesting to note that there may be clustering effects among the two groups.

Figure RDI-16 - AIAN Location Quotient by Census Block Group in Sammamish. 2020 Census.

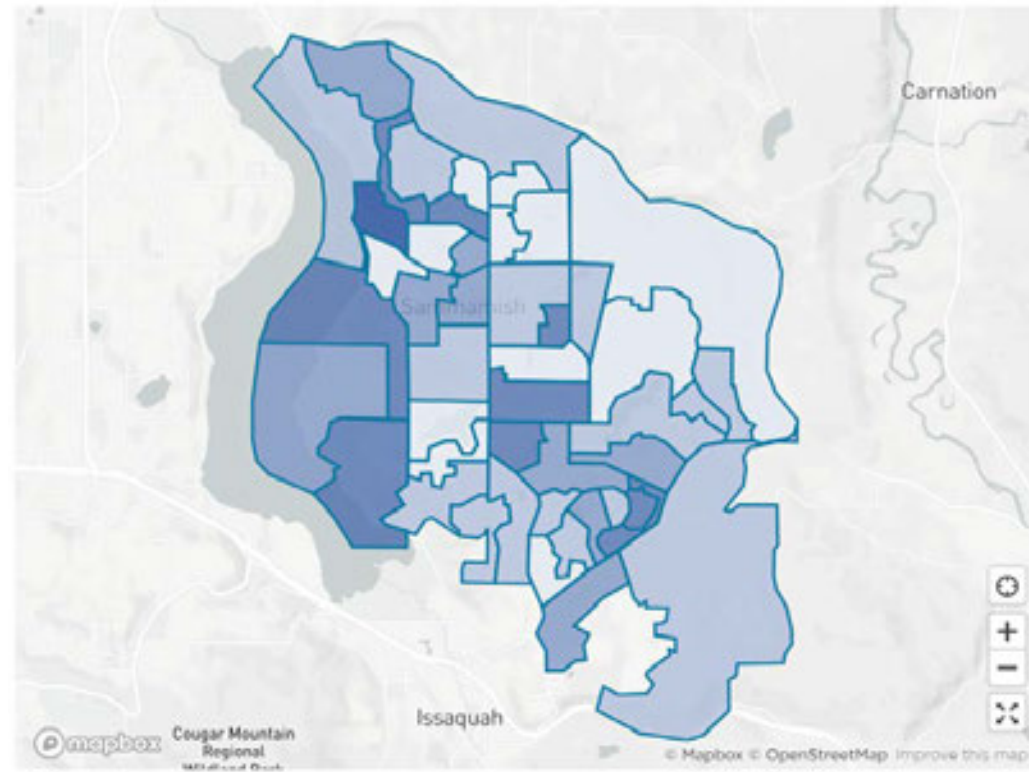


Figure RDI-17 - Asian Location Quotient by Census Block Group in Sammamish. 2020 Census.

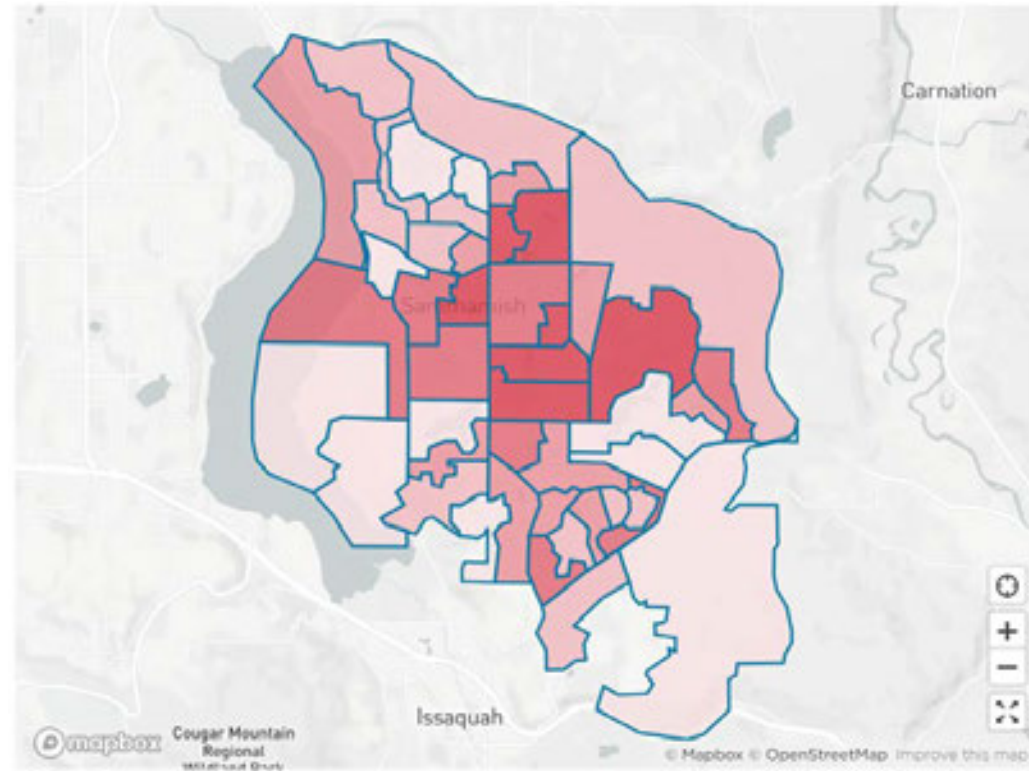


Figure RDI-18 - Black Location Quotient by Census Block Group in Sammamish. 2020 Census.

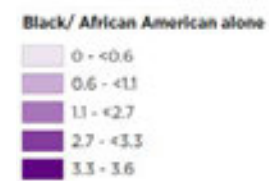
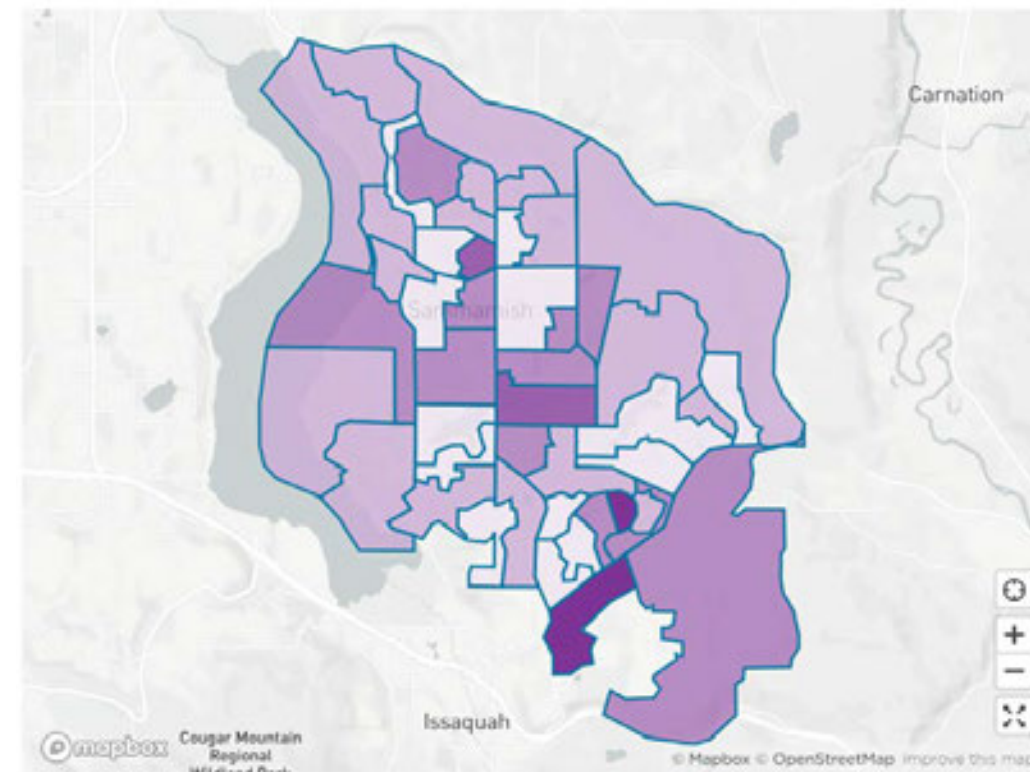


Figure RDI-19 - Hispanic Location Quotient by Census Block Group in Sammamish. 2020 Census.

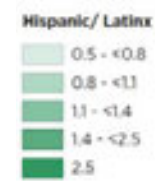
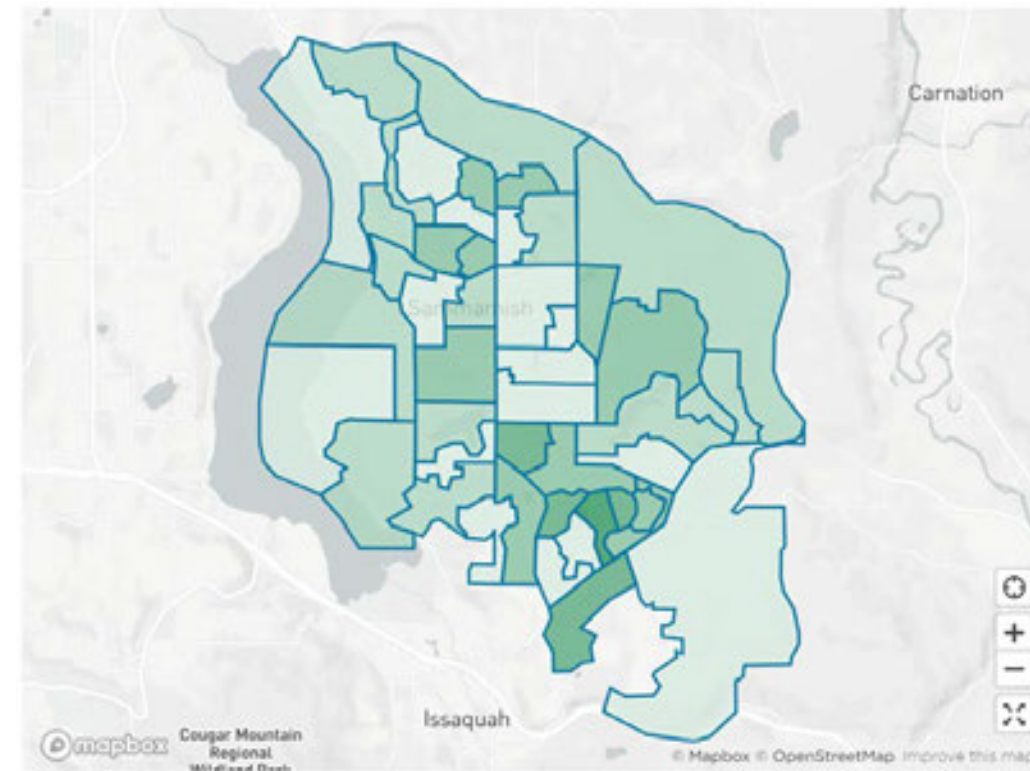


Figure RDI-20 - NHOPI Location Quotient by Census Block Group in Sammamish. 2020 Census.

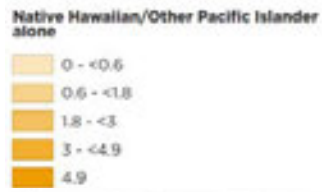
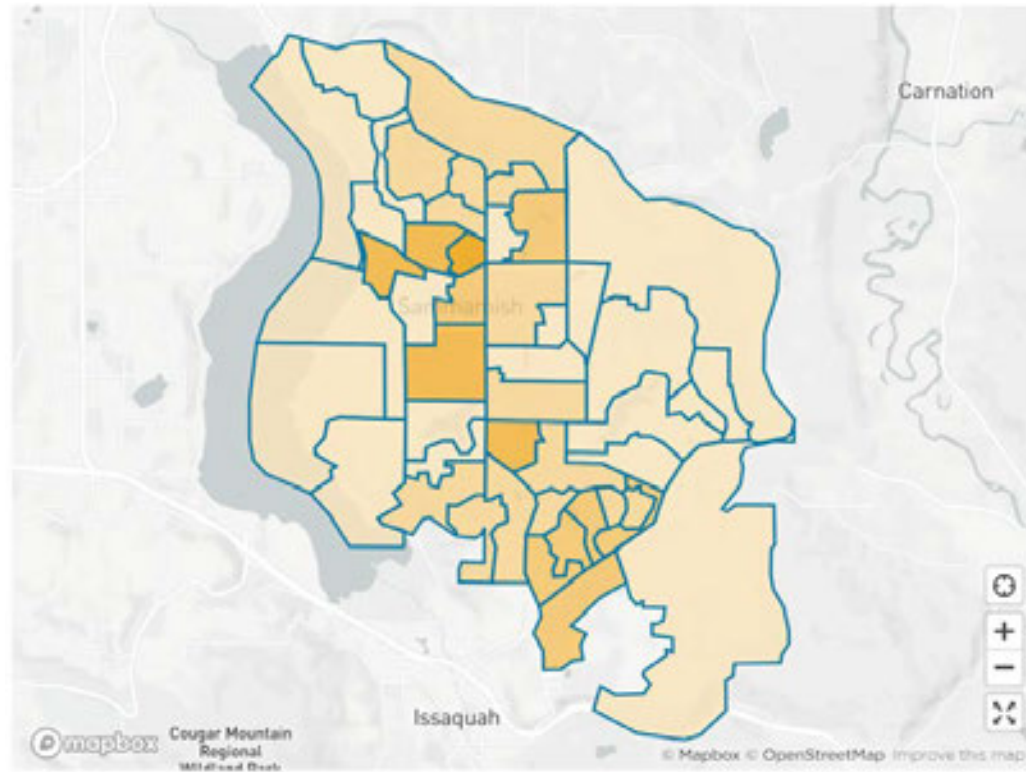


Figure RDI-21 - Some Other Race Location Quotient by Census Block Group in Sammamish. 2020 Census.

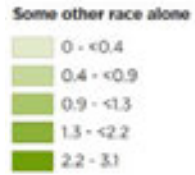
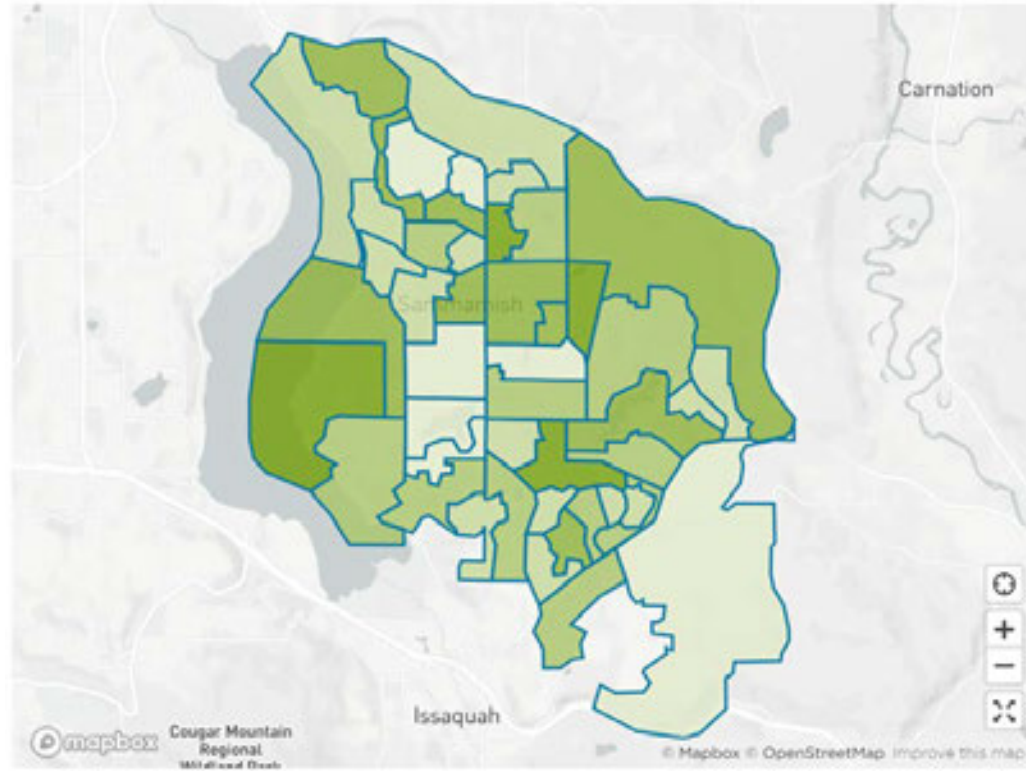


Figure RDI-22 - Two or More Races Location Quotient by Census Block Group in Sammamish. 2020 Census.

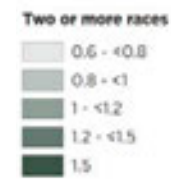
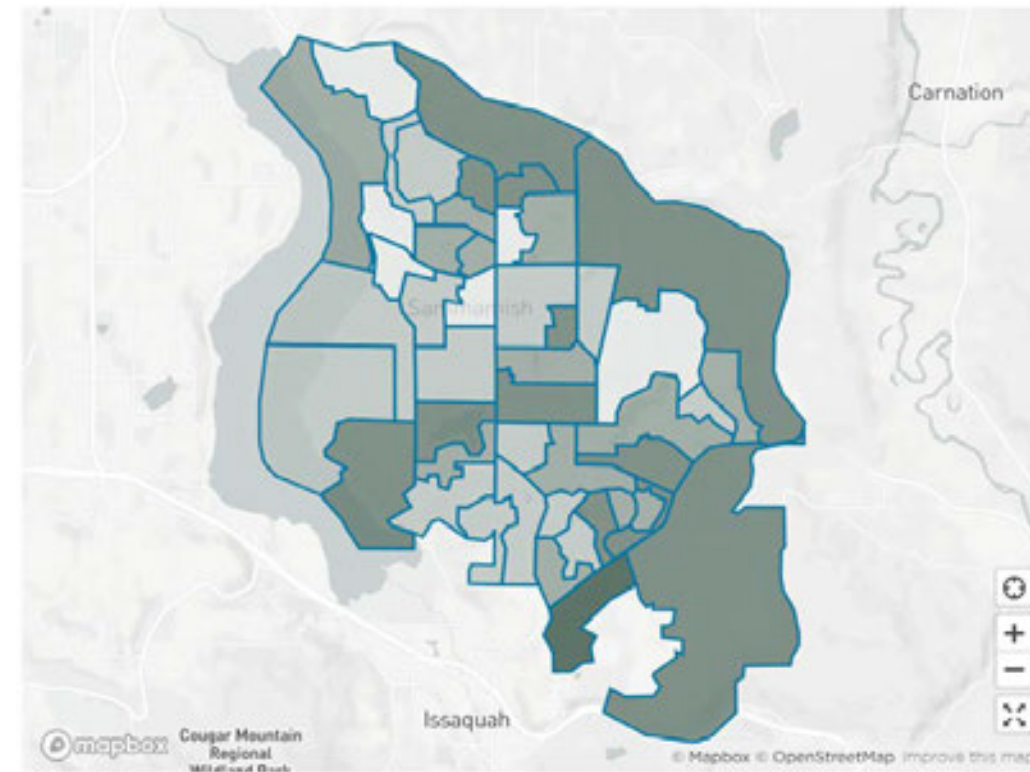
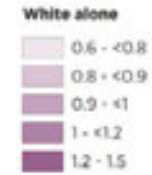
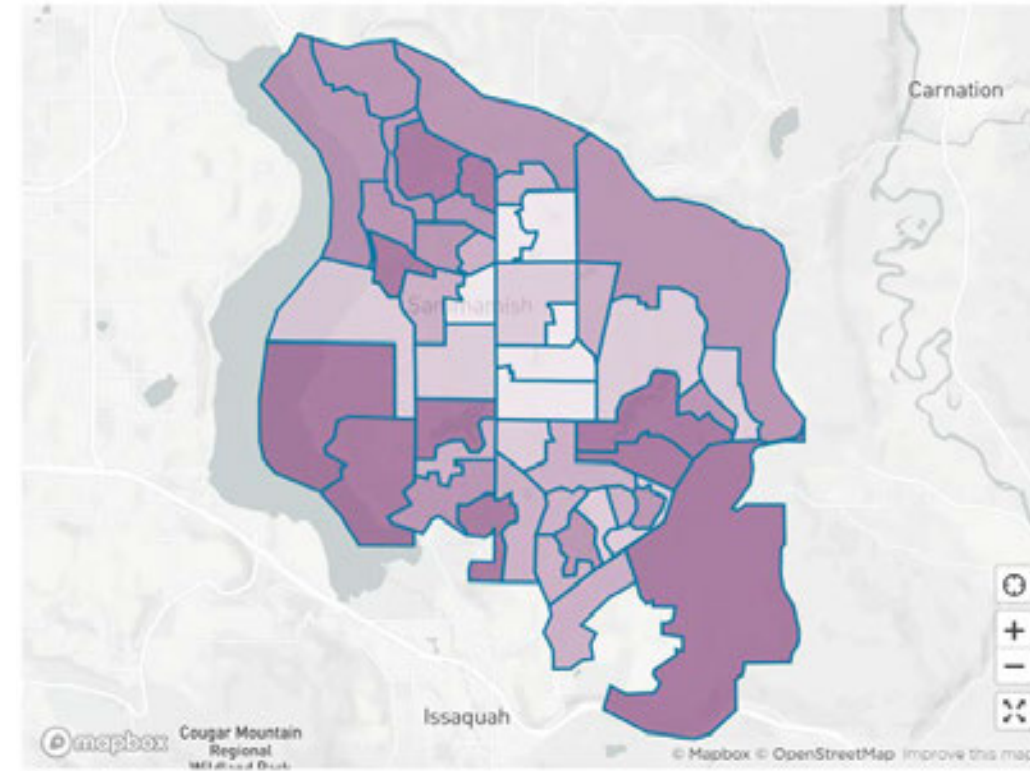


Figure RDI-23 - White Location Quotient by Census Block Group in Sammamish. 2020 Census.



## Dissimilarity Index

A dissimilarity index indicates the evenness of distribution throughout an area, identifying areas of segregation by scoring demographic composition across neighborhoods. The dissimilarity index data used for Sammamish compares racial groups, calculating their dissimilarity index scores across 2020 Decennial Census blocks using data provided by PSRC.

If the ratio of both cohorts being compared in a Census Block is the same as the ratio across the city as a whole, then the dissimilarity index score will be 0 (no segregation). If one population were entirely contained within a Census block, then the index score for that block would be 1 (total segregation). Guidance from HUD states that a score of 0.4 or less indicates “low” levels of segregation, greater than 0.4 but less than 0.55 as “moderate” segregation, and 0.55 or greater as “high” levels of segregation. The below dissimilarity index scores in Figure RDI-24 reflect the degree of separation between the white population and other racial or ethnic groups in Sammamish, using Census Blocks as the area of study.

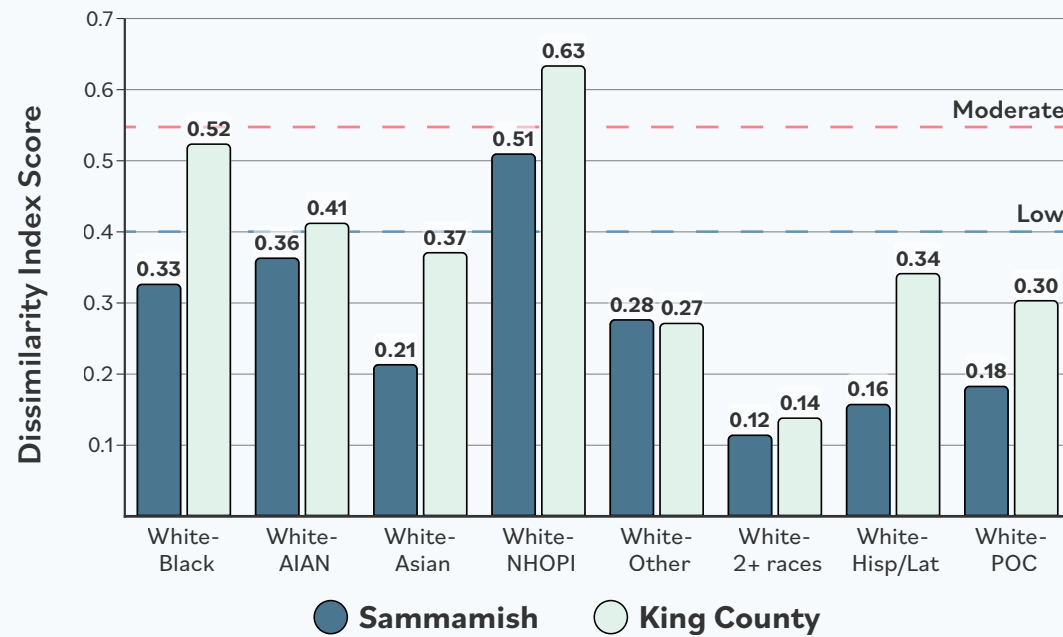


Figure RDI-24 - Dissimilarity Index Scores in Sammamish vs King County, 2020. 2020 Census.

These index scores indicate that Sammamish as a whole experiences relatively low levels of segregation, with generally lower scores compared to King County and only one score exceeding HUD’s 0.4 threshold. Overall, households of two or more races see the lowest level of segregation against the white population, with the Hispanic or Latino population in Sammamish experiencing the second-lowest level of segregation. These scores are lower than the average score for people of color taken as a whole. The Native Hawaiian or Pacific Islander (NHOPI) population sees the highest level of segregation compared to the white population, followed by American Indian/Alaska Native peoples, and then by Black residents.

The white-NHOPI dissimilarity index score of 0.51 is both the highest score as well as the only score that exceeds 0.4. However, this is not so much an indication of segregated communities as it is a reflection of a very small statistical population. There are 65 total Sammamish residents who identify as NHOPI alone in the 2020 Census, and the highest DI score occurs in a Census block group where six total NHOPI residents live. These two households (a one-person household and a five-person household) represent nearly 10% of the NHOPI population, and thus are relatively “concentrated,” but together do not constitute evidence of a pattern of structural segregation citywide.

Studies on dissimilarity indices have shown that small sample sizes and small populations overstate segregation with this metric and thus provide limited statistical power, evidencing our logic that this is not a structurally imposed finding. Furthermore, income data for the NHOPI population in Sammamish show that these households vastly outperform AMI, and Census data shows that this block group (and bordering block groups) all have median incomes well over 120% AMI. The NHOPI population also has the highest homeownership rate of all groups at 96%. Therefore, clustering due to low-income status is also not a factor. However, this is evidence that clustering due to high-income status may be at play.

Dissimilarity index scores for Sammamish were also calculated for the 2010 Decennial Census and compared to 2020, in an effort to identify other trends for exploration (Figure RDI-25). While levels of segregation between white residents and people of color seemed to remain constant overall, Black residents in particular saw a significant DI score jump from approximately 0.23 to 0.33 – a score increase of over 40%. This marked change overlaps the previously mentioned annexation of the Klahanie neighborhood in 2016, and as such is potentially not reflective of an historic pattern of city policies contributing to segregation.

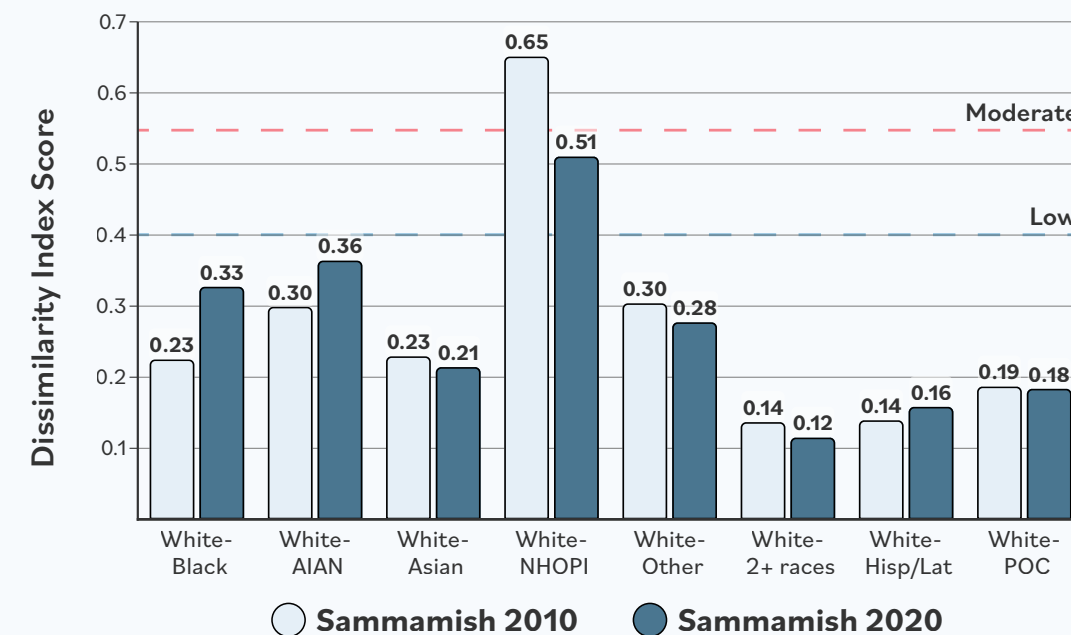


Figure RDI-25 - Dissimilarity Index Scores in Sammamish, 2010 vs 2020. 2010/2020 Census.

This finding prompted a re-calculation of DI scores in 2020 excluding the group of Census blocks that make up the Klahanie Neighborhood (Figure RDI-26). This re-calculation finds that segregation between Black and White residents still occurred, though to a lesser degree. Interestingly, this recalculation also finds that over this time period, the Asian alone population saw an increase in segregation, as opposed to a decrease. This finding is supported by the location quotient mapping, which showed a relative concentration of Asian residents in central Sammamish. Overall segregation between white residents and BIPOC residents also sees a slight uptick as well, as opposed to the previously observed decrease. This is likely a knock-on effect from the increase in segregation seen in Asian residents, as they are the most populous BIPOC group in the city.

Figure RDI-26 - Dissimilarity Index Scores in Sammamish, Klahanie Annexation Excluded, 2010 vs 2020. 2010 / 2020 Census.

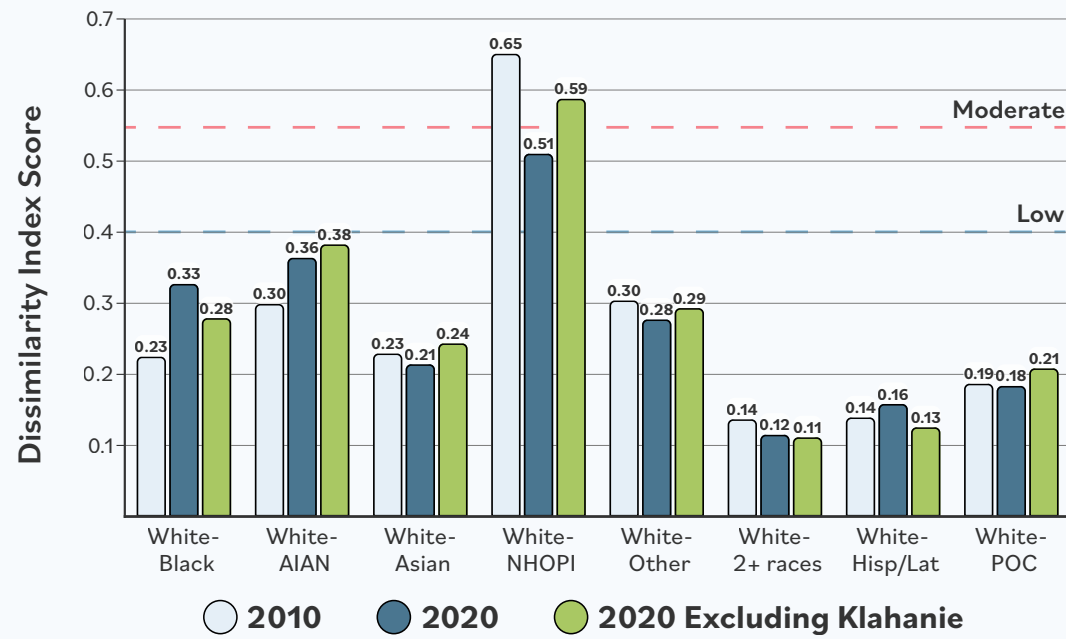
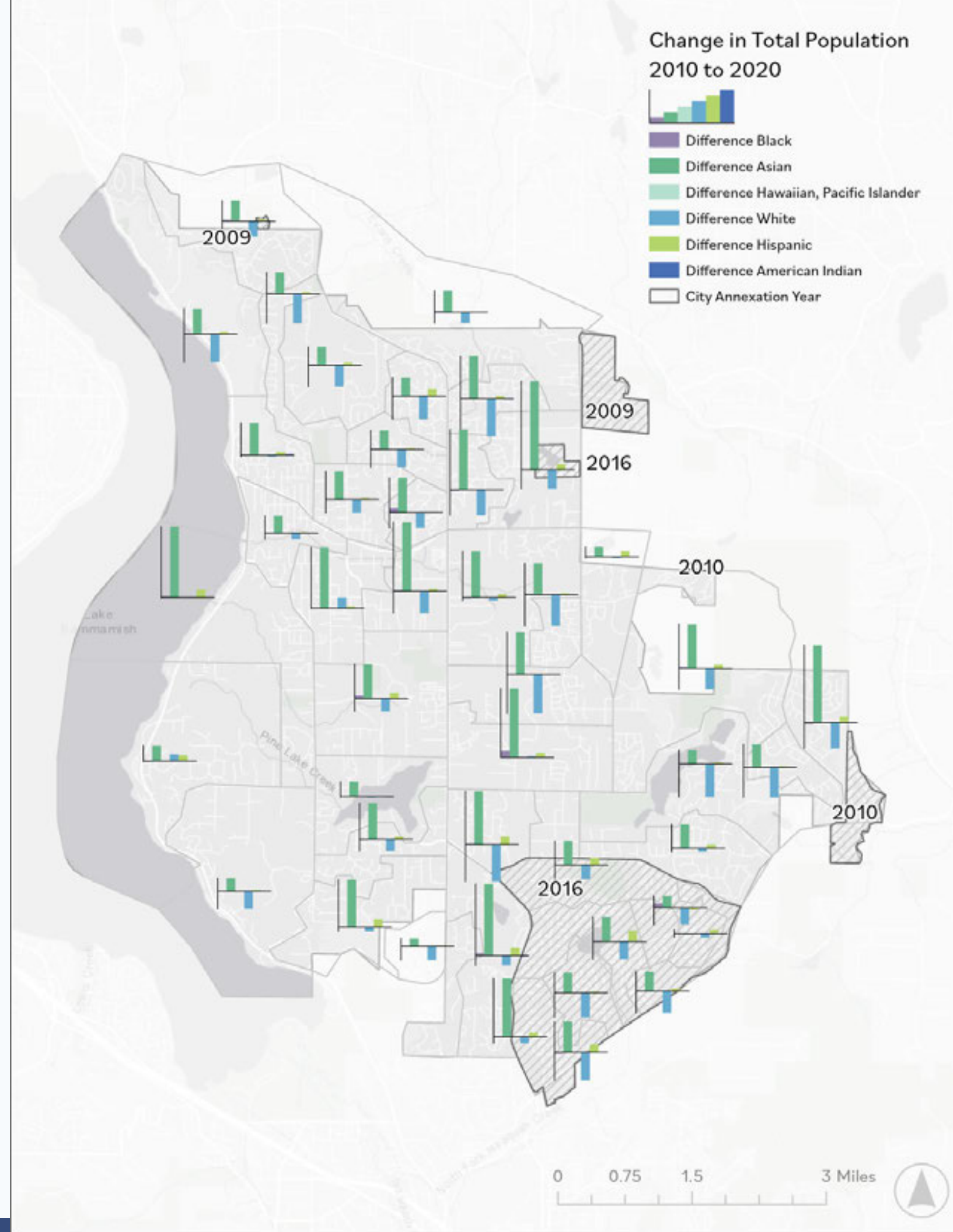


Figure RDI-27 (right) displays the change in population count across the same racial cohorts in Sammamish over this period, 2010 to 2020. The population increase experienced by the city is primarily driven by new Asian residents, who see population increase across every Census block group. Of the nearly 24,000 new residents gained over that timeframe, 16,000 of them identify as Asian - a 160% increase compared to their population total in 2010.

While the number of white residents increased on paper over this time, this is also due to the annexation of the Klahanie neighborhood and other outlying annexations. White residents saw a decline across most Census block groups, and their overall share of Sammamish's population decreased from 72.1% in 2010 to 52.3% in 2020.

Opposite: Figure RDI-27 - Change in Population by Race, 2010 to 2020. 2010 / 2020 Census.



## Overall Findings

This analysis finds relatively low displacement risk associated with race and ethnicity within Sammamish when compared to King County on the whole. Of course, low displacement risk does not mean that no one experiences displacement, but that the city is not showing a pattern of reinforced racial segregation or gentrification typically associated with widespread displacement of an existing BIPOC population. Exploring the data over time also indicates relative stability in racial distributions across the city, particularly when compared with King County as a whole.

However, there are indications that this stability is not associated with any specific anti-racist or pro-housing policies in effect, so much as it is a result of income-based self-sorting; as demonstrated in the above exploration of income by race, members of all racial cohorts moving to Sammamish have high incomes compared to the vast majority of King County, notably high even when compared to the county's overall white population. Those moving to Sammamish are therefore already less likely to be displaced due to their solidified wealth and economic status, as well as the high likelihood that they will be purchasing their home.

Homeownership rates in Sammamish exceed those of King County as a whole across every racial and ethnic cohort - this despite the over \$1.6 million median sale price of Sammamish homes, a figure that is over twice the \$809,000 median sale price across King County. Similarly, income levels are greater than 100% AMI for all such cohorts indicating that compared to King County, and indeed most places in America, Sammamish is a wealthy community with stable housing conditions.

For non-homeowners, rental units in Sammamish are highly concentrated in the southeast Klahanie area (Figure RDI-28), and were constructed well prior to annexation in 2016. There are significantly more than twice the number of rental units in this specific tract, and they are contained within a much smaller area. This tract also has the highest concentration

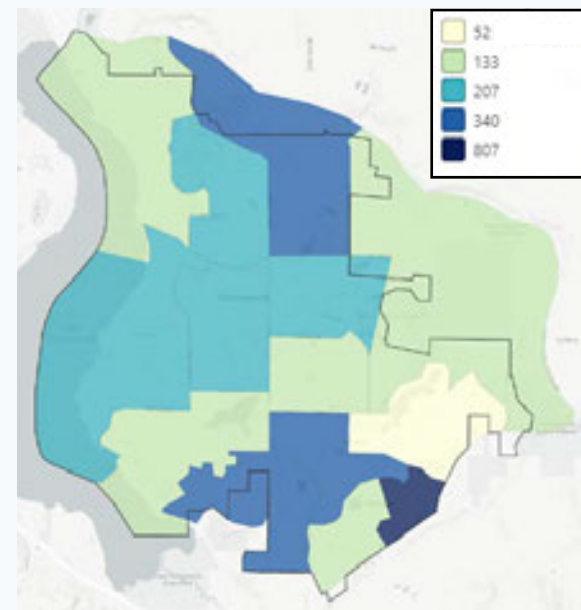


Figure RDI-28 - Total Renter Occupied Housing Units. ACS 5 Year, 2018-2022

of Black renters (Figure RDI-11), the lowest median income (Figure RDI-29), and the highest number of families below the poverty level in Sammamish (Figure RDI-30). Of all places in Sammamish, these households experience the most housing insecurity and are therefore most susceptible to displacement.

King County reported that median income for Black households in 2020 was about \$54,000, while for White

households that number was \$104,000. The county median income was \$106,000. All these figures are far below Sammamish's 2020 median income of \$195,000, which has since increased to over \$215,000. Displacement risk is not Sammamish's primary concern - rather, building a community with economic diversity is the more applicable and pressing need. Once households of mixed incomes are welcomed into the city, then displacement risk will become a factor.

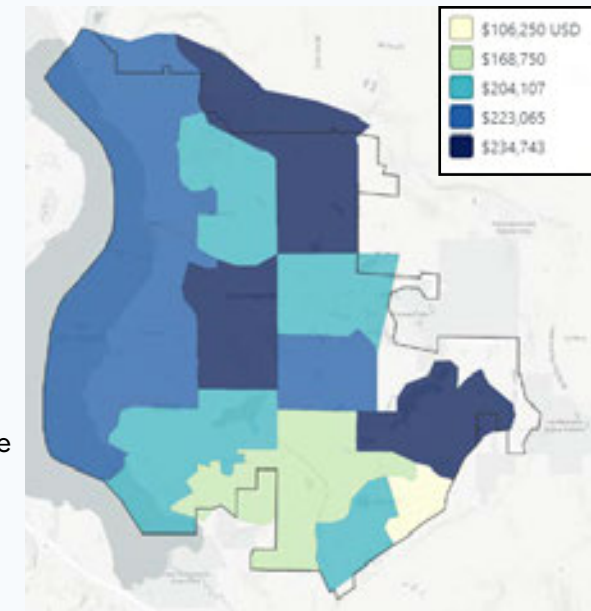


Figure RDI-29 - Median Household Income. ACS 5 Year, 2018-2022

However, the economic reality facing any household is that if they are not already wealthy or able to purchase a home, moving to a community like Sammamish is becoming increasingly unattainable. As opposed to issues around displacement, this creates an exclusionary effect based on wealth and income. This effect is doubly faced by people of color, and is particularly for Black Americans who have been systematically denied the opportunity to build generational wealth. As shown in Figure RDI-6 and Figure RDI-7, while Black households in the city generally have higher income levels compared to Black households across King County, they still lag behind most other racial groups when comparing against their Sammamish neighbors.

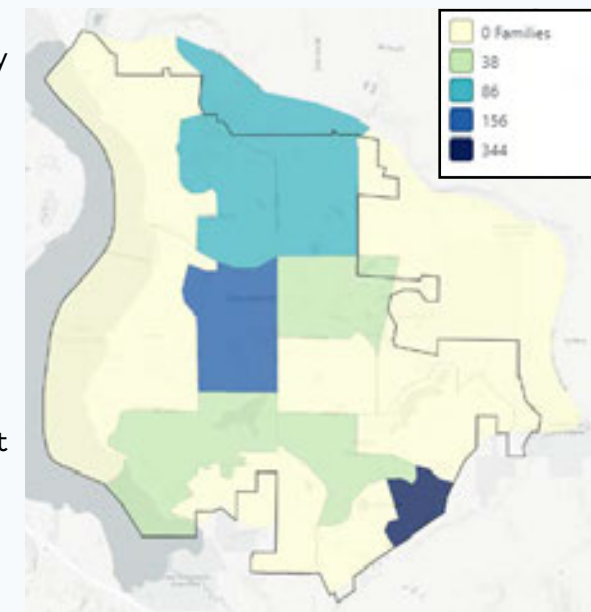


Figure RDI-20 - Families Below Poverty Level. ACS 5 Year, 2018-2022

# Transportation

## Volume II



The East Lake Sammamish Trail (Image credit: Parametrix).

## Background Information

The following documents referenced or included in this volume constitute the background information used to inform Volume I of the Comprehensive Plan Update.

## External References

### Transportation Master Plan

Sammamish has adopted its first Transportation Master Plan (TMP), which includes both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City's transportation vision and goals over the next 20 years.

The TMP provides a strategic framework and prioritized investments to help improve how we get around town.

Project updates, as well as the TMP, may be found on the [City website](#).

# Parks & Recreation

## Volume II



### **Background Information**

The following documents referenced or included in this volume constitute the background information used to inform Volume I of the Comprehensive Plan Update.

### **External References**

#### **Parks, Recreation, and Open Space Plan**

The Parks, Recreation, and Open Space (PROS) Plan was adopted by the City in early 2024. The PROS Plan provides specific goals, objectives, and recommendations for park development and maintenance, as well as updates park inventories, demographic conditions, needs analyses, management considerations, and the parks capital improvement plan.

The PROS Plan can be reviewed on the [City website](#).

# Economic Development

Volume II



## Background Information

The following documents referenced or included in this volume constitute the background information used to inform Volume I of the Comprehensive Plan Update.

## Included in Volume II

### Economic Development Profile

The accompanying Economic Development Profile was created . The Profile provides an overview of current demographic and economic conditions in Sammamish, development considerations, and other materials that inform the goals, policies, and strategies in Volume I.



# Economic Development Profile

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The City of Sammamish is embarking on developing the first Economic Development Element for the city as part of the 2024 Comprehensive Plan update.

Sammamish, WA

[envisionsammamish2044.org](http://envisionsammamish2044.org)

# Table of Contents

The Economic Development Profile (volume II of the Economic Development Element) is divided into seven chapters to discuss and compare demographics and to identify opportunities and challenges.

**P. 03**

**Executive Summary**

**P. 08**

**1. Sammamish Resident Profile**

Demographic information about Sammamish residents such as population, age, race and ethnicity, education, and language spoken at home.

**P. 20**

**2. Sammamish Household Profile**

Information about households in Sammamish including the total number, size, income, housing costs, tenure, and access to the internet.

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**3. Sammamish Residents' Employment**

Information about employment for Sammamish residents such as employment by industry, commute times, and commute mode.

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**4. Employment in Sammamish**

Information about employment for those that work in Sammamish which includes 86% non-residents.

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**5. Neighboring Cities Comparison**

A comparison of Sammamish to neighboring cities including Bellevue, Carnation, Duvall, Issaquah, Kirkland, Newcastle, North Bend, Redmond, Snoqualmie, Woodinville.

**P. 56**

**6. Peer Cities Comparison**

A comparison of Sammamish to cities that are similar to Sammamish including Newcastle, University Place, Mercer Island, and Normandy Park. These cities share similar characteristics in terms of employment capacity, worker and resident profiles, and economic conditions.

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**7. Economic & Fiscal Drivers**

A summary of Sammamish's revenue structure compared to peer and neighbor cities.

# Executive Summary

The City of Sammamish is embarking on developing the first Economic Development Element for the city as part of the 2024 Comprehensive Plan update. A key first step is to develop an economic development profile of Sammamish that will help to inform the community about the current state of the local economy and establishing goals, policies, strategies, and actions in the new element. The economic development profile includes the following components including findings (where applicable):

**Summary of Findings by Section**

SAMMAMISH RESIDENT PROFILE

- Sammamish Residents are highly educated. They have higher rates of undergraduate and graduate degrees than King County as a whole.
- Sammamish lacks population between the ages of 20-34 year olds. The 25-34 age cohort makes up 8% of Sammamish compared to 18.4% in King County as a whole.
- Sammamish has a high proportion of children under 18. Sammamish has a child dependency rate of 47.3%, contrasting with King County's overall rate of 30.3%. Sammamish also has a lower old age dependency ratio of 12.5% compared to 19.7% in King County. However, Sammamish has a high proportion of 45- to 54-year-olds at 19.1% compared to 13.2% in King County as a whole.
- Sammamish has a higher proportion of Asian residents at 33.3% compared to 18.7% in King County as a whole, but lower proportions of those identifying as two or more races, Hispanic or Latino, and black residents.

SAMMAMISH HOUSEHOLD PROFILE

- In 2020, Sammamish had 67,475 people and 21,854 households for an average household size of 3.03 people, compared to the King County average of 2.42 people.
- Just less than half of Sammamish families (49.5%) have two income earners.
- Almost 50% of households have an annual income of over \$200,000. In contrast, 795, or 7% of households fall below the federal poverty level.
- The rate of homeownership in Sammamish is high, reaching 86.3%. However, challenges persist as 6.1% of low-income households face severe cost burdens, allocating over 50% of their income to housing. At the same time, nearly half of renter households (46.7%) encounter cost burdens.





### SAMMAMISH RESIDENTS' EMPLOYMENT

- A quarter of Sammamish's residents that are employed work from home. Even though residents work from home, their job may be associated with location outside of the City. This is an important trend to track to understand the lasting impacts of work from home resulting from the COVID pandemic. A large population therefore relies on reliable, high-speed internet access, which means increasing demand for City broadband and telecom.
- King County gained 350k jobs from 2002 to 2020. The significant increase in county-wide jobs indicates a strong economy that Sammamish can tap into for economic development activities within the city.
- Many employed Sammamish residents do not work in the city. In 2020, only 838 workers (2.7% of employed Sammamish residents) lived and worked within the city.
- 57.6% of Sammamish residents that are employed commute more than 30 minutes and most drive. 60% of employed residents commute alone while 5.7% take transit and 6.9% carpool.

### EMPLOYMENT IN SAMMAMISH

- As of 2020, Sammamish had 6,758 jobs in the city. The number of jobs decreased from 7,380 in 2019 to 6,758 in 2020.
- 20% of people employed in Sammamish (which includes Sammamish residents who work from home) work in Administrative Support and Waste Management followed by 14% in Professional, Scientific, and Technical Services. The number of workers in Professional, Scientific, and Technical Services has grown steadily over the last decades and in 2020 accounted for almost 1000 jobs.

### NEIGHBORING CITIES COMPARISON

- Sammamish's neighboring cities include Issaquah, Redmond, Woodinville, Bellevue, Snoqualmie, North Bend, Carnation, and Duvall. This grouping is based on their geographic proximity to Sammamish.
- Sammamish has few jobs compared to many of its neighboring cities. Bellevue and Redmond each have over 100,000 jobs compared to Sammamish's roughly 7,000 jobs. Although Sammamish does not envision being home to major multinational corporations, the City has the lowest job density of the neighboring cities where many Sammamish residents work.
- Sammamish's commercial land values per acre are lower than most neighboring cities like Issaquah and Woodinville and especially lower than Bellevue and Redmond. This suggests lower land productivity and less contribution towards tax revenue per acre.
- As of 2022, Sammamish had the highest median household income of the neighboring cities at \$215,047. The second highest is Snoqualmie at \$186,353.
- Sammamish has grown at a similar rate to neighboring cities with the exception of Bellevue which has seen high growth particularly in the last 10 years.

### PEER CITIES COMPARISON

- Peer cities are those cities which share similar population density, job density, and employment characteristics. Newcastle, Normandy Park, Mercer Island, and University Place are peer cities to Sammamish that provide insights into the City's existing economic prospects.
- Home values in Sammamish are very high when compared to its peers, making it challenging to support workforce housing.

- Sammamish has the lowest number of jobs per capita when compared to its peer cities.

### ECONOMIC & FISCAL DRIVERS

- As of fiscal year 2021, the City of Sammamish generates approximately \$1,150 per capita in revenue annually, governmentwide, which is on par with its peers.
- The City of Sammamish collects a higher proportion of its revenues from property taxes and, unlike many of these peers, does not levy a business and occupation tax nor a utility tax.
- Despite generating a large share of their revenue through property taxes, the property tax burden to property owners is still relatively low. In 2023, the owner of a \$1 million house in Sammamish would only pay \$978 in property tax to the City, compared to \$1,567 in Snoqualmie.
- Even adjusted for inflation, City of Sammamish's retail sales tax and use activity has gone up significantly, at a compound annual growth rate of 3.76% between 2005 and 2022. However, Sammamish still has far less taxable retail sales activity than you would expect based on its population compared to its peers, King County, and Washington state overall.



# Strengths, Weaknesses, Opportunities, Threats (SWOT)

## S+ Strengths

- High median household income.
- High educational attainment.
- High-quality schools.
- High quality of life.
- Part of a strong regional economy.
- Motivated City staff.
- Access to high quality natural amenities including parks, trails and open space.
- Strong culture of volunteerism and entrepreneurial residents.

## O+ Opportunities

- Associate work-from-home jobs with Sammamish.
- Town Center Build Out.
- Develop subarea plans for the mixed-use centers.
- Establish new neighborhood centers to expand economic opportunity.
- Plan for support and amenities for work-from-home jobs.
- Build community and promote economic development simultaneously by including public gathering spaces in commercial and mixed use areas.

## W- Weaknesses

- Limited commercial land for economic activity.
- Lack of transit service.
- Isolated from surrounding communities due to topography and limited transportation connections.
- Limited economic development planning to date.
- High housing costs.
- Lack of housing options.
- Challenges competing with Redmond and Issaquah for retail dollars.
- Large outflow of workers and residents spending money outside of the city.

## T- Threats

- Declining school enrollment.
- Loss of teachers who can't afford to live in the community.
- Continued lack of young workers able to afford to live in Sammamish.
- Tech industry layoffs and downturn.
- City of Sammamish fiscal sustainability.
- Global economic downturn.
- Climate change.
- Resistance to change.

# Summary of Data Collection

This economic profile was developed to provide insight into the economic position and conditions faced by Sammamish residents, its households, and workers in Sammamish. The profile also compares Sammamish to its peer and neighboring cities. To do so, the report provides point-in-time and longitudinal data as well as point-in-time comparisons of Sammamish to peer and neighboring communities on a range of topics including its service area, population attributes, household demographics, financial conditions, and fiscal and economic drivers. The data in this report is from publicly available sources and has been analyzed, in some cases through MySidewalk and in others independently, according to best practices, generating insightful charts, tables, and maps, as well as call-outs that identify key insights about Sammamish and its residents. Where comparisons between communities are made, the data was normalized based on the population of each community.

This economic profile relies on the most current data available; data recency varies by sources as there may be a lag of one to several years between the data period and its availability due to collection, processing, and publishing time. Similarly, where longitudinal analysis was performed, we sought to provide the longest relevant historical period (in some cases, providing data from the year of Sammamish's incorporation to the most recent year available). However, historical data availability varies by source. Where longitudinal analysis of financial data was performed, values were normalized to constant 2022 dollars (2022\$) using the consumer price index for all urban consumers for the Seattle-Tacoma-Bellevue, Washington; 2022 was chosen as the most recent year for which the data was available.

The source of the data is listed under each call-out, chart, table, and map. These exhibits are also accompanied by narrative that provides necessary context and reiterates the insights illustrated by the graphics. We have also highlighted "key findings," the greatest insights from the analysis, at the beginning of each section of the profile.

## Data Sources

### Service area & population data

*Washington State Office of Financial Management Postcensal Estimates and Annexation Detail and King County 2018 Annexation Databook.*

### Population Attributes & Household Demographics

*US Census Bureau Decennial Census, Longitudinal Employer-Household Dynamics Origin-destination Employment Statistics, and American Community Survey One-year and Five-year estimates; Office of Superintendent of Public Instruction, School District Boundaries; and US Housing and Urban Development Comprehensive Housing Affordability Strategy Data.*

### Fiscal and Economic Data

*King County Assessor's Office, Pierce County Assessor's Office, Washington State Auditor's Office Financial Intelligence Tool, and Washington State Department of Revenue, Statistics and Reports, Taxable Retail Sales data.*

## Sammamish Resident Profile



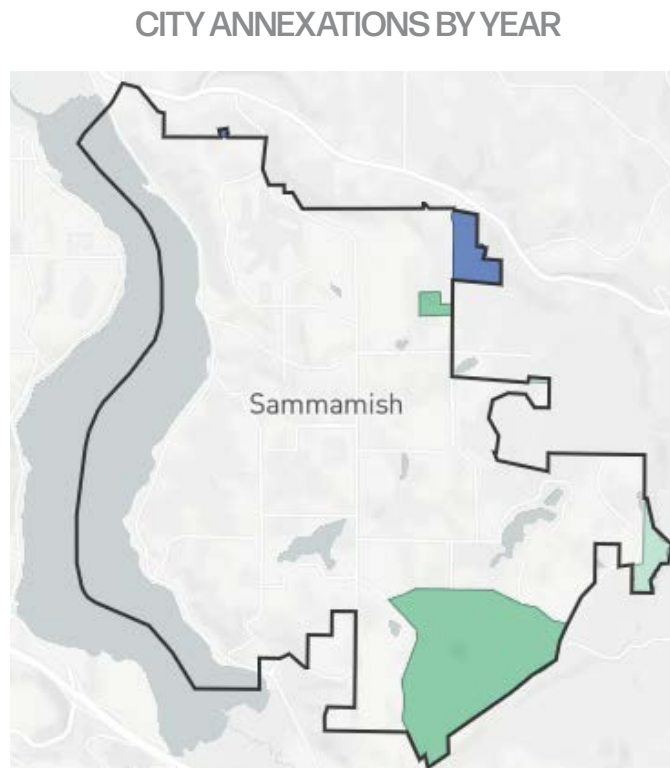
## Key Findings

- Sammamish Residents are highly educated. They have higher rates of undergraduate and graduate degrees than King County as a whole.
- Sammamish lacks population between the ages of 20-34 year olds. The 25-34 age cohort makes up 8% of Sammamish compared to 18.4% in King County as a whole.
- Sammamish has a high proportion of children under 18. Sammamish has a child dependency rate of 47.3%, contrasting with King County's overall rate of 30.3%. Sammamish also has a lower old age dependency ratio of 12.5% compared to 19.7% in King County. However, Sammamish has a high proportion of 45- to 54-year-olds at 19.1% compared to 13.2% in King County as a whole.
- Sammamish has a higher proportion of Asian residents at 33.3% compared to 18.7% in King County as a whole, but lower proportions of those identifying as two or more races, Hispanic or Latino, and black residents.

# General Demographics

The City of Sammamish was incorporated in 1999. At that time, the City covered approximately 13,556 acres and had a population of approximately 29,400. Since its incorporation in 1999, Sammamish’s population has naturally grown, but the City has also grown through annexation of unincorporated area around it. The City has allowed six annexations, including:

- Ordinance 2008-246 (amended by Ordinance 2009-256), known as Camden Park, incorporated 113.00 acres with a population of 306 effective April 21, 2009.
- Ordinance 2009-262, known as Rosemont, incorporated 4.04 acres with a population of 39 effective July 31, 2009.
- Ordinance 2010-275, known as Ravenhill, incorporated 6.45 acres with a population of 65 effective March 12, 2010.
- Ordinance 2010-280, known as Aldarra-Montaine, incorporated 113.31 acres with a population of 841 effective July 10, 2010.
- Ordinance 2015-393, incorporated an urban unincorporated area, known as Klahanie, with 1,243.00 acres & a population of 10,660 effective January 1, 2016.
- Ordinance 2016-405, known as Mystic Lake, incorporated 45.23 acres with no population effective March 23, 2016.

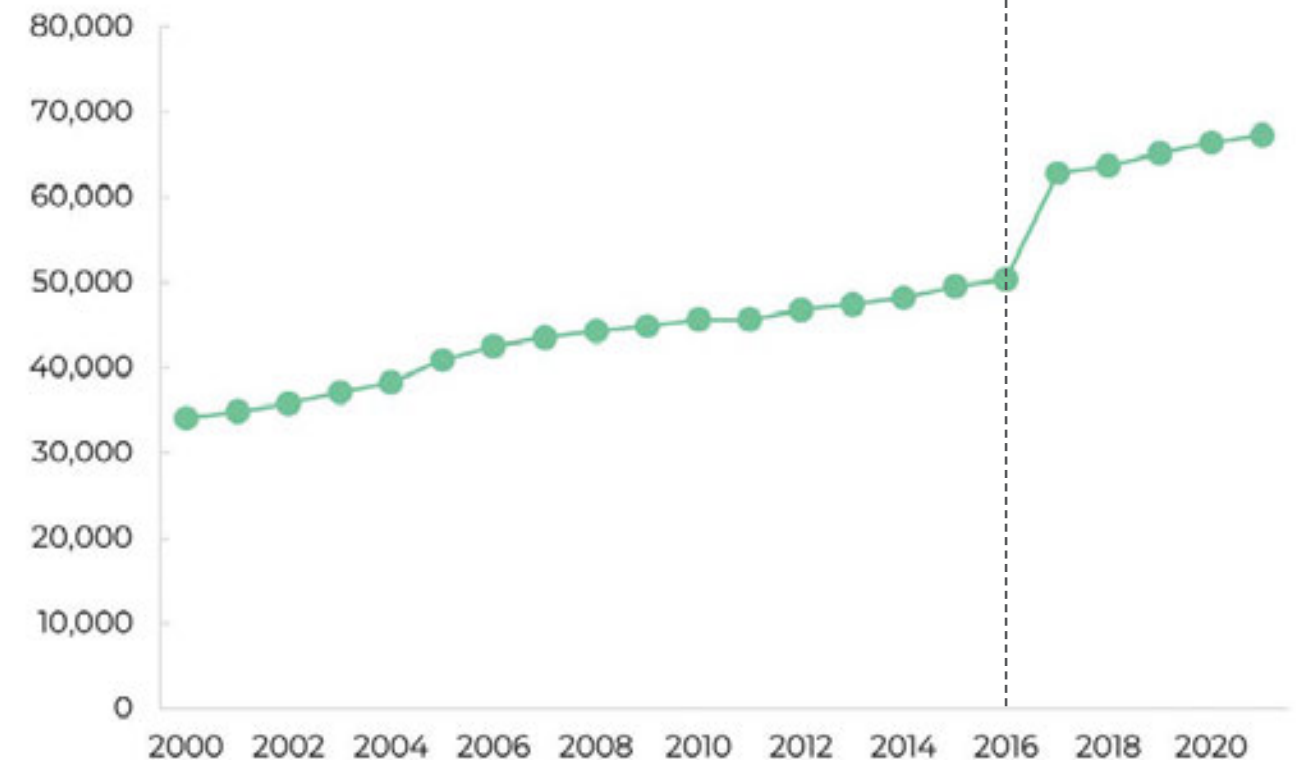


Source: Washington State Office of Financial Management, Annexation Detail, 2023.

- Annexed in 2016
- Annexed in 2010
- Annexed in 2009

Sammamish currently has three assigned potential annexation areas (PAAs): the Aldarra Golf Course PAA, the Swan Ridge PAA, and 30-Acres Park. The Aldarra Golf Course PAA is a 398 acre area located to the east of Sammamish which includes the Aldarra Golf Course & has approximately nine residents and effectively no employment. The Swan Ridge PAA is a 301 acre residential area on the northeastern edge of the current City boundary with 430 residents (as of 2018). Like the Aldarra Golf Course PAA, Swan Ridge PAA has effectively no employment. 30-Acre Park has neither residents nor employment.

POPULATION GROWTH OF SAMMAMISH 2000-2020



Source: Washington State Office of Financial Management, Postcensal Estimates, 2023.

POPULATION GROWTH 2000-2020

	Acres	Population
Camden Park	113	306
Rosemont	4	39
Ravenhill	6.5	65
Aldarra/Montaine	113.3	841
Mystic Lake	45.2	0
Klahanie	1,243	10,660

Source: King County, 2018 Annexation Area Databook, 2023.



# Population Attributes

Below are key population attributes for a comparison between Sammamish and King County.

## Age Dependency

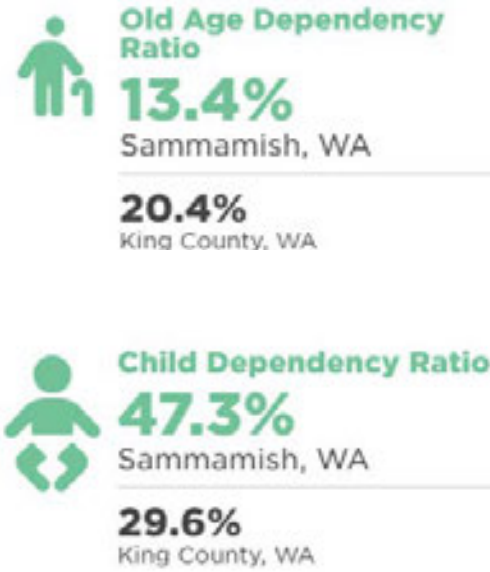
Dependency ratios capture variations in the proportions of children, elderly people, and working-age people in the population that imply the dependency burden that the working-age population bears in relation to children and the elderly.

The working population is defined as those aged 18-65, old age is defined as those over 65, and children defined as those 17 and under. The median age in Sammamish is 39.8, slightly older than the median age of 37.1 in King County overall. This is because Sammamish has a high proportion of working age adults in the age groups between 35 and 59. We also compared the “working age” population to the size of the population under 15 (children) and the population 65 and older (older adults) to understand the ratio of “dependents” to working age adults.

Sammamish has a much higher child dependency ratio (with approximately 47 children per working age adult) than the County overall, but a lower old age dependency ratio than the County.

## Race and Ethnicity

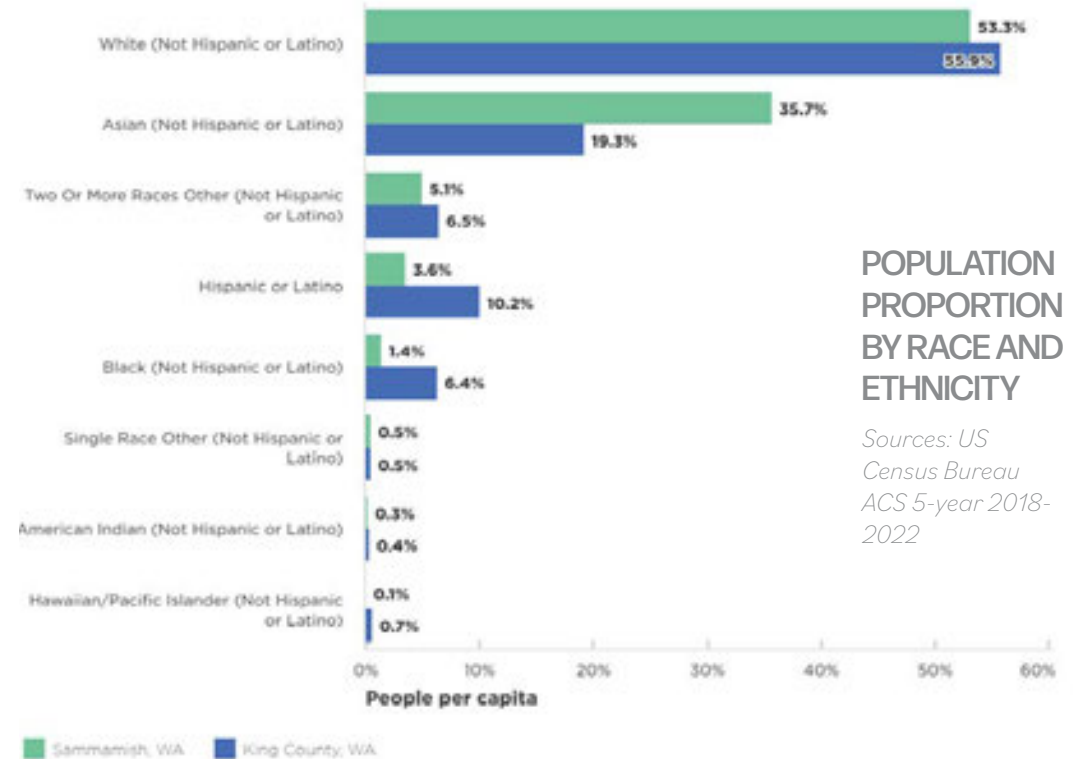
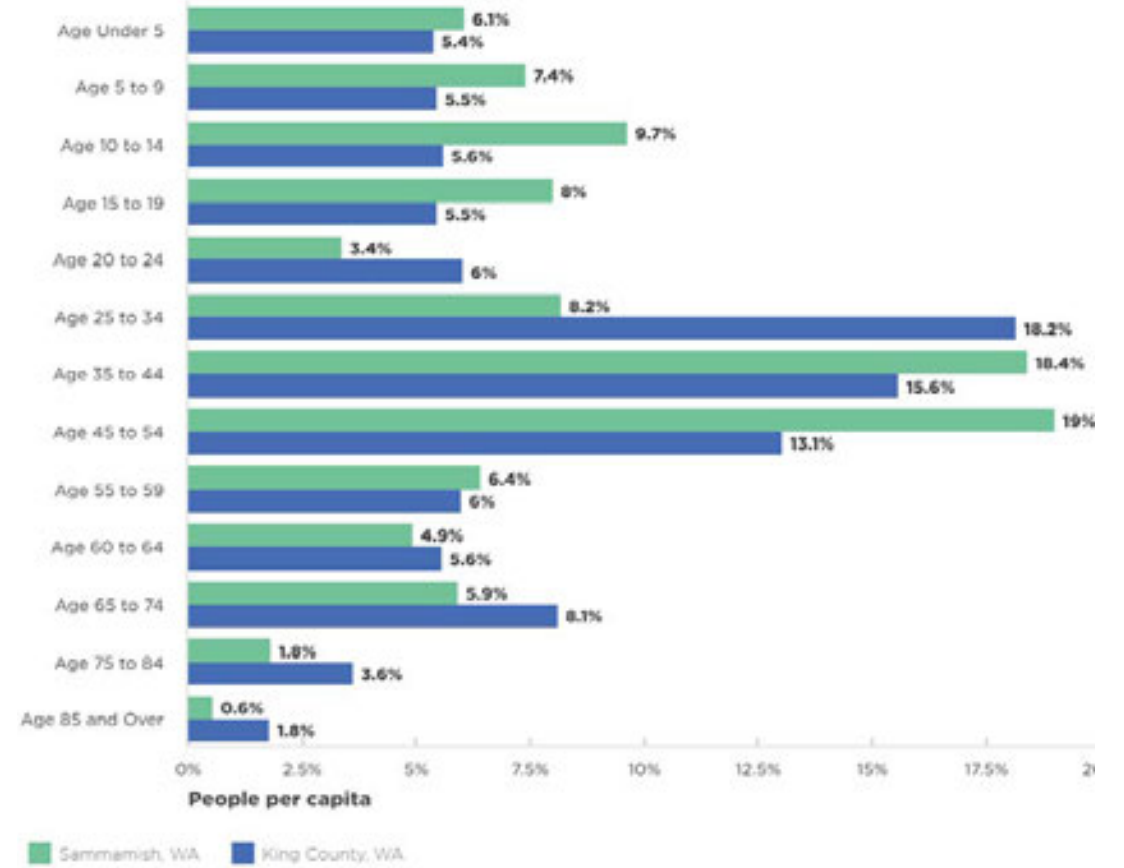
Between the 2010 and 2020 Decennial Census, Sammamish’s racial diversity increased; in 2010, almost 72% of the population identified as white (not Hispanic or Latino), while in 2020, only a little over 51% of the population identified the same way. During the same period, those identifying as Asian increased from 21% to 35% of the total population. Further, as of the 2018-2022 ACS 5-year estimates, Sammamish has a much lower representation of all other races including those identifying as Hispanic or Latino. Although there was a significant decline in those identifying as white (non Hispanic or Latino), the increase in diversity has not made the City’s racial and ethnic diversity representative of King County’s population overall, but rather increased the representation of select populations, particularly people identifying as Asian (not Hispanic or Latino).



Sources: US Census Bureau ACS 5-year 2018-2022

## AGE TOTALS

Sources: US Census Bureau ACS 5-year 2018-2022



## POPULATION PROPORTION BY RACE AND ETHNICITY

Sources: US Census Bureau ACS 5-year 2018-2022



### Home Language

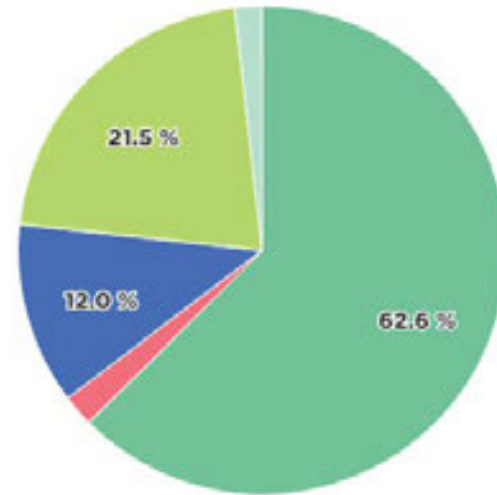
Over 35% of Sammamish residents speak a language other than English at home. The vast majority of these residents also speak English at least “very well” which reflects the large amount of multilingualism in Sammamish. However, 8.5% of the population over the age of five reports speaking English less than very well, which means there is a significant need to ensure city resources are linguistically appropriate. Limited data on specific language resources are needed; the place of birth may provide insight.

#### Speaks English Less than “Very Well” for the Population Over Five

**9%**  
Sammamish, WA

**10.7%**  
King County, WA

LANGUAGE SPOKEN AT HOME



- English Only
- Spanish
- Other Indo-European
- Asian-Pacific Islander
- Other

Sources: US Census Bureau ACS 5-year 2018-2022

### Healthcare and Disability

While Sammamish has a relatively high age dependency ratio, a smaller proportion of residents are living with a disability than in King County overall. Sammamish residents also have a higher rate of access to health insurance than the County at large.

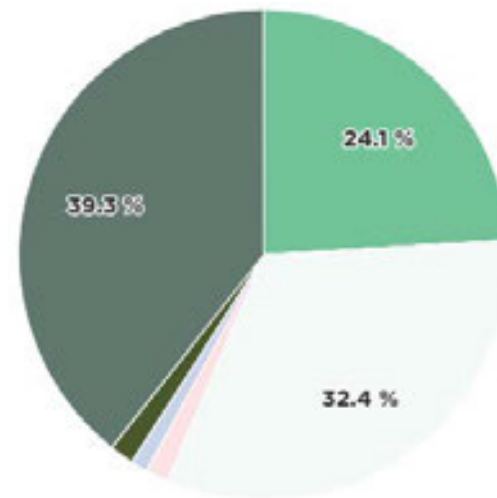


Sources: US Census Bureau ACS 5-year 2018-2022

### Origins of Foreign Born Population

Almost 33% of Sammamish’ population was born outside of the US. This is significant, because the places of birth for the foreign born population can provide additional insight into the cultural identities and needs of the population. The majority of Sammamish residents who were born outside of the US were born in either China, Hong Kong, Taiwan or India. 43.7% of foreign born residents were born someplace other than those locations.

TOP BIRTH COUNTRIES FOR FOREIGN BORN



- China, Hong Kong, & Taiwan
- Cuba
- Dominican Republic
- El Salvador
- Guatemala
- India
- Mexico
- Philippines
- Vietnam
- All other Countries

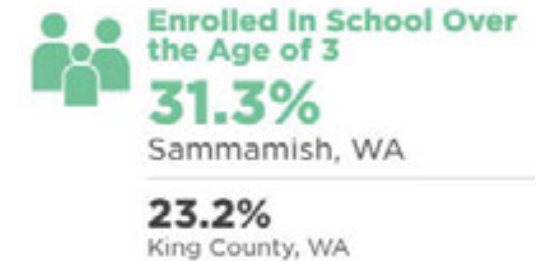
Sources: US Census Bureau ACS 5-year 2018-2022



# Education

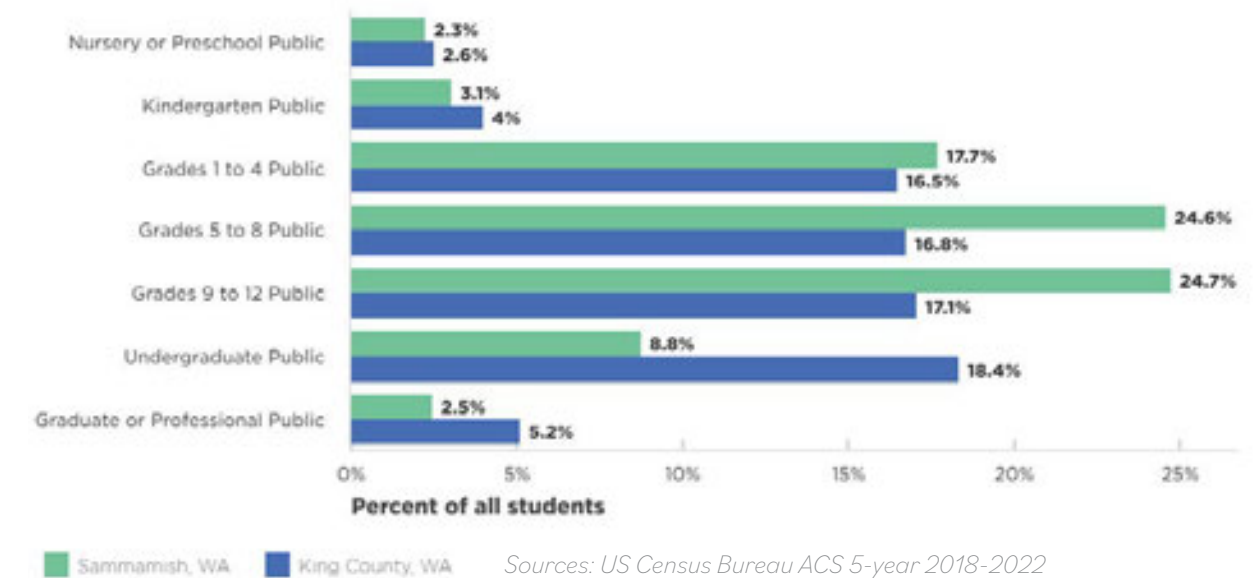
Over 31.3% of Sammamish population over the age of three is enrolled in school. While this is significantly greater than the share of King County’s population over the age of three, that may be in large part because the City has a significantly higher percentage of children than the County overall. Public school enrollment is high, with 3% more caregivers opting to send students to public school than in King County.

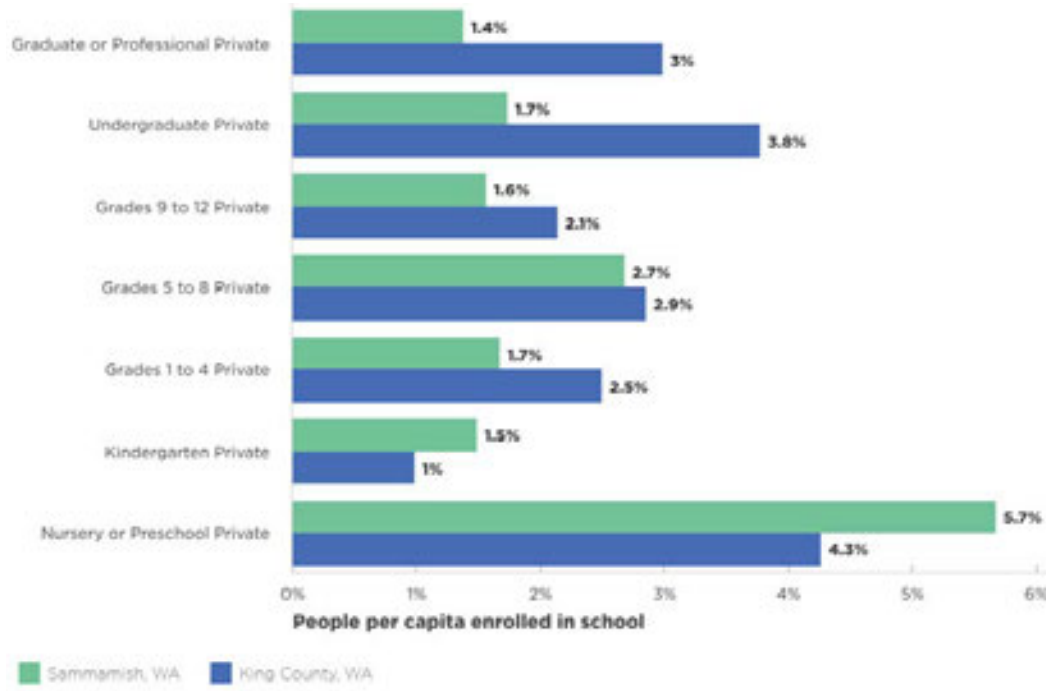
Sammamish residents are more likely to attend public school than private school. The exception is for nursery and/or preschool and kindergarten. This is likely because there are sparse public nursery and preschool programs in Washington and most of the public programs are targeted to those who cannot afford private programs. Further, based on income data for Sammamish households (discussed in the Household profile) residents in Sammamish are more likely to be able to afford these programs than the King County population overall.



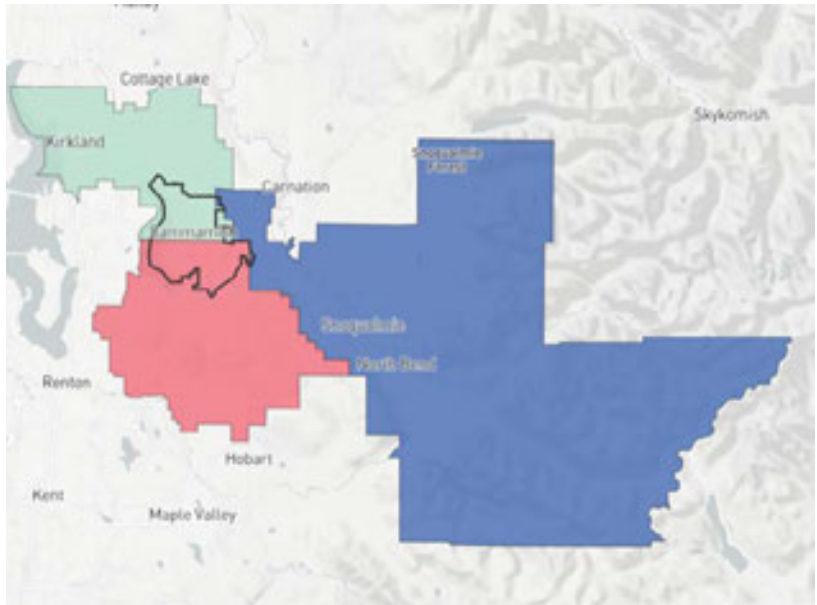
Sources: US Census Bureau ACS 5-year 2018-2022

## DISTRIBUTION OF TOTAL STUDENT ENROLLMENT IN PUBLIC SCHOOLS BY GRADE





Sammamish residents are served by three public school districts, Issaquah School District, Lake Washington School District, and the Snoqualmie Valley School District which enroll students in kindergarten through twelfth grade.



### SCHOOL DISTRICTS

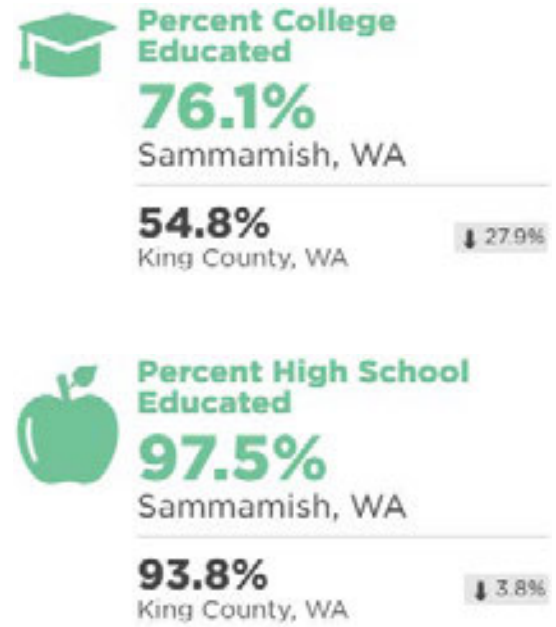
- Sammamish, WA
- Issaquah School District, WA
- Snoqualmie Valley School District, WA
- Lake Washington School District, WA

Sources: OSPI

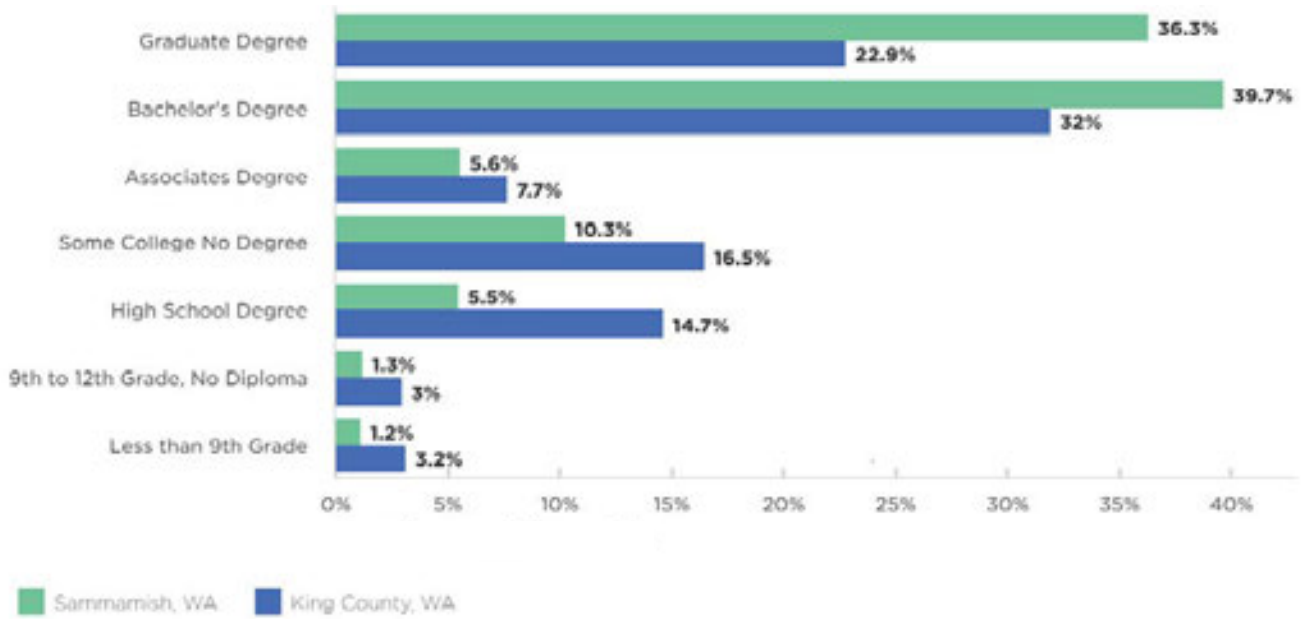
### Educational Attainment

Over 75% of Sammamish residents above the age of 25 have received a bachelors or advanced degree, significantly higher than King County overall. This has significant implications for earning potential and employment opportunities for residents. The percentage difference in the figure to the right shows the relative increase or decrease in King County as compared to Sammamish.

Sources: US Census Bureau ACS 5-year 2018-2022



### EDUCATIONAL ATTAINMENT (PERCENTAGE OF POPULATION WITH A GIVEN DEGREE LEVEL)



Sources: US Census Bureau ACS 5-year 2018-2022

## Sammamish Household Profile



## Key Findings

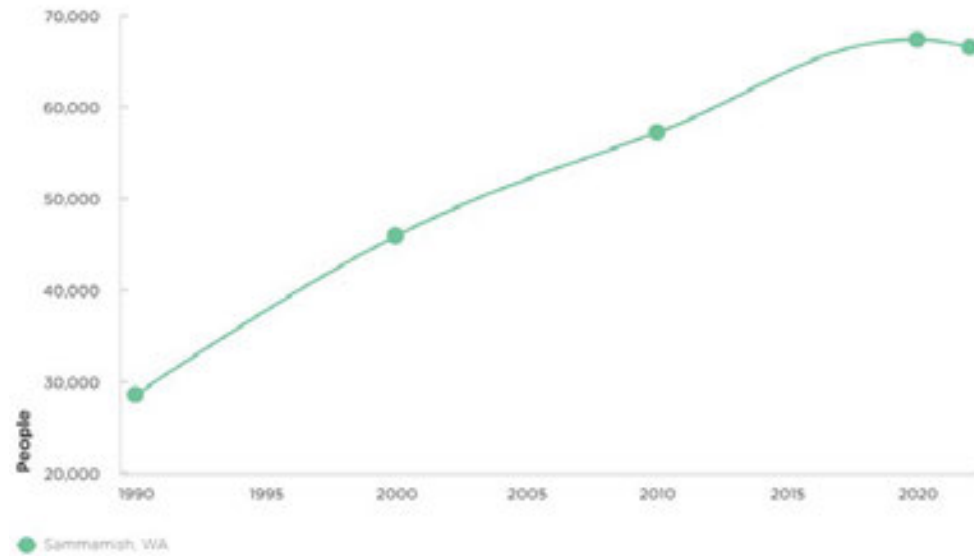
- In 2020, Sammamish had 67,475 people and 21,854 households for an average household size of 3.03 people, compared to the King County average of 2.42 people.
- Just less than half of Sammamish families (49.5%) have two income earners.
- Almost 50% of households have an annual income of over \$200,000. In contrast, 795, or 7% of households fall below the federal poverty level.
- The rate of homeownership in Sammamish is high, reaching 86.3%. However, challenges persist as 6.1% of low-income households face severe cost burdens, allocating over 50% of their income to housing. At the same time, nearly half of renter households (46.7%) encounter cost burdens.



## Household Demographics

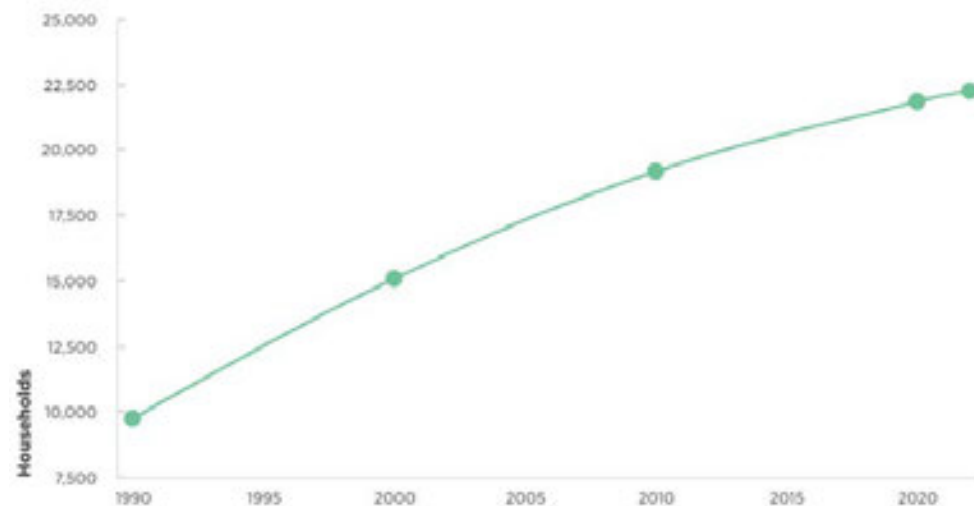
The City of Sammamish was incorporated in 1999. As of the 2000 Decennial Census, the City had a total population of 34,119 people living in 11,172 households. Currently, Sammamish has over 67,000 residents in almost 22,000 households.

Sources: US Census Bureau ACS 5-year 2018-2022



### POPULATION GROWTH

Sources: US Census Bureau ACS 5-year 2018-2022



### HOUSEHOLD GROWTH

Sources: US Census Bureau ACS 5-year 2018-2022

### Average Household Size

**2.99**  
People

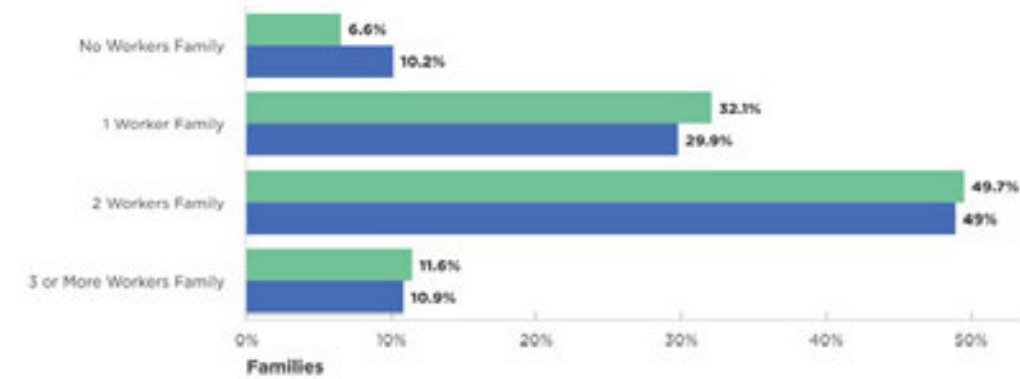
Sammamish, WA

**2.42**  
People

King County, WA

## Household Income

As discussed in the Neighboring City and Peer City comparisons below, Sammamish households have a very high median income. Almost 50% of households earn over \$200,000 a year. A small percentage of families live under the federal poverty line. Not surprisingly, almost half of Sammamish households have two income earners. Less than 7% of families have no workers and only 1/3 have a single income earner.

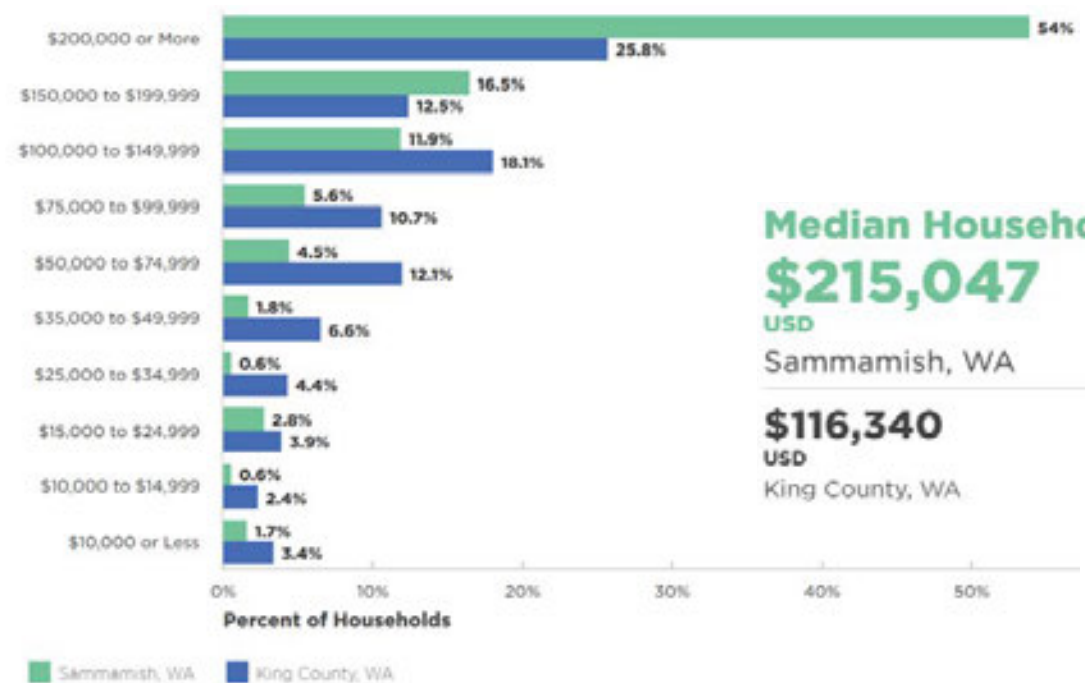


### FAMILIES BY NUMBER OF WORKERS

Sources: US Census Bureau ACS 5-year 2018-2022

## Incomes and Spending Power

Sammamish's household income is much higher than King County as a whole; almost half of Sammamish households make over \$200,000 a year. Sammamish's median income is almost twice as much as King County's.



**Median Household Income**  
**\$215,047**  
USD

Sammamish, WA

**\$116,340**  
USD

King County, WA

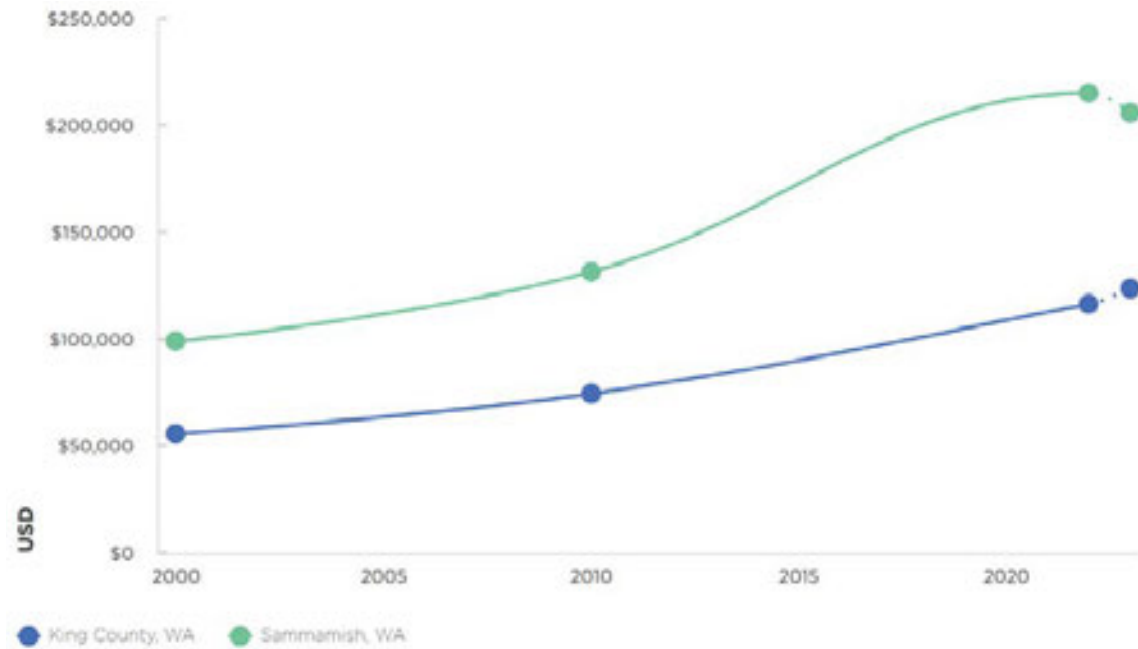
### HOUSEHOLD INCOME

Sources: US Census Bureau ACS 5-year 2018-2022



### HOUSEHOLD MEDIAN INCOME

Sources: US Census Bureau ACS 5-year 2018-2022



### Cost Burden

Cost burden is a key indicator of housing security. Although housing security is determined by many factors other than income - including wealth and whether one owns their home - it does provide important insight into how households are doing financially.

A smaller percentage of low income households are severely cost burdened (pay 50% or more of their income for rent) in Sammamish than in King County. Although many Sammamish households are cost burdened, because so many families own their homes and have high incomes, the relative burden of housing costs is less acute than if more families rented and had lower incomes.

However, in Sammamish, 19.3% of renters spend more than 50% on rent, deeply impacting the amount of money they are able to spend in the community.

#### Percent of Low Income Households Severely Cost Burdened

**6.6%**  
Households  
Sammamish, WA

**12.7%**  
Households  
King County, WA

Sources: HUD CHAS 2016-2020

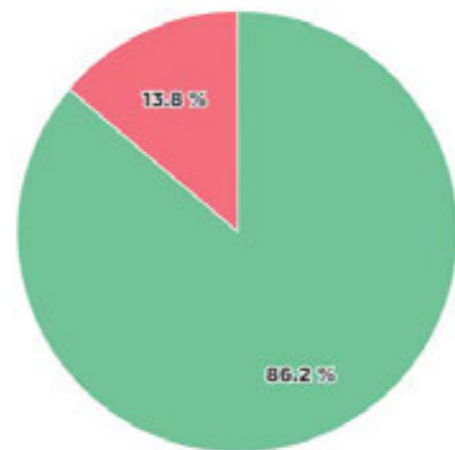
### Affordability and Housing Insecurity

For most households, monthly housing costs are a significant budget item. The proportion of income that a household puts towards housing has large implications for disposable income and for housing security.

The vast majority of Sammamish households own their home which indicates a high level of housing security. However, housing costs are high, and housing cost burden can have significant implications for the purchasing power of households. These burdens are felt most acutely for low income renters.

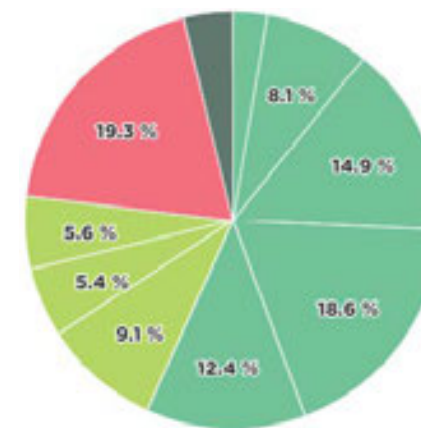
Sources: US Census Bureau ACS 5-year 2018-2022

#### POPULATION IN RENTER VS OWNER OCCUPIED HOUSING UNITS



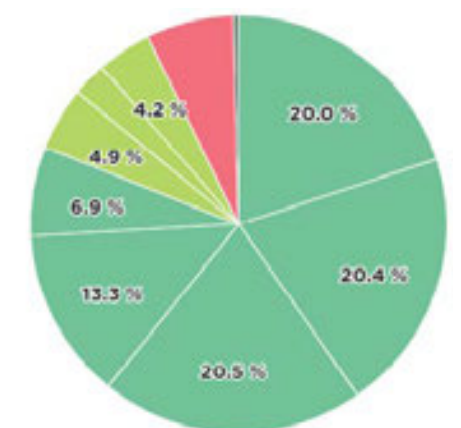
■ Population In Owner Occupied Housing Unit  
■ Population In Renter Occupied Housing Unit

#### RENTER OCCUPIED HOUSING UNITS BY COSTS AS PERCENT OF INCOME



■ Less than 10%  
■ 10% to 14%  
■ 15% to 19%  
■ 20% to 24%  
■ 25% to 29%  
■ 30% to 34%  
■ 35% to 39%  
■ Rent 40% to 49%  
■ Rent 50% or More  
■ Not Computed Rent or ownership costs

#### HOUSING COST FOR OWNER OCCUPIED HOUSING AS PERCENT OF INCOME



■ Not Cost Burdened  
■ Cost Burdened  
■ Severely Cost Burdened

Sources: HUD CHAS 2016-2020



RENTER OCCUPIED HOUSEHOLDS BY RELATIVE COST BURDEN, RACE/ETHNICITY



Poverty

While an estimated 979 Sammamish households (4.4% of all households) lived below the federal poverty threshold based on 2018 to 2022 estimates, it's important to remember that the federal poverty level is a national standard that is not influenced by cost of living differences across the United States. For 2021 the federal poverty threshold for a three-person household (two adults and one related child under 18 years old) was only \$21,811. This means that while a small number of households lived under the poverty threshold, it may be a poor indicator of those experiencing financial hardship.

Sources: US Census Bureau ACS 5-year 2018-2022

**979**  
Households  
**Total Households Below Poverty Level**  
Sammamish, WA

**22,258**  
Households  
**Total Households**  
Sammamish, WA

**514**  
Households  
**Households Receiving Food Stamps/SNAP**  
Sammamish, WA

Digital Access

The vast majority of households own a computer and have access to the internet.

Sources: US Census Bureau ACS 5-year 2018-2022

**79**  
Households  
**Household Without Internet Access**  
Sammamish, WA

**529**  
People  
**People in Households - without an Internet Subscription or no Computer**  
Sammamish, WA

**70**  
Households  
**Household Without Computer**  
Sammamish, WA

OWNER OCCUPIED HOUSEHOLDS BY RELATIVE COST BURDEN, RACE/ETHNICITY



Sources: HUD CHAS 2016-2020

## Sammamish Residents' Employment

### Key Findings

- A quarter of Sammamish's residents that are employed work from home. Even though residents work from home, their job may be associated with location outside of the City. This is an important trend to track to understand the lasting impacts of work from home resulting from the COVID pandemic. A large population therefore relies on reliable, high-speed internet access, which means increasing demand for City broadband and telecom.
- King County gained 350k jobs from 2002 to 2020. The significant increase in county-wide jobs indicates a strong economy that Sammamish can tap into for economic development activities within the city.
- Many employed Sammamish residents do not work in the city. In 2020, only 838 workers (2.7% of employed Sammamish residents) lived and worked within the city.
- 57.6% of Sammamish residents that are employed commute more than 30 minutes and most drive. 60% of employed residents commute alone while 5.7% take transit and 6.9% carpool.

SAMMAMISH RESIDENTS' EMPLOYMENT





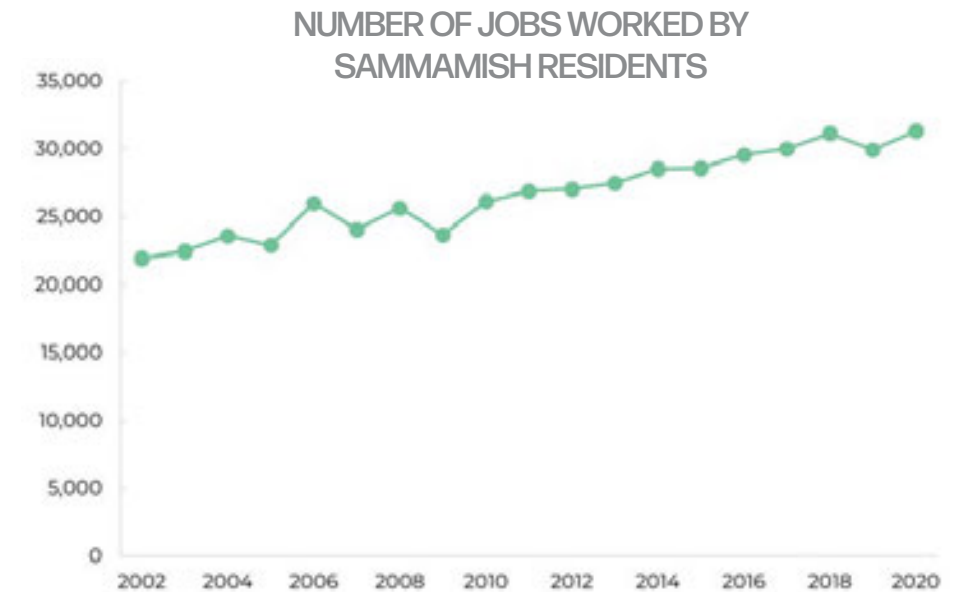
## Labor Participation

According to the 2017-2021 ACS five-year estimates, approximately 44,276 Sammamish residents were “working age” or between the ages of 16 and 64. As of 2020, approximately 31,344 of these residents were employed. As such, Sammamish residents have a labor force participation rate of 69.2%. Sammamish’s employment to population rate is almost as high, meaning that there are some Sammamish residents under 16 and over 64 who are participating in the labor force.

**69.2%**  
**Labor Force Participation Rate**  
Sammamish, WA

**67.2%**  
**Employment/Population Ratio**  
Sammamish, WA

*Sources: US Census Bureau ACS  
5-year 2018-2022*

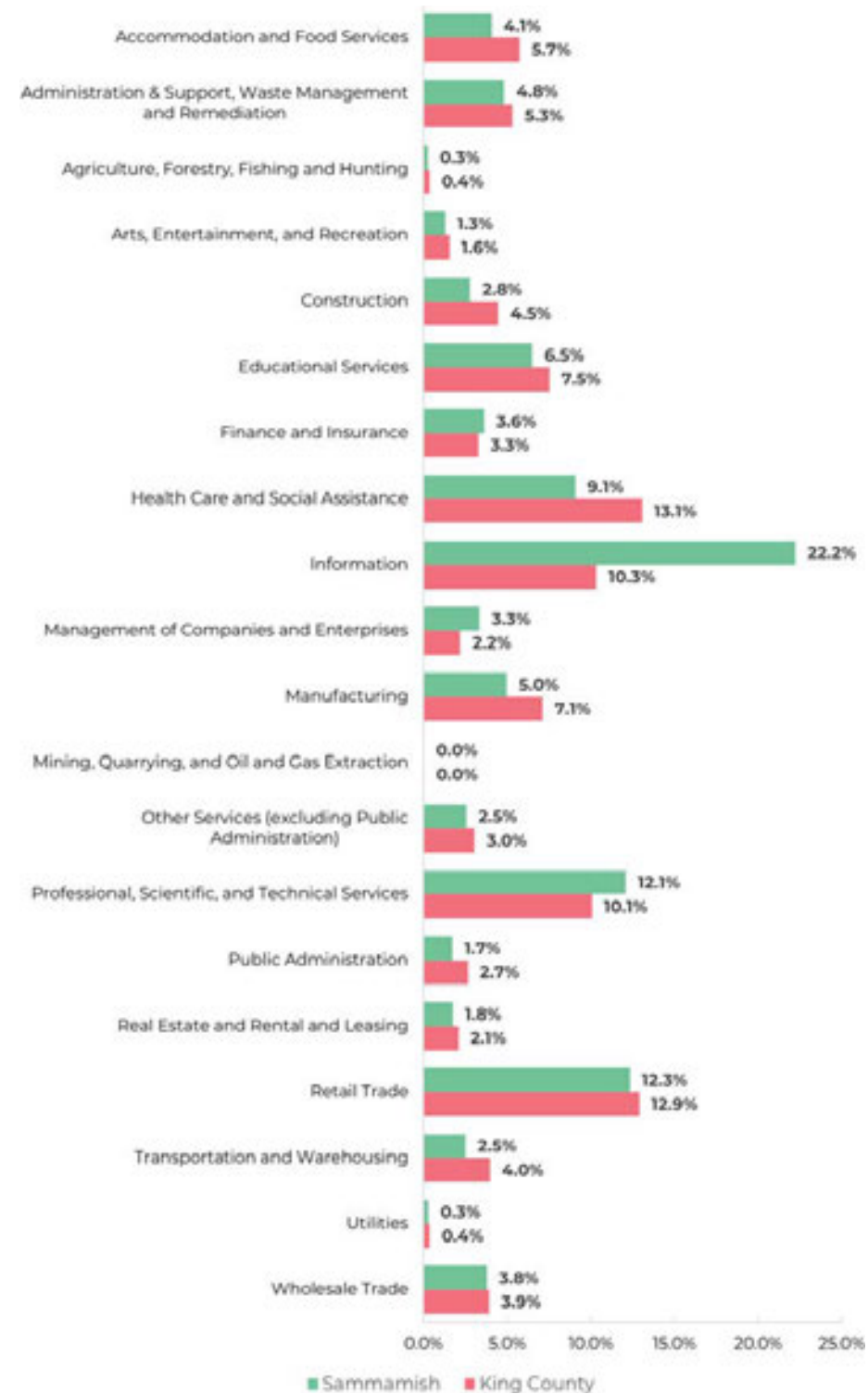


*US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.*

The number of jobs Sammamish held by Sammamish residents is steadily growing. Unlike population growth, a large increase did not occur in 2015 when the Klahanie annexation was formalized, because the annexation area was primarily residential. The compound annual growth rate (CAGR) of Sammamish residents employment since 2016 (i.e., between 2016 and 2020), was 1.5%, lower than the Sammamish population CAGR of 1.8%.

Sammamish residents work in a variety of industries, however, the overall distribution of residents to these industries is somewhat different than for King County residents overall. For example, much larger shares of Sammamish residents work in information compared to King County residents overall.

## Industry Participation

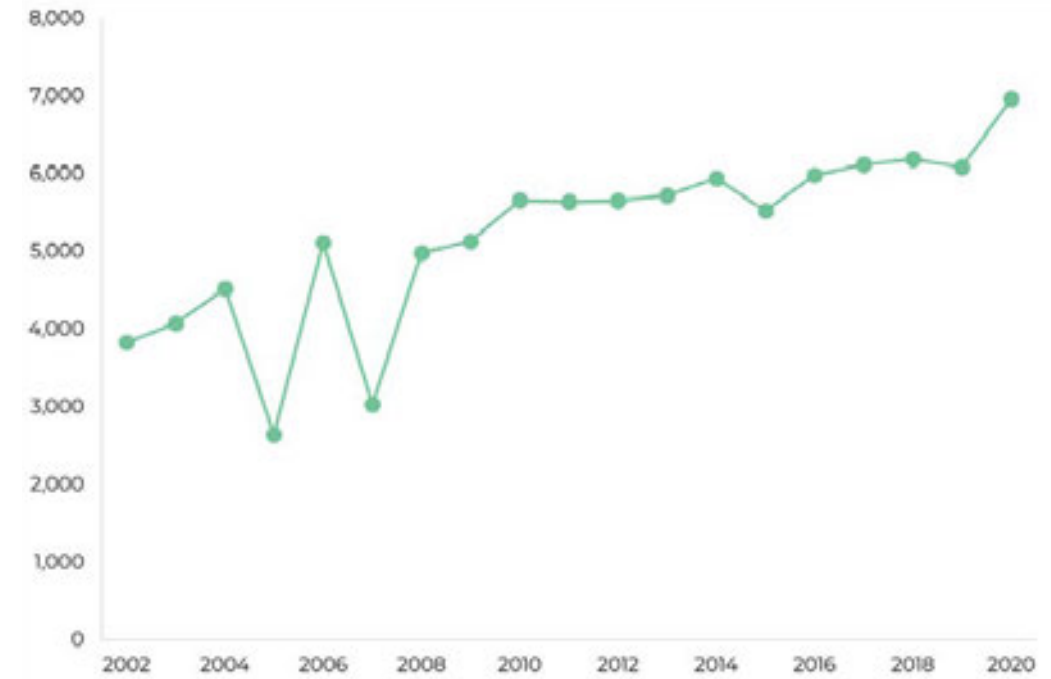


PERCENTAGE OF RESIDENT WORKERS BY INDUSTRY COMPARED TO KING COUNTY

**22.2% of Sammamish residents work in information, compared to only 10.1% of County residents overall.**

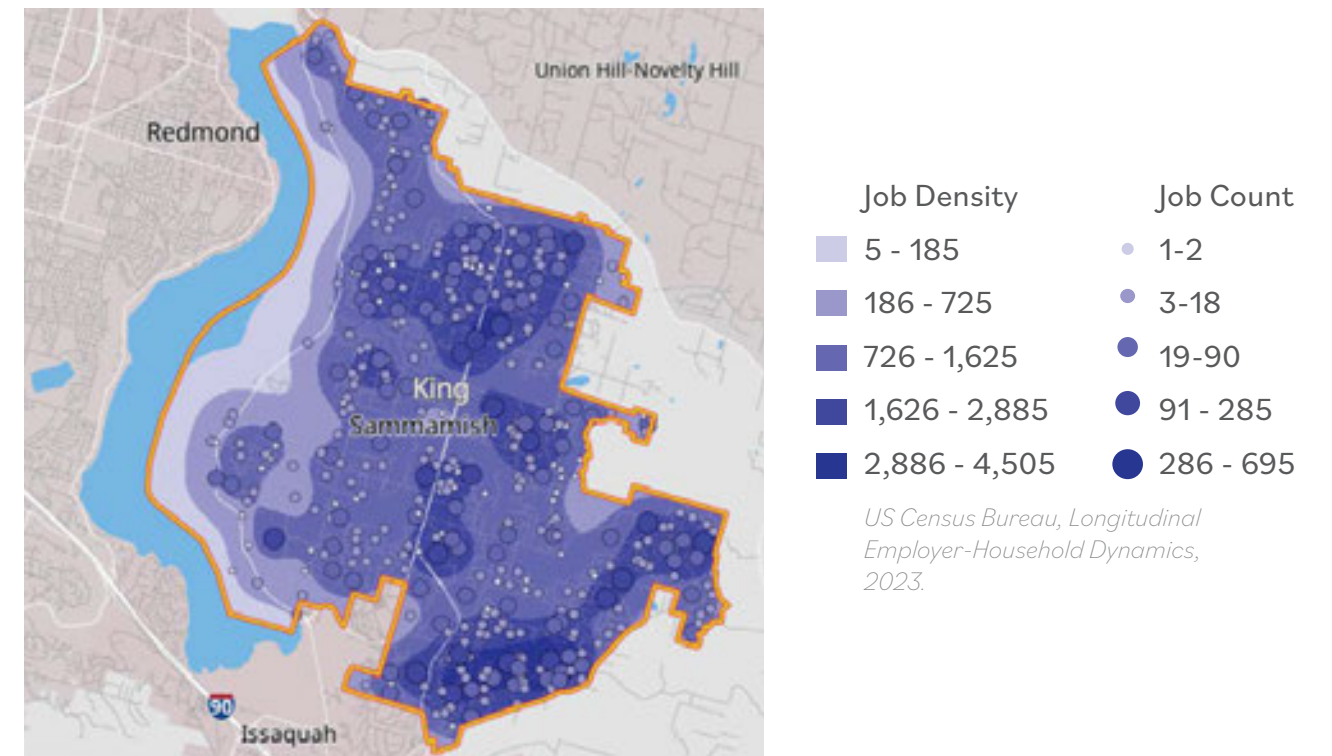
Source: US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.

## RESIDENT EMPLOYMENT OVER TIME



US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.

Unsurprisingly, Sammamish’s employed residents are distributed throughout the City, with larger concentrations based on housing density.



US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.

SAMMAMISH RESIDENTS’ EMPLOYMENT

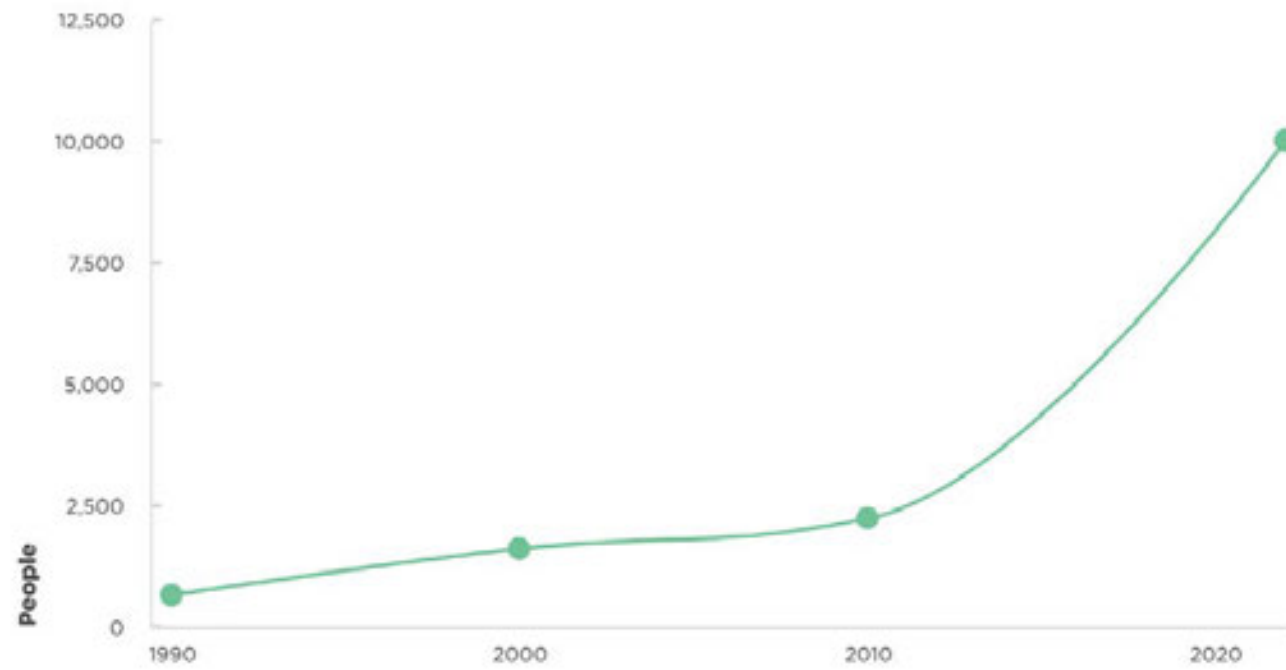
# Where Sammamish Residents Work

## Working from Home

The majority of Sammamish residents travel out of Sammamish to work. In fact, as of 2020 only approximately 880 Sammamish residents worked in Sammamish. However, this does not include residents who work from home.

The pandemic precipitated a huge increase in work from home. In 2019, 8,000 employed Sammamish residents worked from home. Although these numbers have likely declined, this is a trend that can guide Sammamish's policies regarding land use and taxation.

WORKING FROM HOME OVER TIME



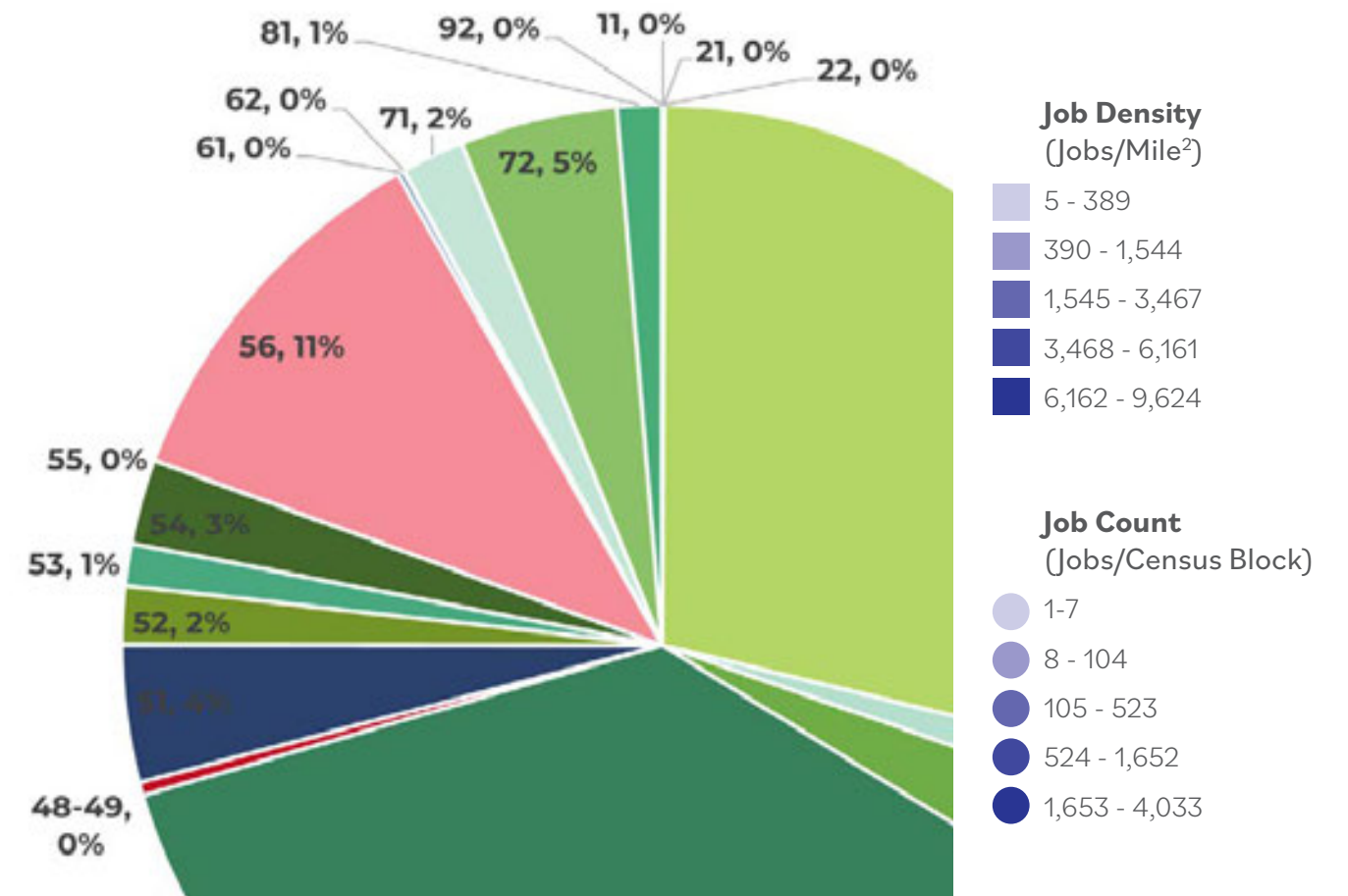
● Sammamish, WA

Sources: US Census Bureau; US Census Bureau ACS 5-year

## Working Outside of Sammamish

As of 2020, the vast majority of Sammamish residents were employed outside of Sammamish with approximately two-thirds employed in Seattle, Redmond, Bellevue or Issaquah.

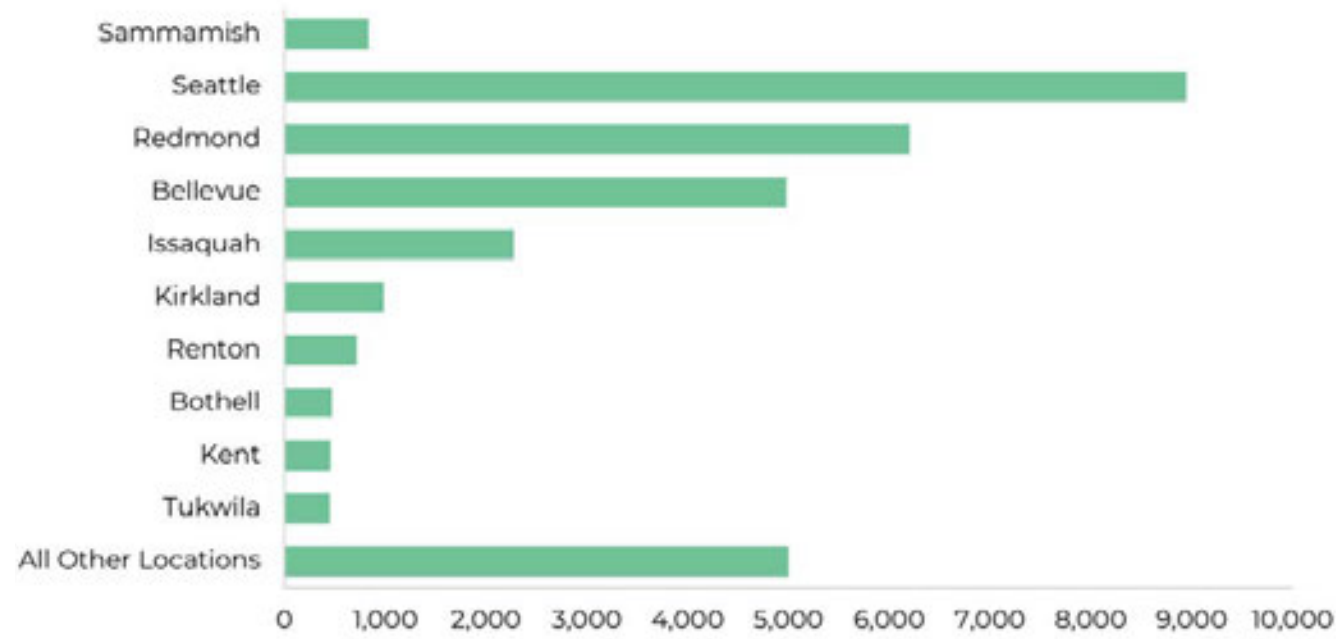
MAP OF WHERE RESIDENTS ARE EMPLOYED, 2020



Sources: US Census Bureau, Longitudinal Employer-Household Dynamics, 2023

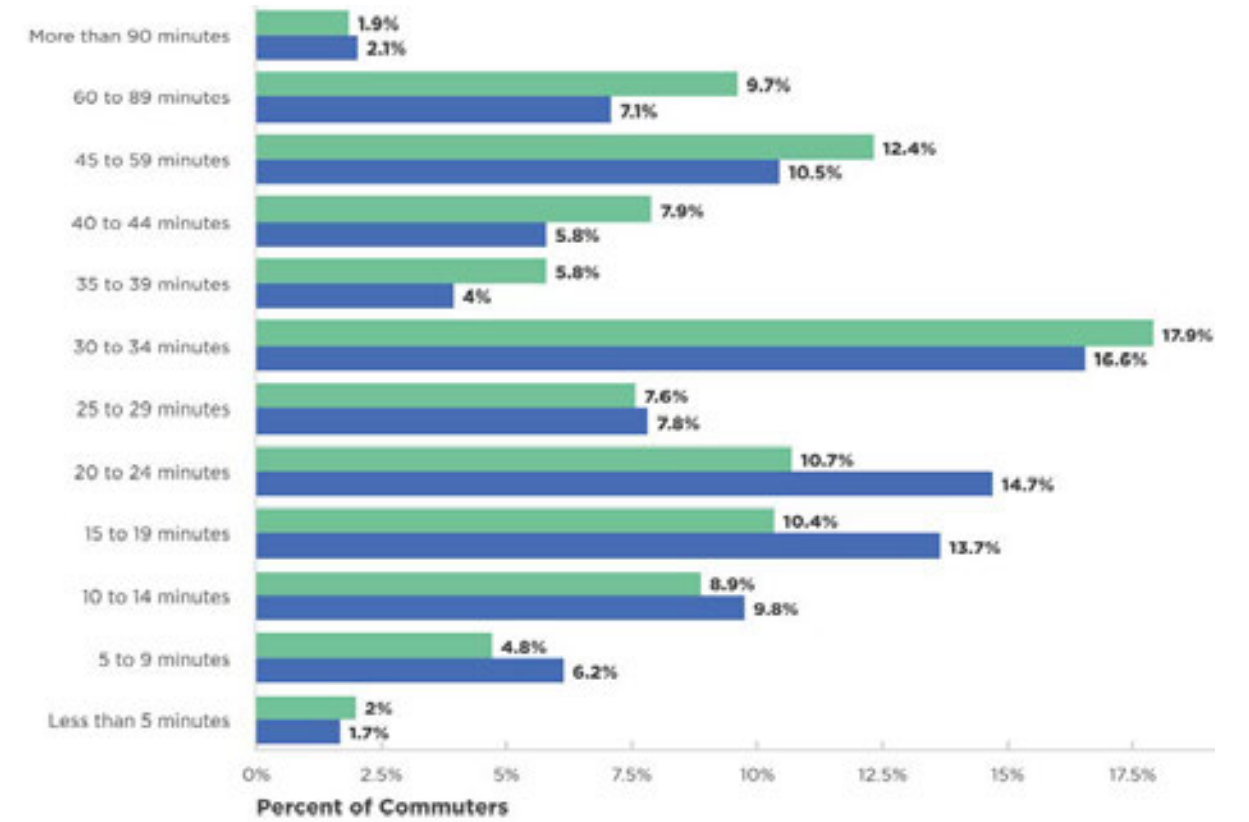


### SAMMAMISH RESIDENTS BY WORK LOCATION



Source: US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.

### COMMUTE TIME TO WORK



## Getting to Work

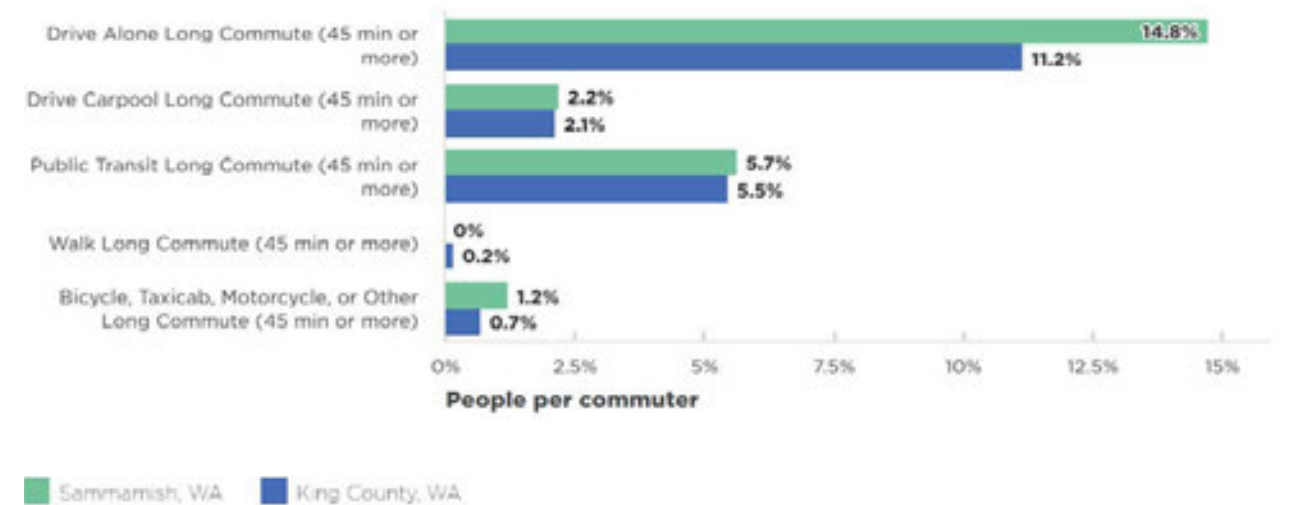
As most Sammamish residents do not work from home and many are employed outside of the City of Sammamish, they do a significant amount of commuting, including long commutes. Sammamish residents have longer commutes than King County residents, with the majority commuting over 30 minutes.

The vast majority of commuters commute alone in their car, leading to a large number of long, single-occupancy trips in and out of Sammamish.



Within a 45 Minute drive of Sammamish

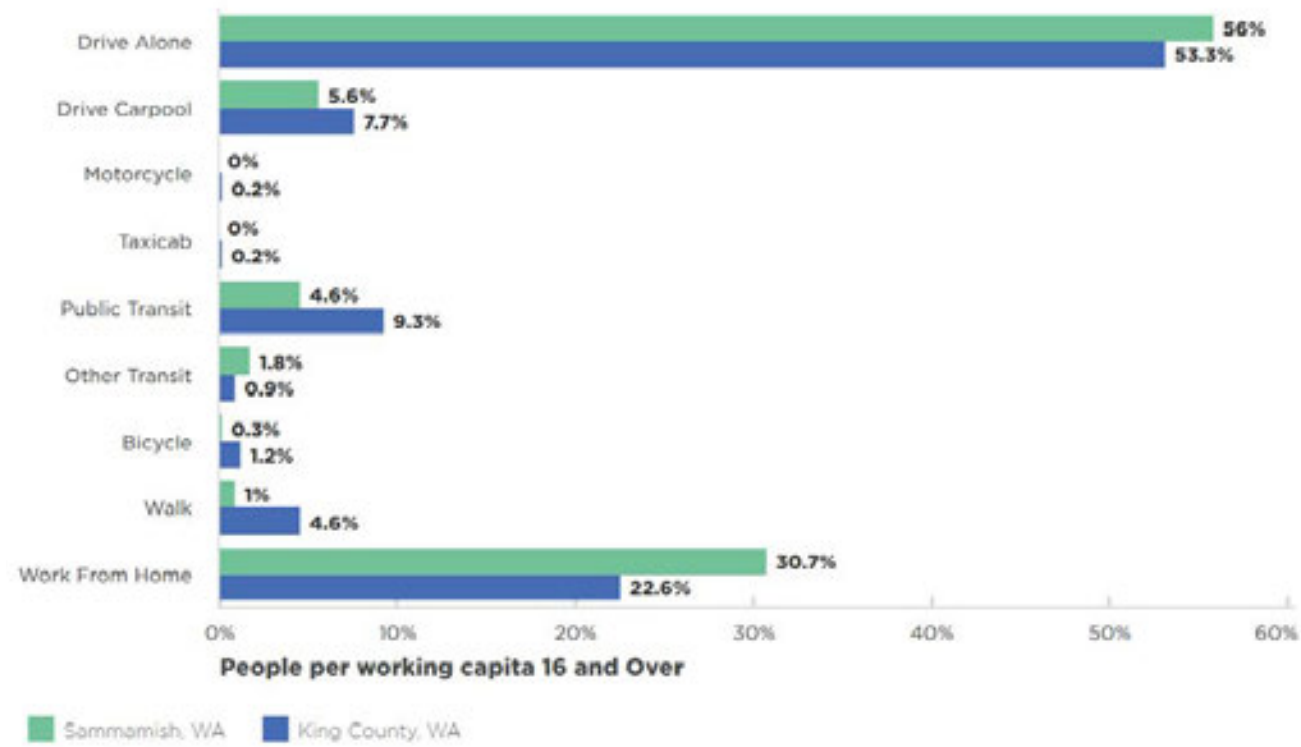
### WORKERS 16 & OVER WITH A LONG COMMUTE - 45 MINUTES OR MORE BY COMMUTE TYPE



Sources: US Census Bureau ACS 5-year 2018-2022



### COMMUTE MEANS OF TRANSPORTATION



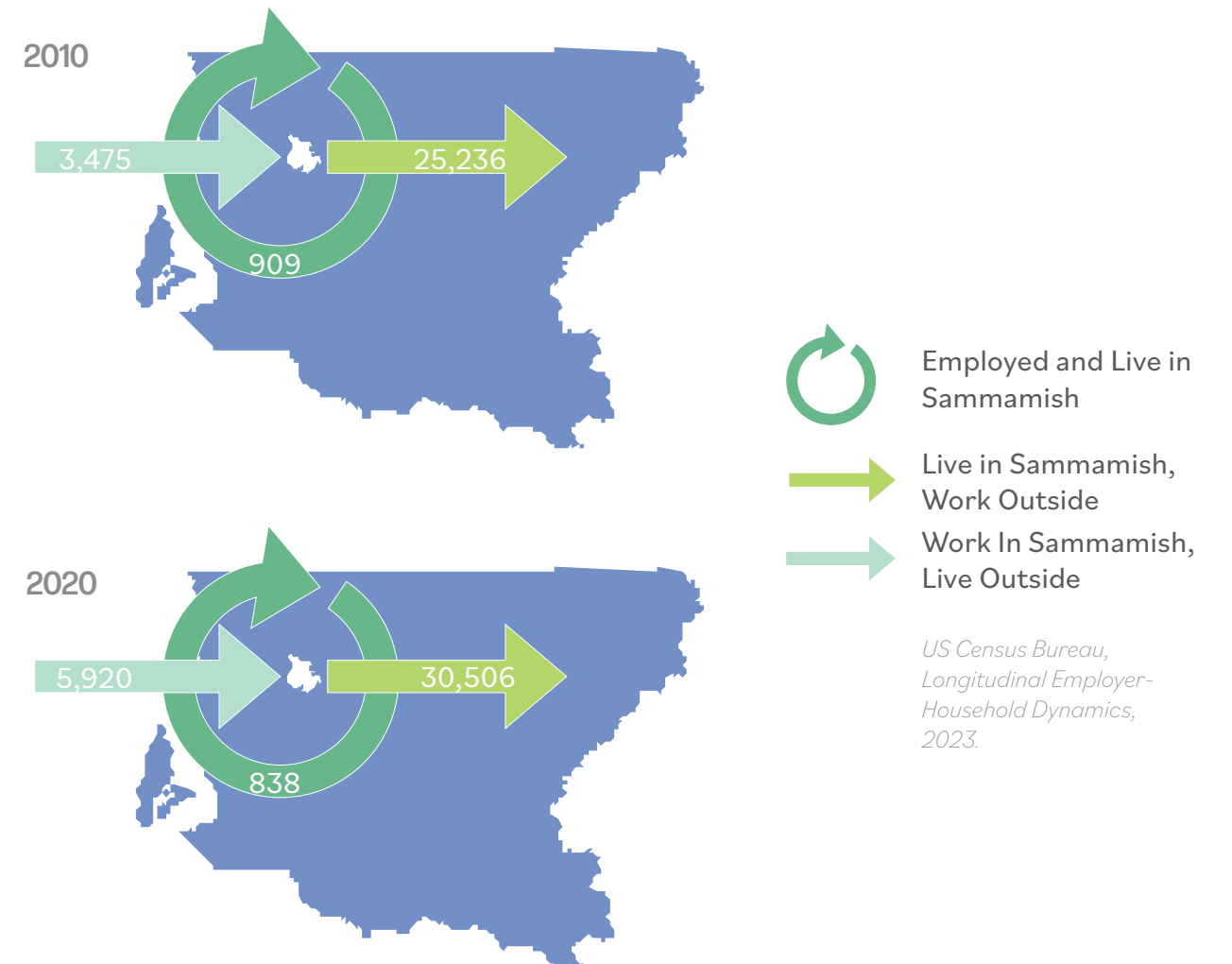
Sources: US Census Bureau ACS 5-year 2018-2022

### Employment Inflow and Outflow

It is notable that the majority of Sammamish residents work outside of the City while the majority of people employed in Sammamish live outside of the City. This trend has increased between 2010 and 2020 and points to a mismatch between the wages of the jobs in Sammamish and the cost of living there.

The maps below show worker inflow and outflow in 2010 and 2020 respectively. Inflow is represented by the pale green arrow pointing towards Sammamish; these are all of the workers who commute to Sammamish to work. The dark green circle represents workers who both live and work in Sammamish. Finally, the lime green arrow pointing away from the city represents workers who live in Sammamish but are employed elsewhere. The number of people who both live and work in the city has declined since 2010 despite a general population increase.

### EMPLOYMENT INFLOW AND OUTFLOW, 2010, 2020



## Employment in Sammamish

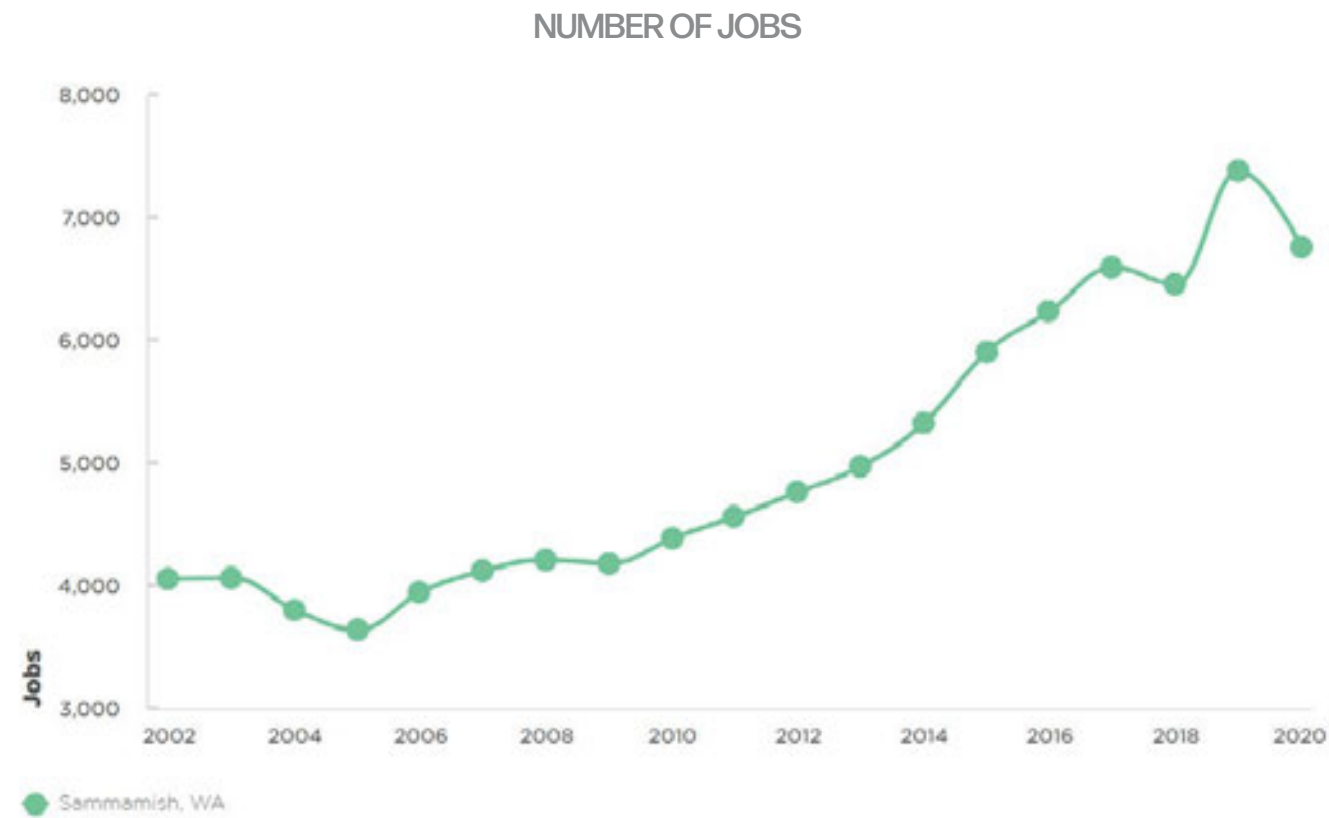


## Key Findings

- As of 2020, Sammamish had 6,758 jobs in the city. The number of jobs decreased from 7,380 in 2019 to 6,758 in 2020.
- 20% of people employed in Sammamish (which includes Sammamish residents who work from home) work in Administrative Support and Waste Management followed by 14% in Professional, Scientific, and Technical Services. The number of workers in Professional, Scientific, and Technical Services has grown steadily over the last decades and in 2020 accounted for almost 1000 jobs.

# Employment

Between the early 2000s and 2019, jobs in Sammamish grew fairly steadily with a decline in 2020, which was likely due to the COVID-19 pandemic.

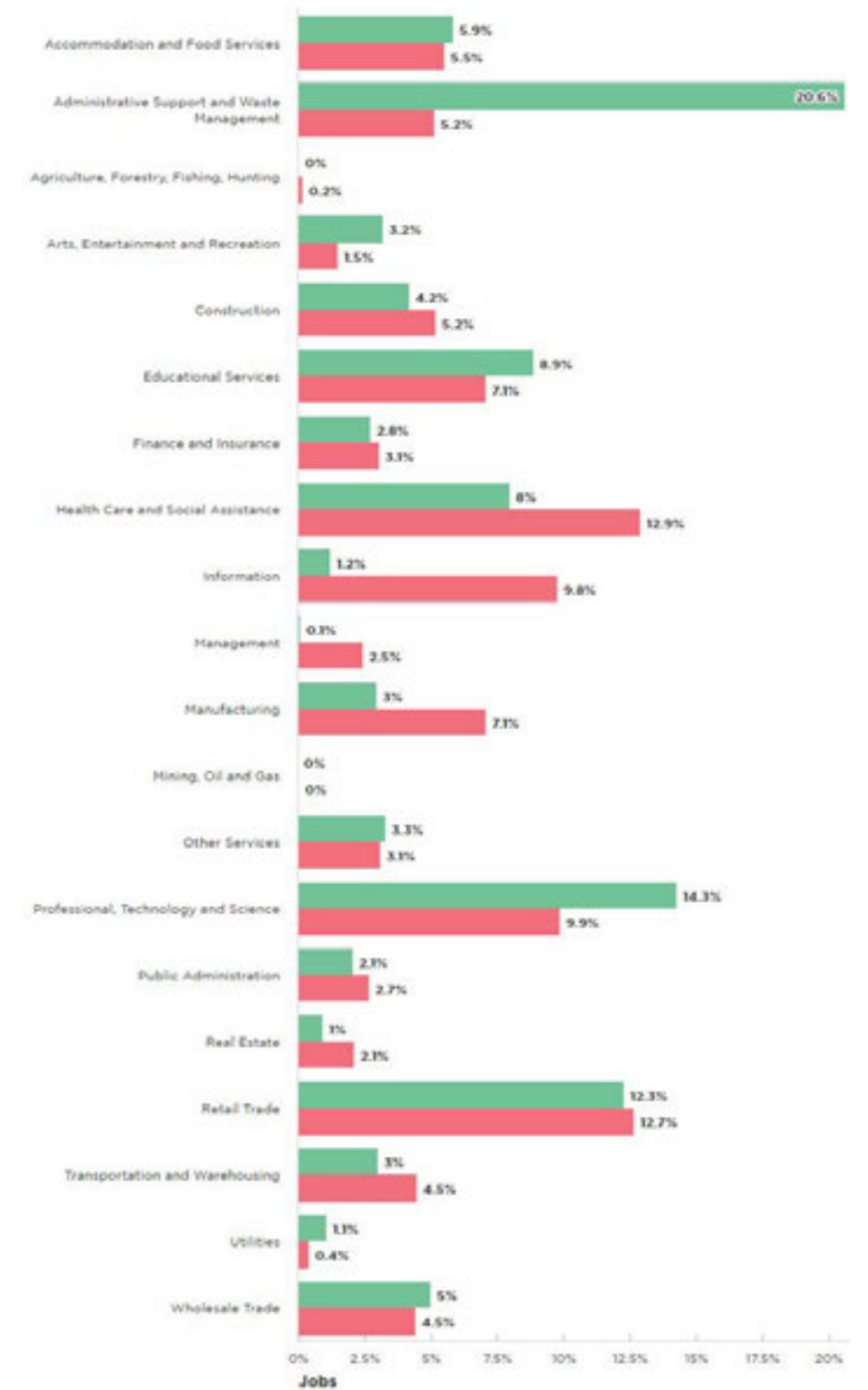


**21% of workers employed in Sammamish work in Administrative Support and Waste Management followed by 14% of workers in Professional, Technology and Science fields.**

*US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.*

# Industry Participation

PERCENTAGE OF RESIDENT WORKERS BY INDUSTRY COMPARED TO KING COUNTY

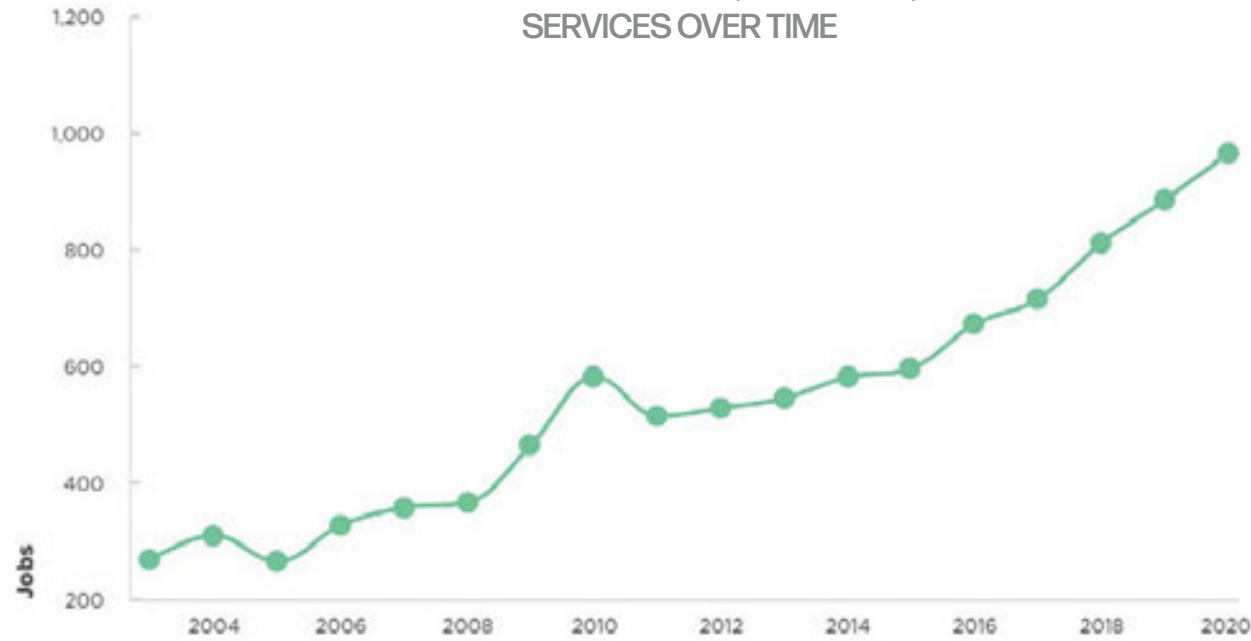


**Compared to King County, a substantially smaller percentage of Sammamish workers are engaged in Health Care and Social Services, Manufacturing and Information.**

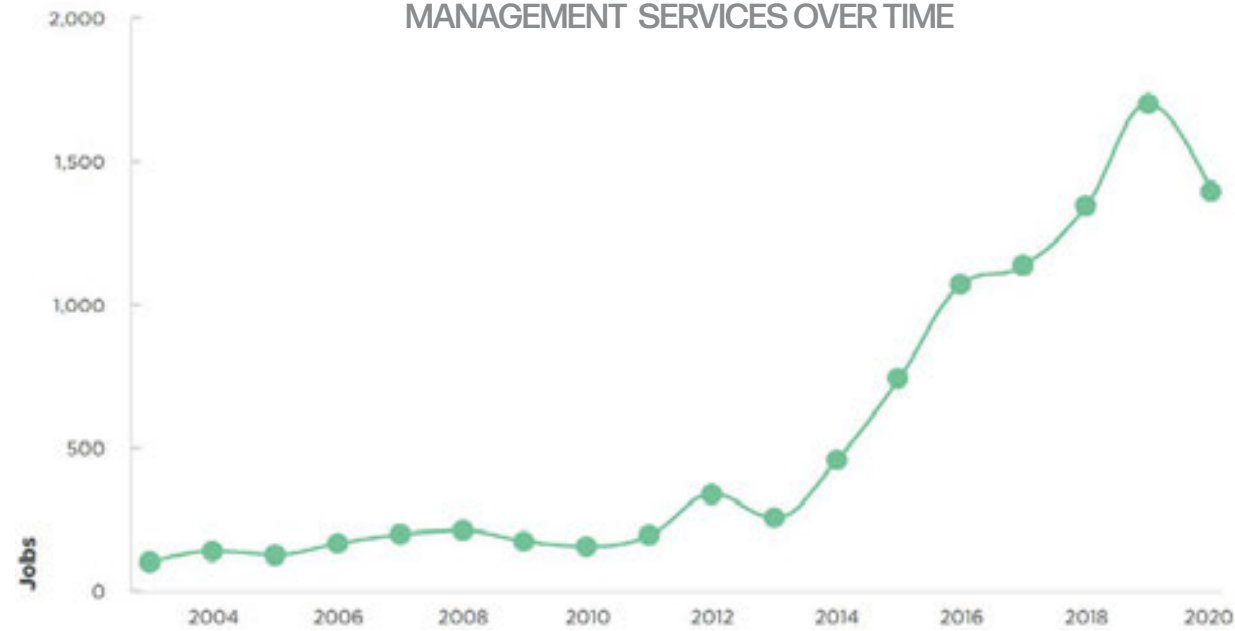
*Source: US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.*



NUMBER OF JOBS IN PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES OVER TIME



NUMBER OF JOBS IN ADMINISTRATIVE SUPPORT AND WASTE MANAGEMENT SERVICES OVER TIME



● Sammamish, WA

US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.

## Labor Market Comparison

The Regional Economic Diversity Index quantifies the deviation of the ratio of number of jobs to population for a given geography from the regional average ratio of number of jobs to population. Higher values of the index indicate greater deviation in labor market slack for a given geography from the regional average. The ratio of the number of jobs to population is often used to measure slack in the labor market, or alternatively, the quantity of unemployed labor resources. The Employment Entropy Index ranges from 0 to 1, with higher values indicating a greater degree of employment mix across industries.

The employment entropy index indicates a large degree of heterogeneity in Sammamish’s employment across different industries, but less employment diversity than King County as a whole. Sammamish’s low regional economic diversity index score indicates a small deviation in labor market slack from the region as a whole.

### Regional Economic Diversity Index

**0.15**

Sammamish, WA

**0.77**

King County, WA

### Employment Entropy Index

**0.9**

Sammamish, WA

**0.94**

King County, WA

US Census Bureau, Longitudinal Employer-Household Dynamics, 2023.

## Neighboring Cities Comparison

# 5



## Key Findings

- Sammamish's neighboring cities include Issaquah, Redmond, Woodinville, Bellevue, Snoqualmie, North Bend, Carnation, and Duvall. This grouping is based on their geographic proximity to Sammamish.
- Sammamish has few jobs compared to many of its neighboring cities. Bellevue and Redmond each have over 100,000 jobs compared to Sammamish's roughly 7,000 jobs. Although Sammamish does not envision being home to major multinational corporations, the City has the lowest job density of the neighboring cities where many Sammamish residents work.
- Sammamish's commercial land values per acre are lower than most neighboring cities like Issaquah and Woodinville and especially lower than Bellevue and Redmond. This suggests lower land productivity and less contribution towards tax revenue per acre.
- As of 2022, Sammamish had the highest median household income of the neighboring cities at \$215,047. The second highest is Snoqualmie at \$186,353.
- Sammamish has grown at a similar rate to neighboring cities with the exception of Bellevue which has seen high growth particularly in the last 10 years.

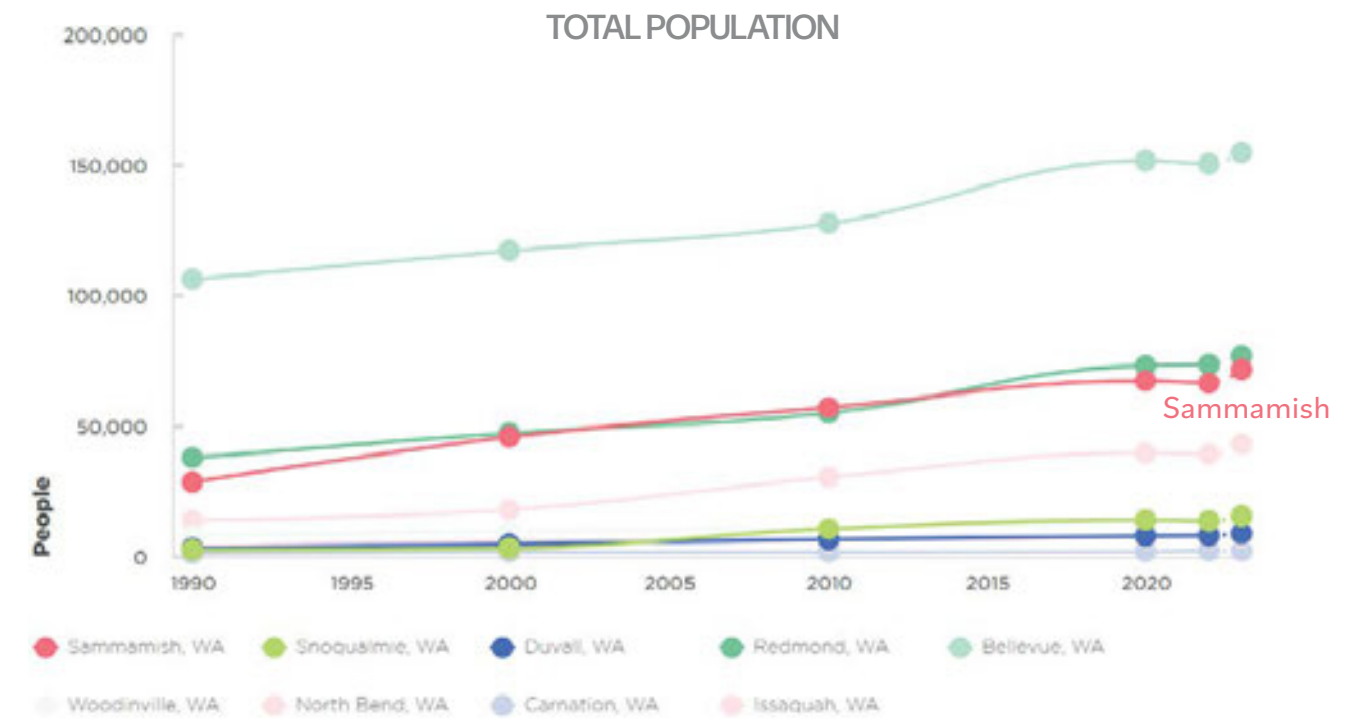
NEIGHBORING CITIES COMPARISON



# Population, Income & Housing Comparison

## Population Growth for Neighboring Cities

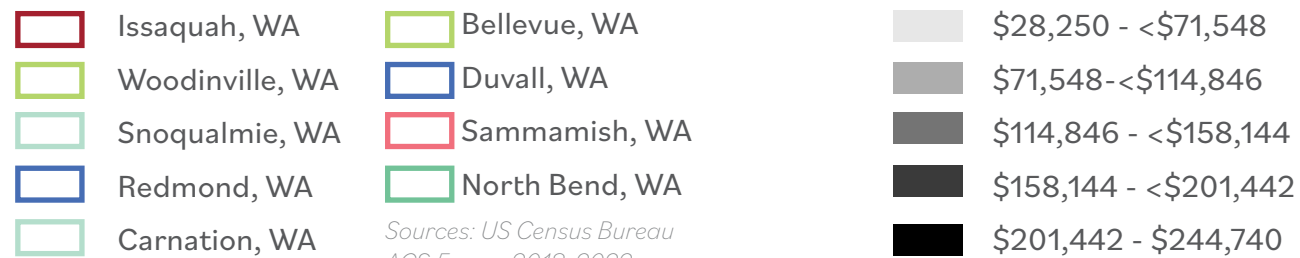
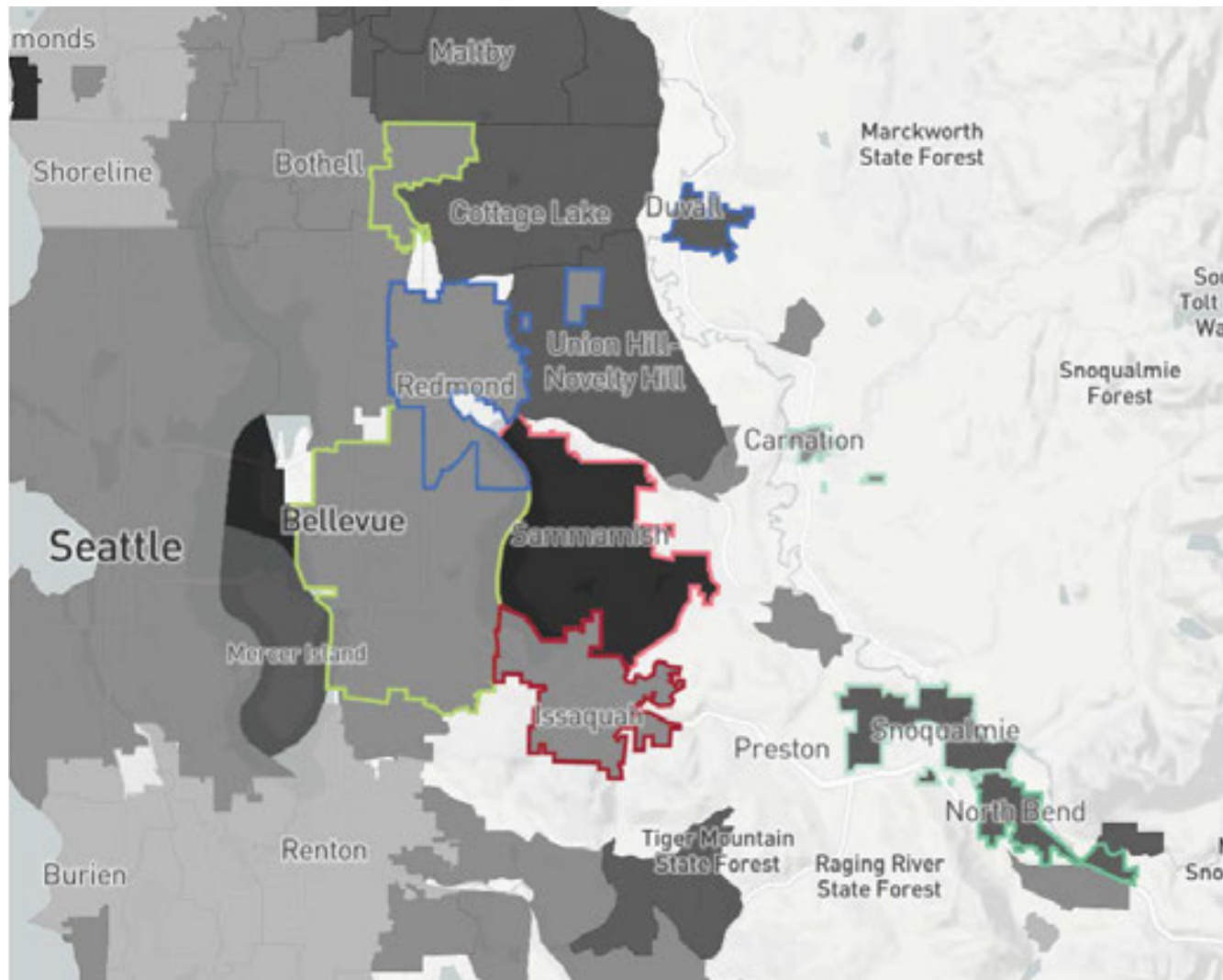
Sammamish's neighboring cities vary greatly by size. Bellevue, Redmond and Sammamish have the greatest number of residents.



Sources: US Census Bureau; US Census Bureau ACS 5-year



MEDIAN INCOME NEIGHBORING CITIES



Sources: US Census Bureau ACS 5-year 2018-2022

MEDIAN HOME VALUE



Sources: US Census Bureau; US Census Bureau ACS 5-year

MEDIAN TAXABLE ASSESSED PROPERTY VALUE

Sources: County Tax Assessors 2021

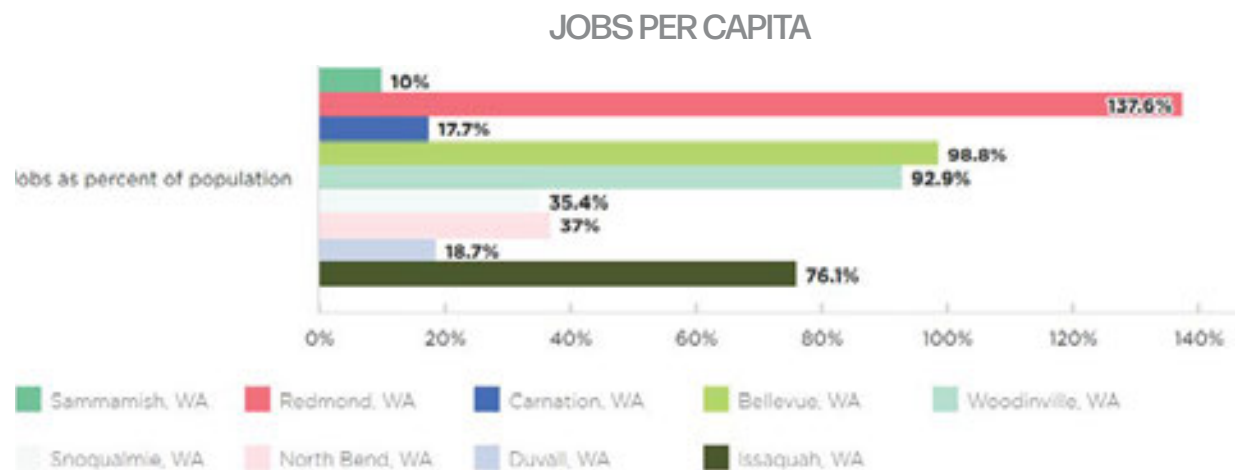
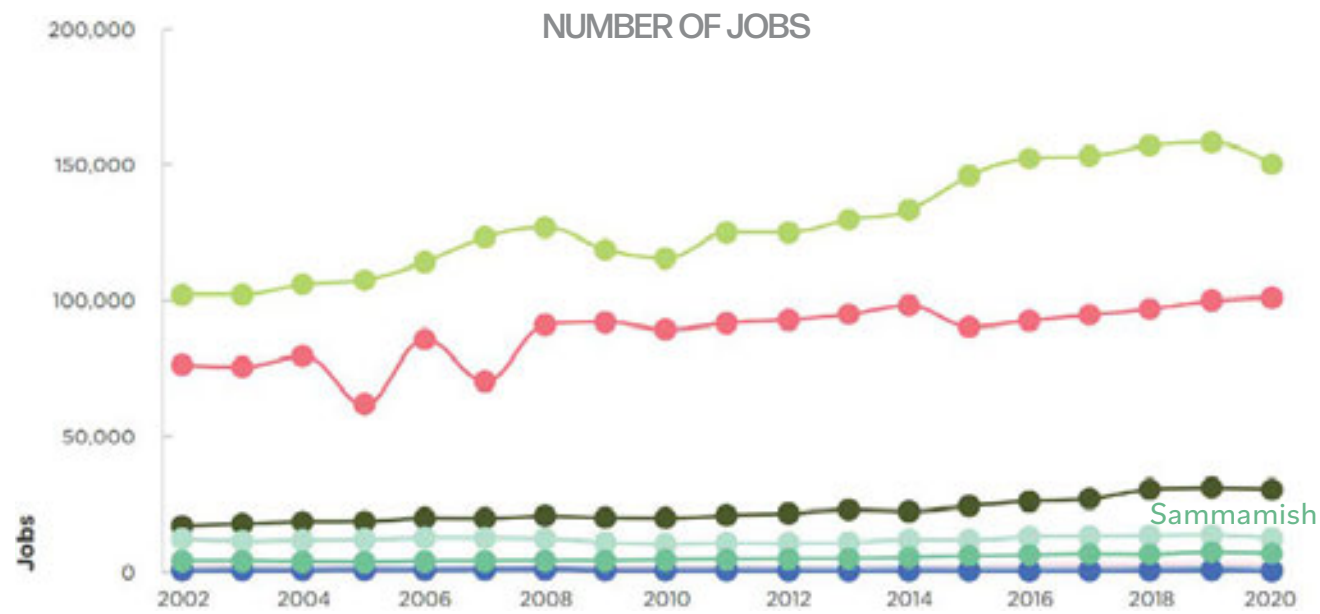


NEIGHBORING CITIES COMPARISON

## Jobs Comparison

As seen above, Sammamish and Redmond have very similar population trajectories, however Sammamish has very little in common with its northern neighbor. The exhibits that follow demonstrate where Sammamish falls short of its close neighbors in terms of providing employment opportunities.

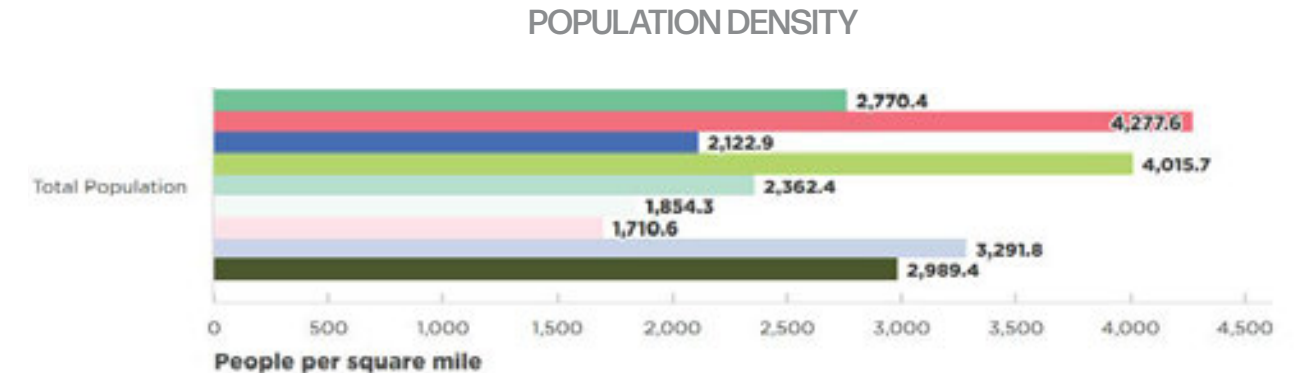
Although the number of jobs in Sammamish has increased over the last two decades, the jobs per capita and number of jobs based on land area remain comparatively low, particularly compared to close neighbors. For instance, Issaquah and Sammamish have similar population density, but Issaquah has almost 10x the density of jobs.



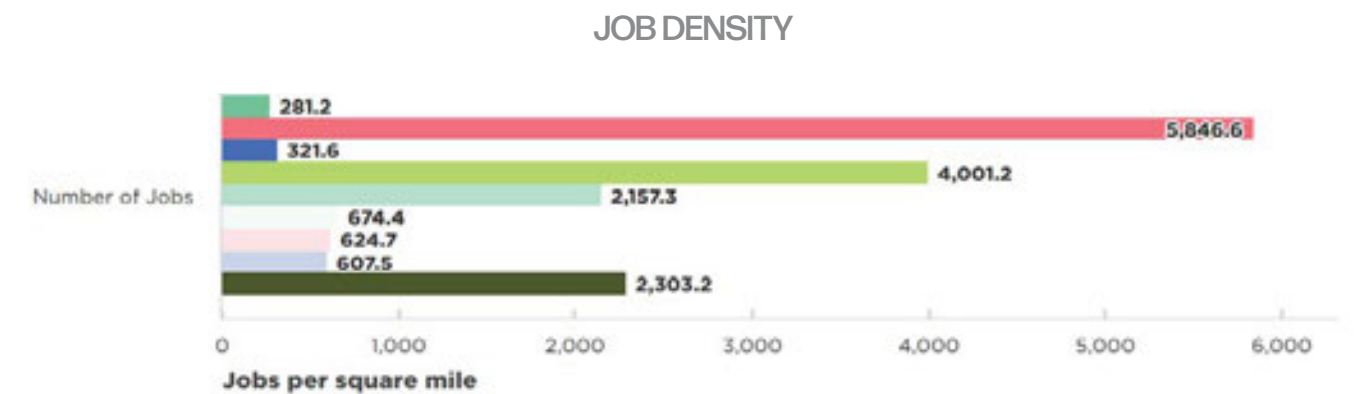
Sources: LODES Version 8.0 2020; US Census Bureau 2020

## Land Use Efficiency

The figures below show population density and job density respectively for neighboring cities. Sammamish has the second lowest population and the lowest number of jobs by density.



Sources: US Census Bureau 2021; US Census Bureau ACS 5-year 2018-2022



Sources: LODES Version 8.0 2020; US Census Bureau 2021

## Population to Jobs Comparison

The table below shows a comparison of population to jobs. Employment centers like Redmond have more jobs than population. Sammamish has almost a 1:10 ratio of jobs to population. Percentage difference shows the percent increase or decrease as compared to Sammamish.

**Total Population**  
**66,586**  
People

Sammamish, WA

**73,728**

People  
Redmond, WA

↑ 10.7%

**2,515**

People  
Carnation, WA

↓ 96.2%

**150,606**

People  
Bellevue, WA

↑ 126.2%

**13,301**

People  
Woodinville, WA

↓ 80%

**13,762**

People  
Snoqualmie, WA

↓ 79.3%

**7,549**

People  
North Bend, WA

↓ 88.7%

**8,128**

People  
Duvall, WA

↓ 87.8%

**39,400**

People  
Issaquah, WA

↓ 40.8%

**Number of Jobs**  
**6,758**  
Jobs

Sammamish, WA

**100,772**

Jobs  
Redmond, WA

↑ 1,391.2%

**381**

Jobs  
Carnation, WA

↓ 94.4%

**150,064**

Jobs  
Bellevue, WA

↑ 2,120.5%

**12,146**

Jobs  
Woodinville, WA

↑ 79.7%

**5,005**

Jobs  
Snoqualmie, WA

↓ 25.9%

**2,757**

Jobs  
North Bend, WA

↓ 59.2%

**1,500**

Jobs  
Duvall, WA

↓ 77.8%

**30,356**

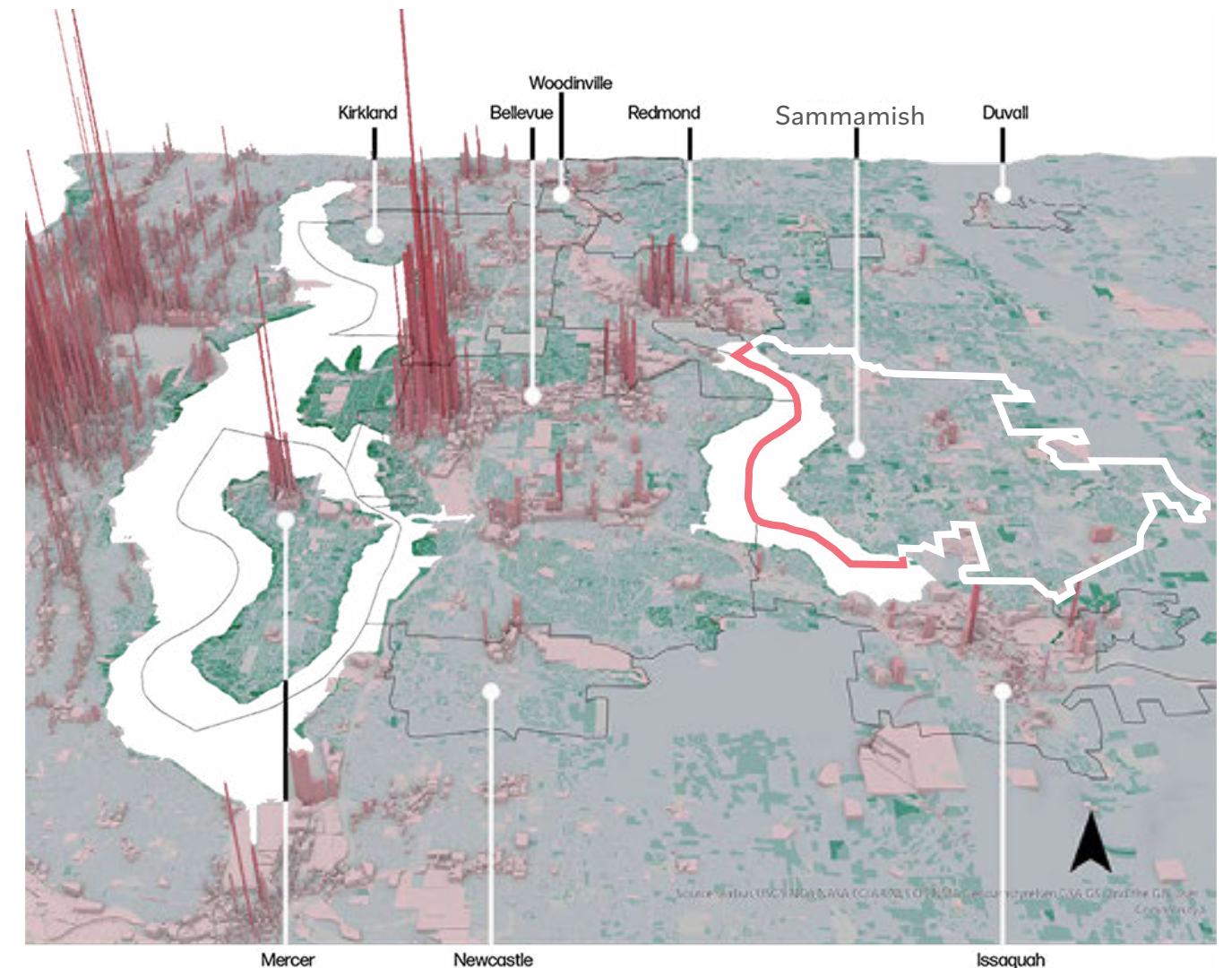
Jobs  
Issaquah, WA

↑ 349.2%

Sources: LODES Version 8.0 2020; US Census Bureau ACS 5-year 2018-2022

## Relative Land Value

The map below shows comparative land value for commercial (red) and residential (green) parcels neighboring Sammamish. Rather than looking at parcel value alone, this map looks at land value per acre to normalize the impact of different sized parcels. Commercial parcels are extruded based on their per acre value. Not surprisingly, high valued land is located in dense urban areas in Seattle, Bellevue and to a lesser extent Redmond, Mercer Island and Kirkland. Sammamish has almost no high valued commercial land on a per acre basis. Of note is the importance of transportation corridors in determining high value commercial clusters.



## Peer Cities Comparison



## Key Findings

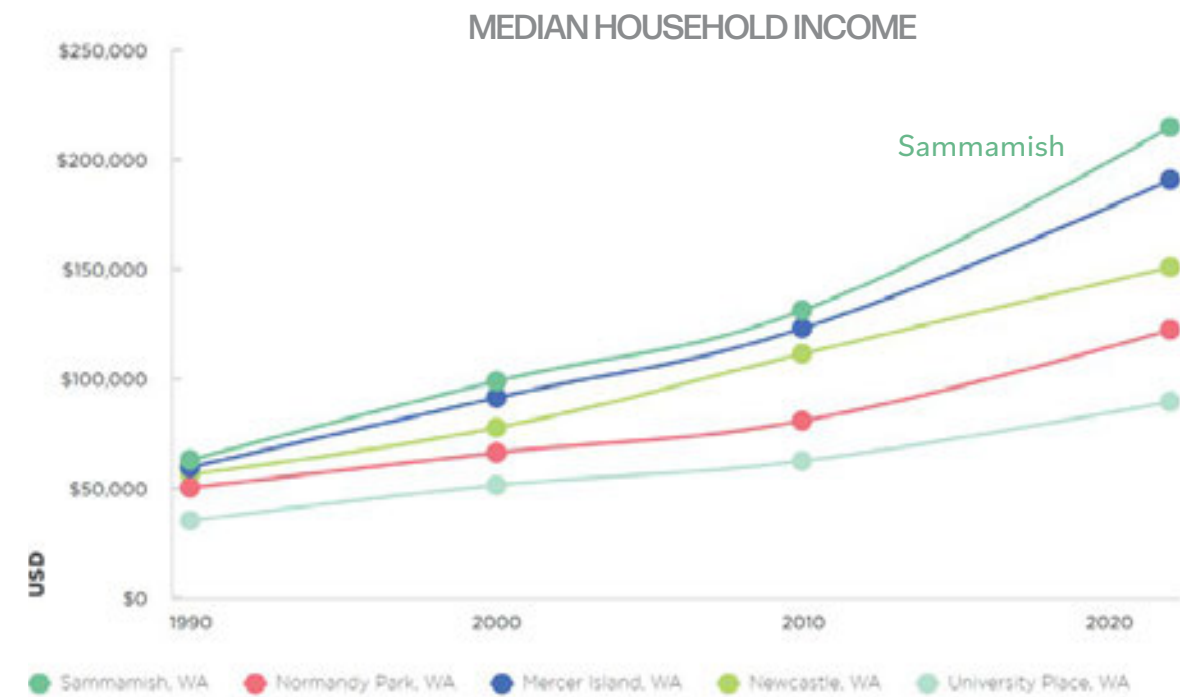
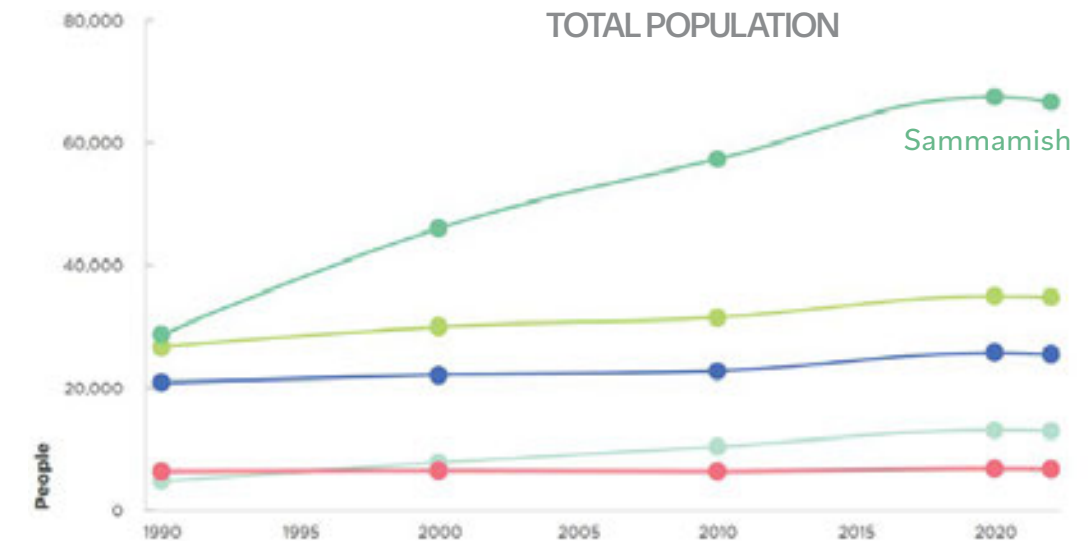
- Peer cities are those cities which share similar population density, job density, and employment characteristics. Newcastle, Normandy Park, Mercer Island, and University Place are peer cities to Sammamish that provide insights into the City's existing economic prospects.
- Home values in Sammamish are very high when compared to its peers, making it challenging to support workforce housing.
- Sammamish has the lowest number of jobs per capita when compared to its peer cities.



# Population, Income & Housing Comparison

## Population Growth for Peer Cities

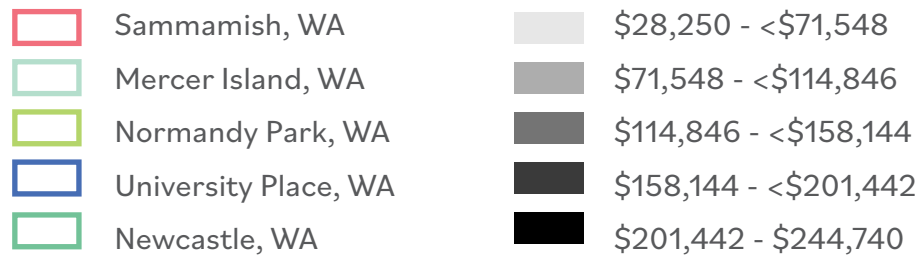
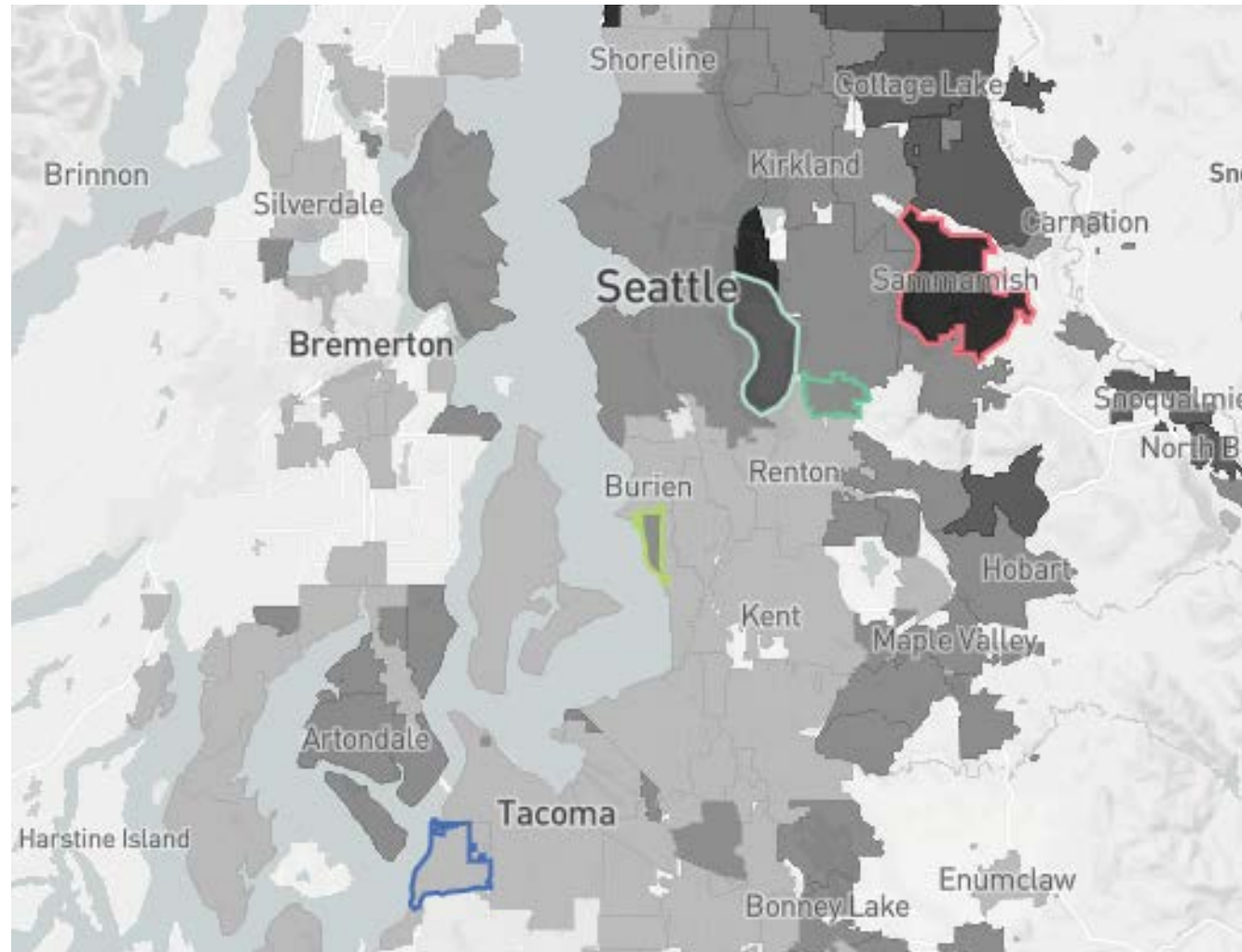
Sammamish has grown significantly over the past two decades, due in part to several large annexations, most notably Klahanie in 2016.



Sources: US Census Bureau; US Census Bureau ACS 5-year



MEDIAN INCOME PEER CITIES



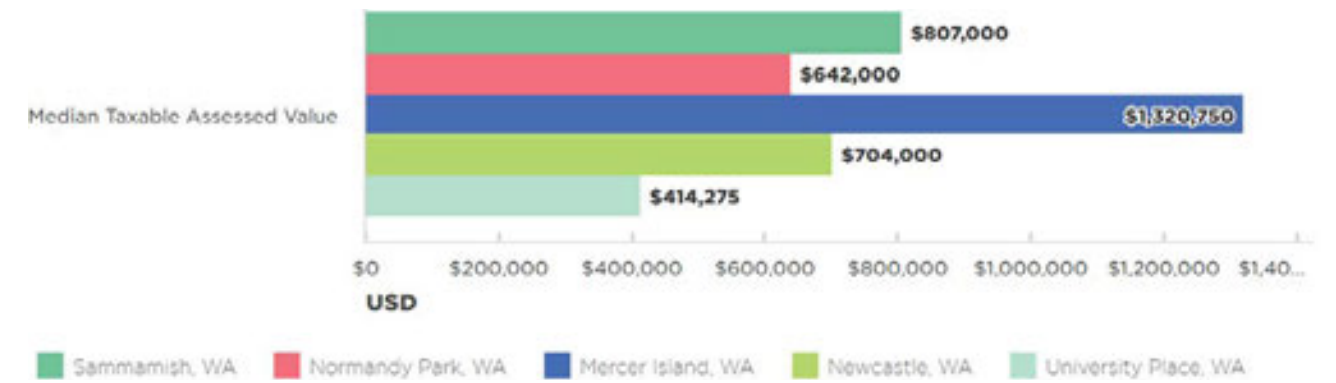
Sources: US Census Bureau; US Census Bureau ACS 5-year

Housing Cost

Sammamish’s housing value is very high when compared to its peers (with the exception of Mercer Island). This presents significant challenges for accommodating workforce housing at lower income brackets.

Housing value has grown significantly across peer cities over the past two decades.

MEDIAN TAXABLE ASSESSED PROPERTY VALUE

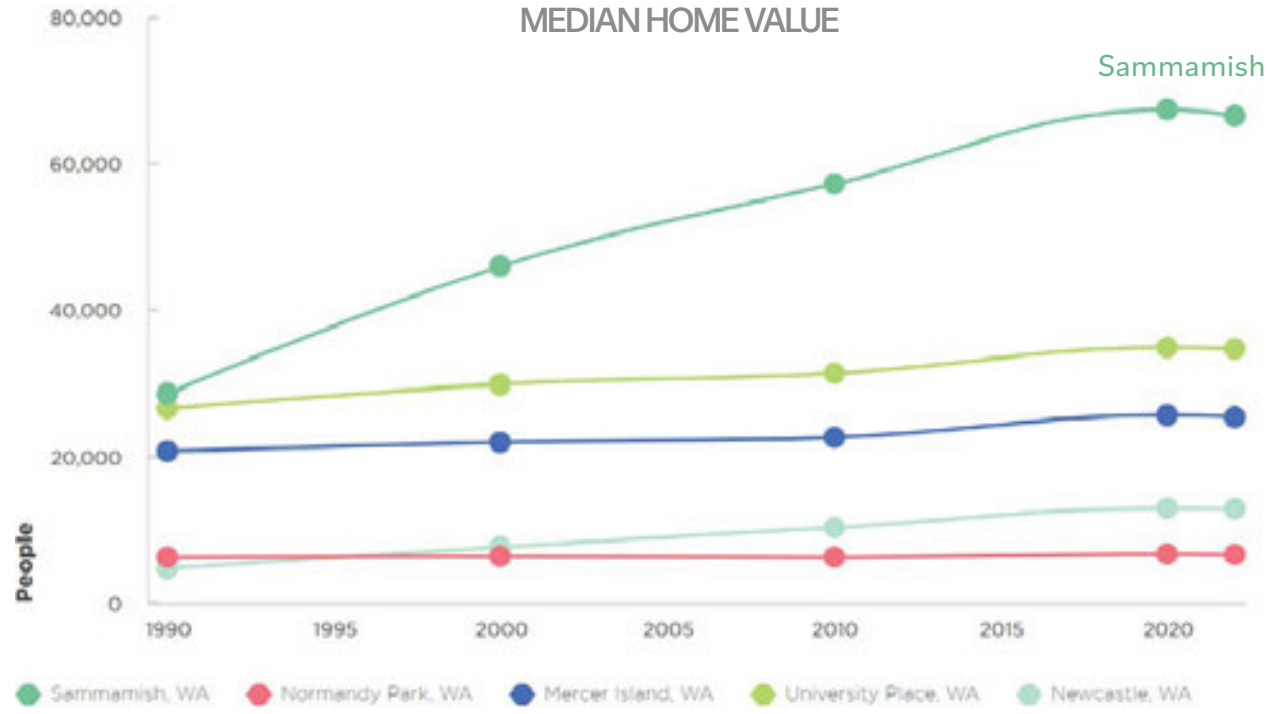


Sources: County Tax Assessors 2021

AVERAGE ASSESSOR MARKET VALUE FOR RESIDENTIAL PROPERTIES

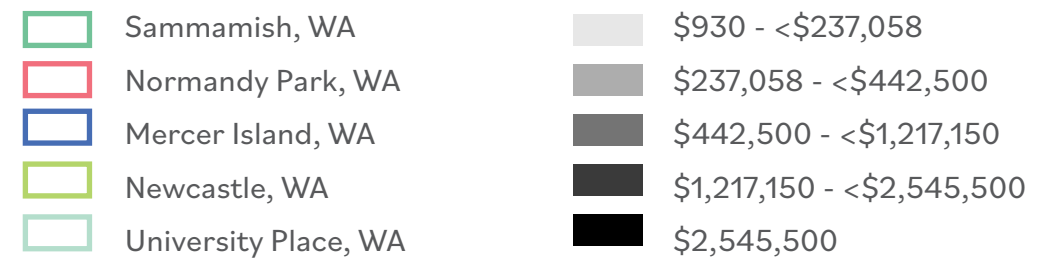
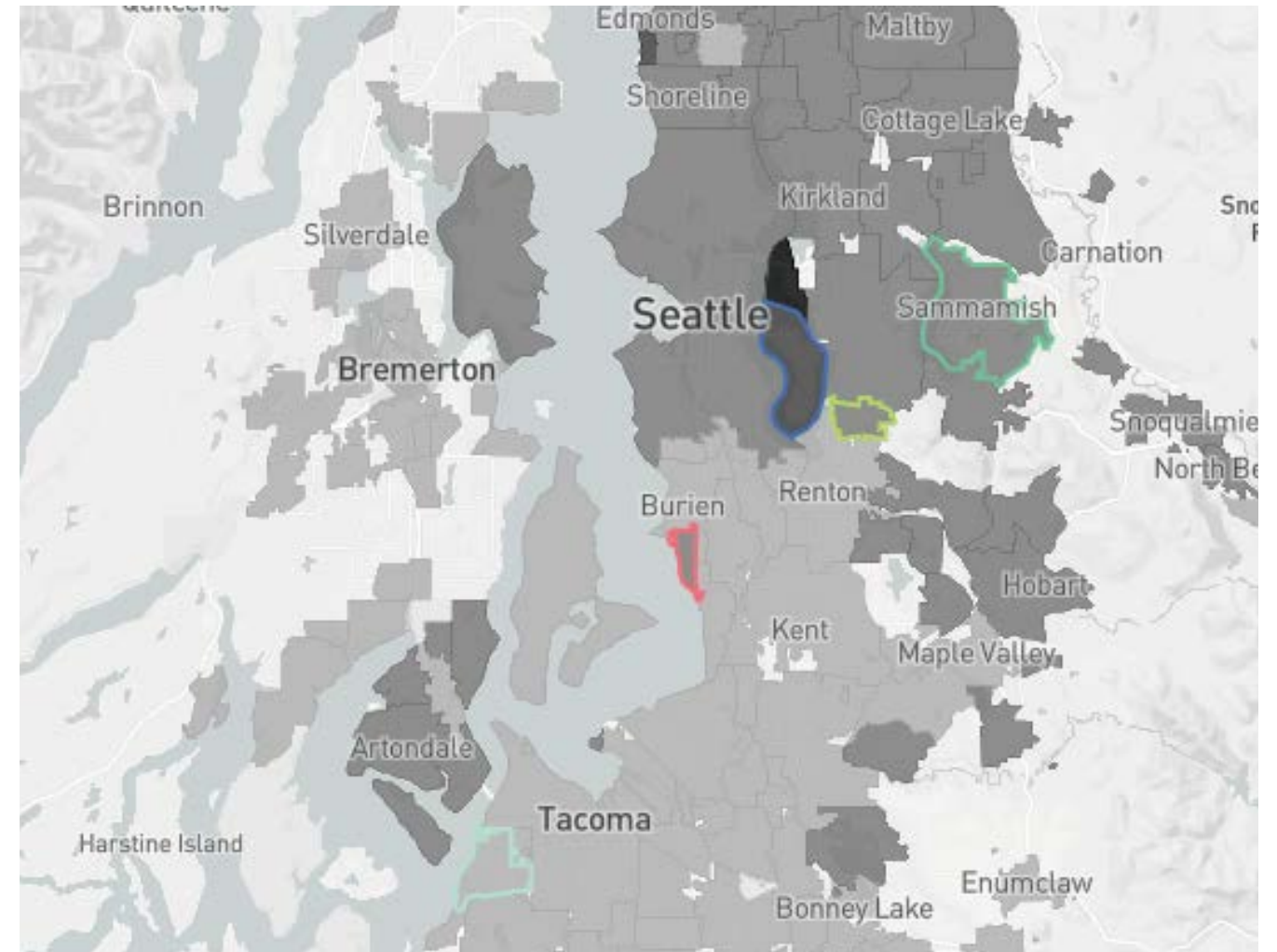


Sources: US Census Bureau; US Census Bureau ACS 5-year



Sources: US Census Bureau; US Census Bureau ACS 5-year

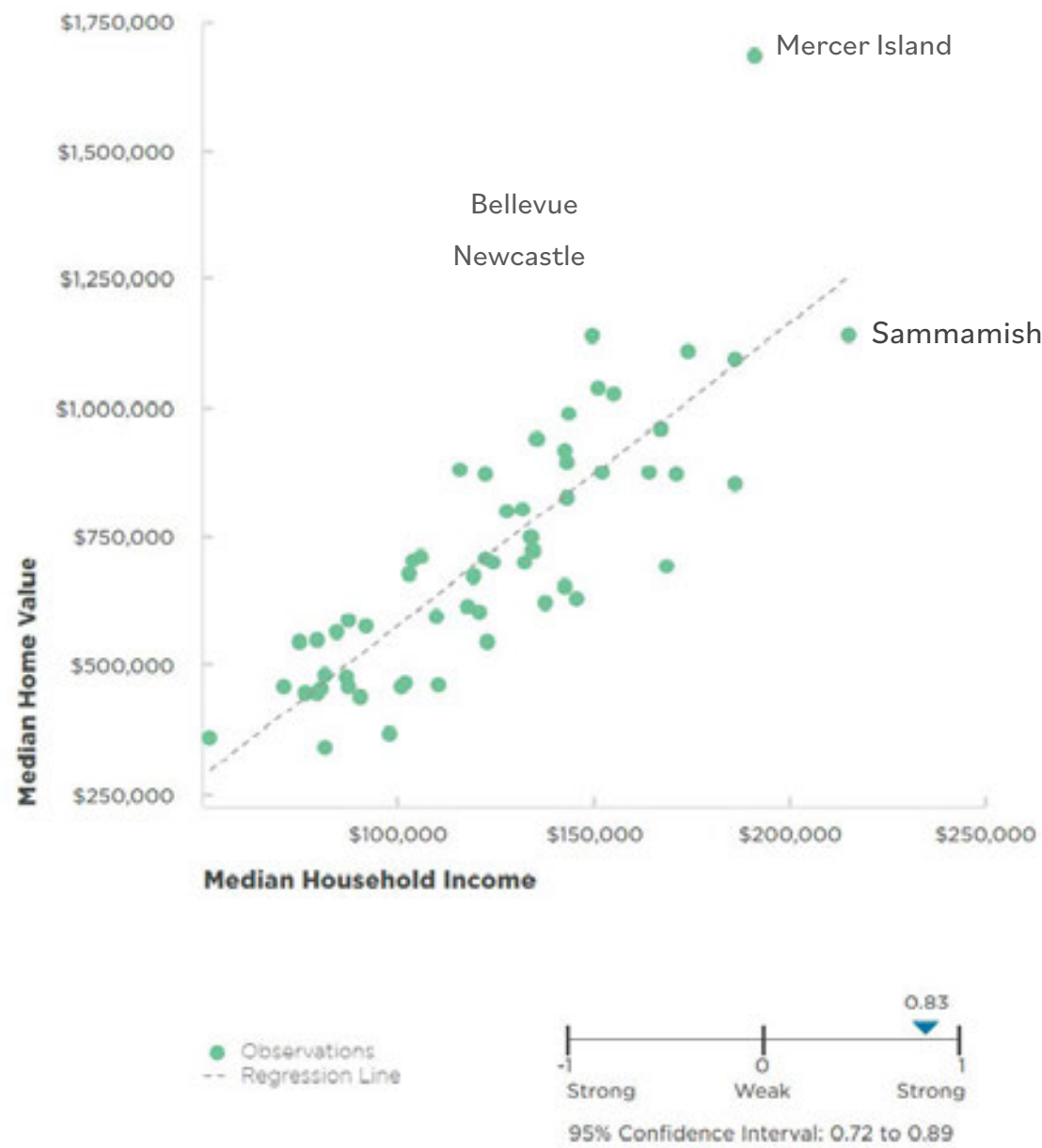
### MEDIAN TAXABLE ASSESSED HOUSING VALUE



Sources: US Census Bureau; US Census Bureau ACS 5-year

The figure below shows median household income and median home value for cities in King County. Sammamish falls on the high end of both with home values slightly lower than Bellevue and Mercer Island. As median household income increases, median home value tends to increase. There is a strong relationship between these two variables.

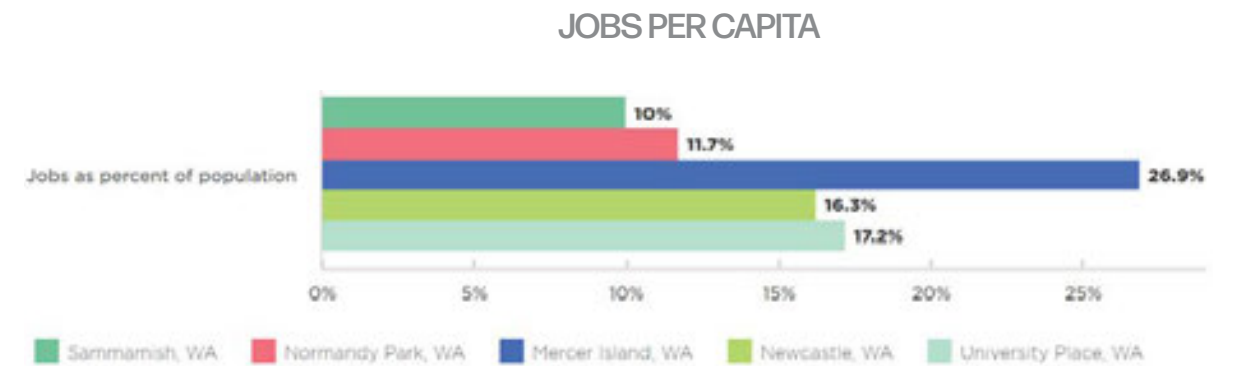
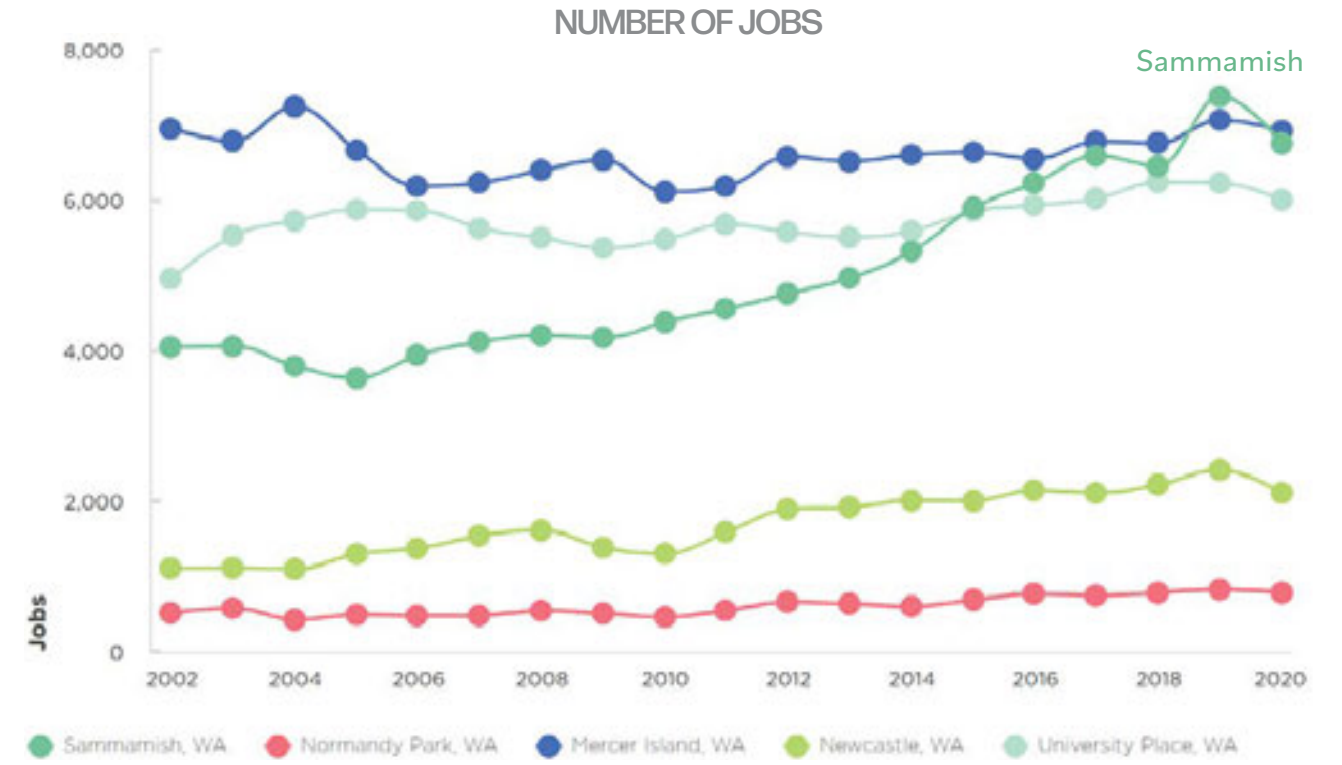
MEDIAN HOUSEHOLD INCOME CORRELATED WITH MEDIAN HOME VALUE



Sources: US Census Bureau ACS 5-year 2018-2022

## Jobs Comparison

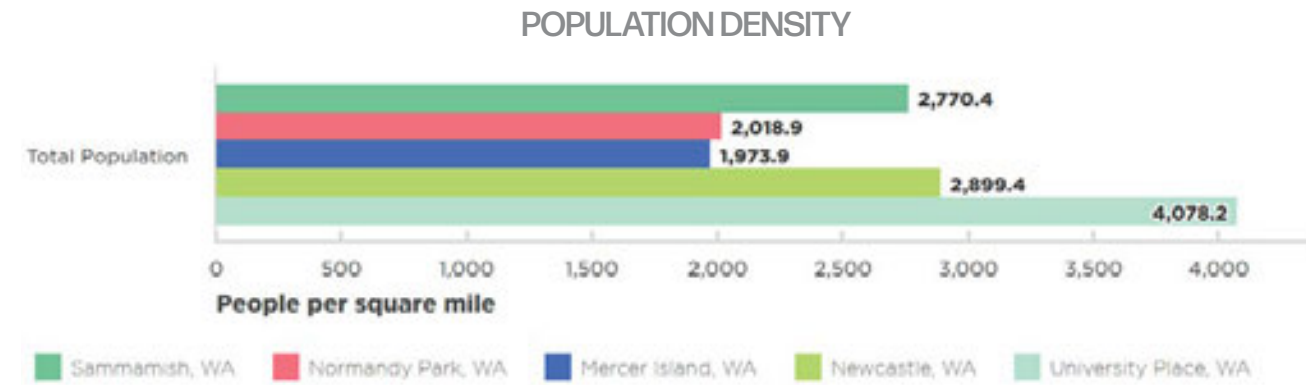
Although the number of jobs in Sammamish has increased over the last two decades, the jobs per capita and number of jobs based on land area remain comparatively low.



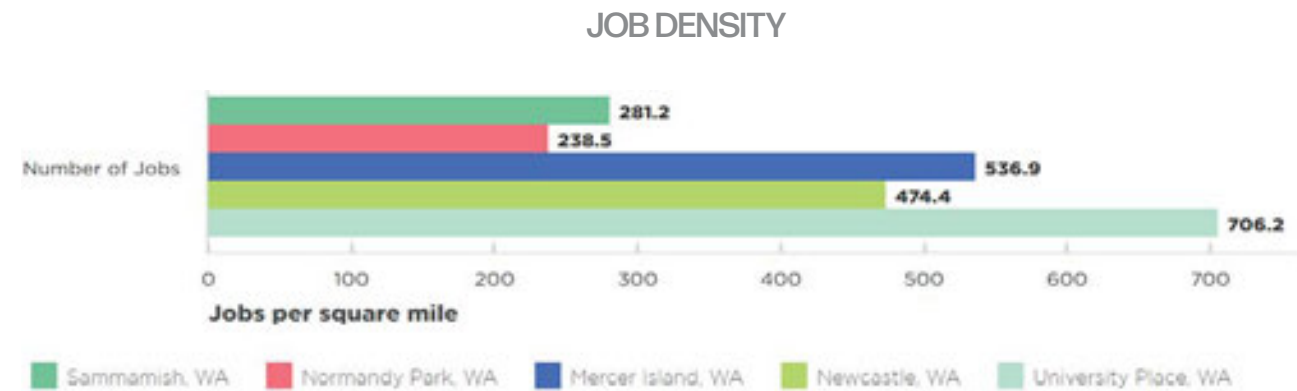
Sources: LODS Version 8.0 2020; US Census Bureau 2020

## Land Use Efficiency

The figures below show population density and job density respectively for peer cities. Sammamish has the third lowest population and the second lowest number of jobs by density.



Sources: US Census Bureau 2021; US Census Bureau ACS 5-year 2018-2022

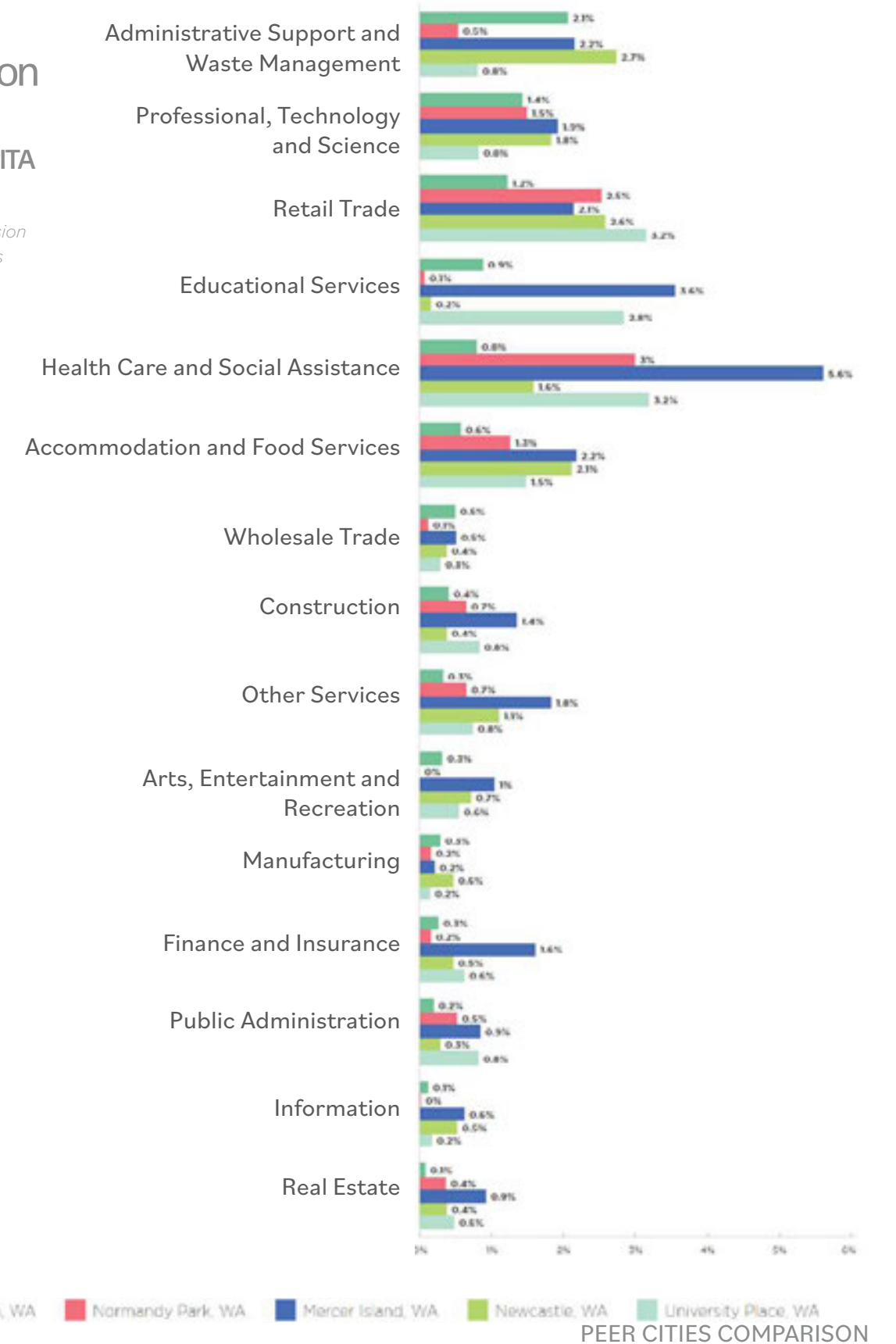


Sources: LODES Version 8.0 2020; US Census Bureau 2021

## Industry Participation

### JOBS PER CAPITA BY INDUSTRY

Sources: LODES Version 8.0 2020; US Census Bureau 2021



## Economic and Fiscal Drivers



## Key Findings

- As of fiscal year 2021, the City of Sammamish generates approximately \$1,150 per capita in revenue annually, governmentwide, which is on par with its peers.
- The City of Sammamish collects a higher proportion of its revenues from property taxes and, unlike many of these peers, does not levy a business and occupation tax nor a utility tax.
- Despite generating a large share of their revenue through property taxes, the property tax burden to property owners is still relatively low. In 2023, the owner of a \$1 million house in Sammamish would only pay \$978 in property tax to the City, compared to \$1,567 in Snoqualmie.
- Even adjusted for inflation, City of Sammamish's retail sales tax and use activity has gone up significantly, at a compound annual growth rate of 3.76% between 2005 and 2022. However, Sammamish still has far less taxable retail sales activity than you would expect based on its population compared to its peers, King County, and Washington state overall.

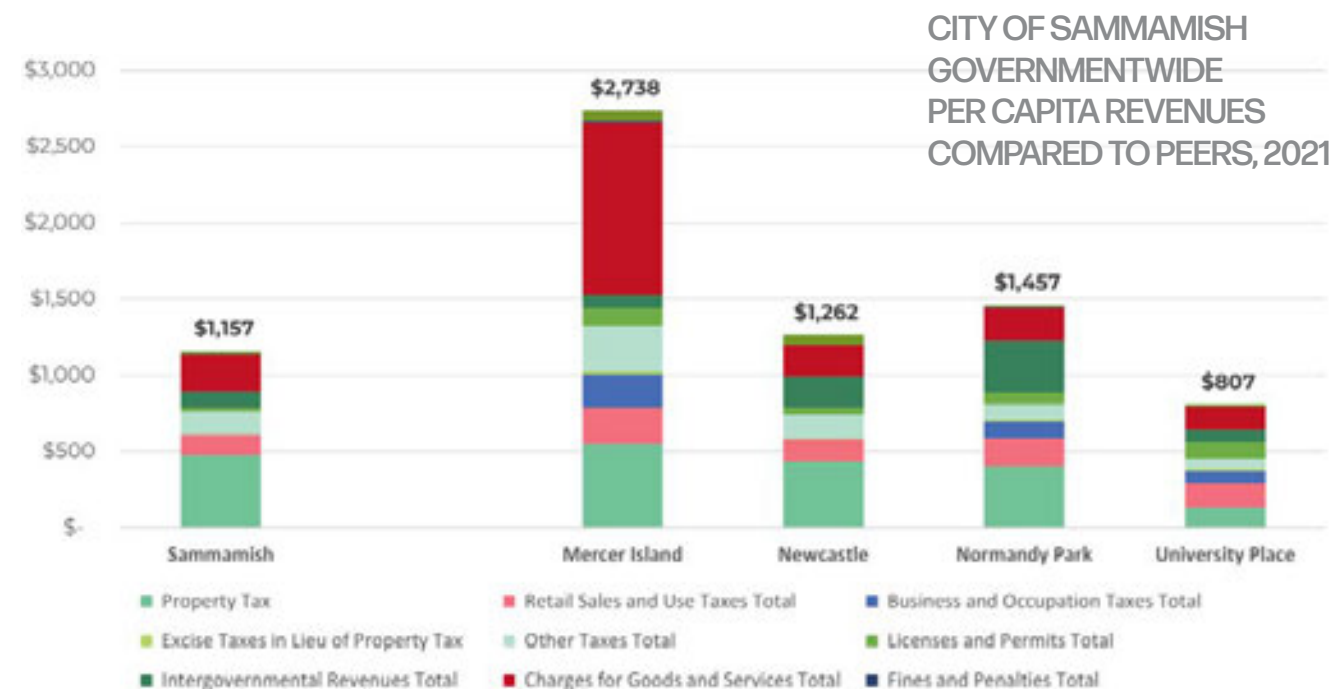
# Fiscal Analysis

Washington cities have the authority to levy two categories of taxes: property taxes and excise taxes. Property taxes are, by far, the most significant revenue source for most Washington cities. Excise taxes are a diverse class of taxes levied on goods and commodities, as well as some services, and on licenses granted for certain activities. Along with property tax, three key excise taxes (business and occupation tax, retail sales and use tax, and utility tax), are the “four legs under the table” of city funding in Washington.

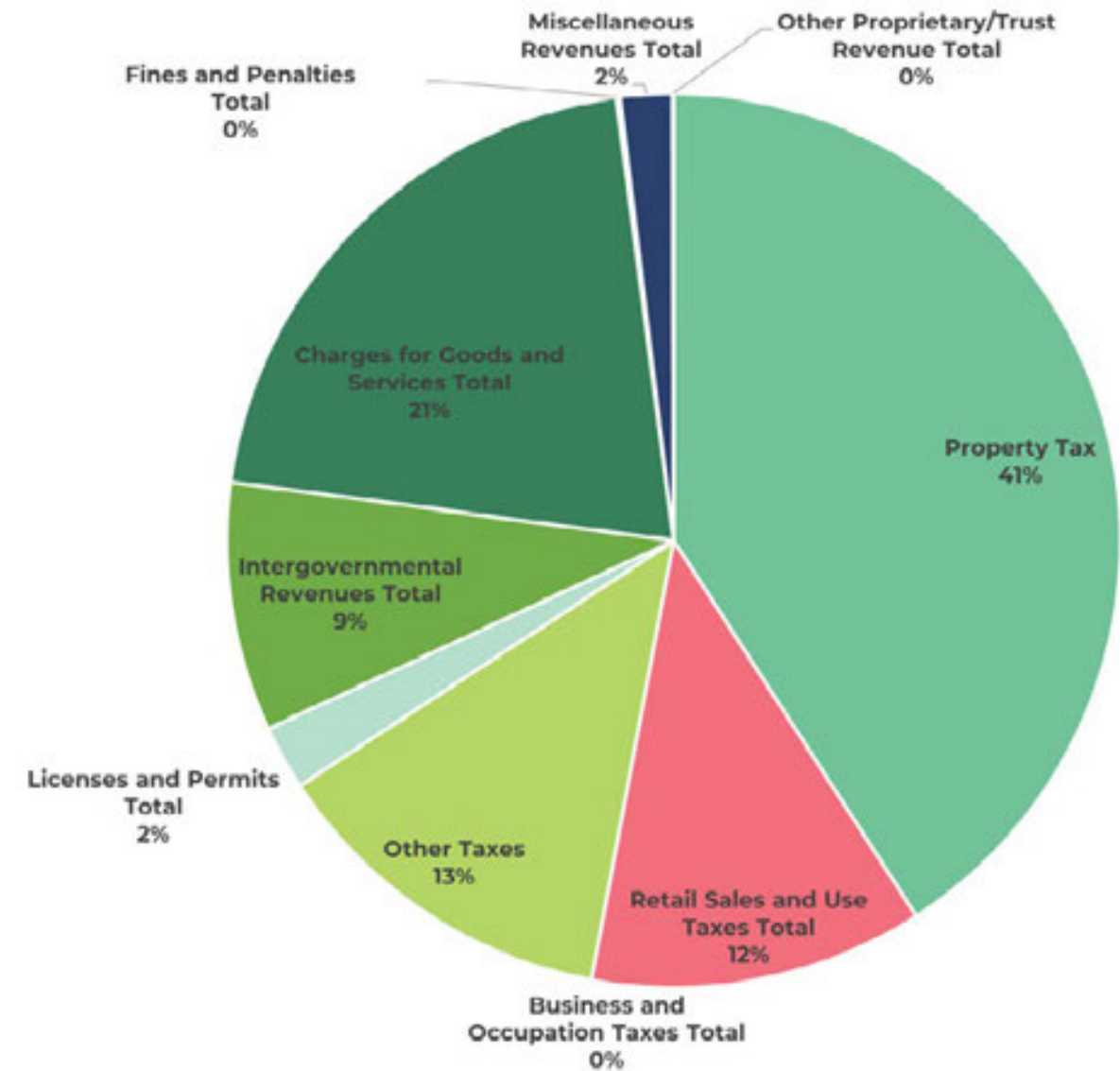
Cities directly levy these taxes and control their rates (sometimes, indirectly, through the will of the people). As they are often the most significant revenue sources for cities, and those which they control, they are also the greatest opportunities for cities to influence their revenue generation, either through the tax rates themselves or through their economic drivers. Simplistically, these economic drivers are:

- Assessed valuation drives property tax receipts
- Taxable retail sales drive retail sales and use receipts
- Utility usage drives utility taxes
- Gross business income drives business and occupation taxes

These sources are all forms of taxation, and therefore, cities must consider the tax burden they impose on residents, businesses, and visitors, as well as how that burden impacts their competitiveness in driving taxes. Following, we consider each of these revenue sources, their economic drivers, and how Sammamish’s implementation compares to its peers and neighbors.



CITY OF SAMMAMISH REVENUES BY SOURCE, 2022



Source: Washington State Auditor’s Office, Financial Intelligence Tool, 2021 Filings, 2023.

As expected, property tax is by far the City of Sammamish largest revenue source. The City does not currently levy a business and occupation tax, nor a utility tax, but does collect a substantial amount of other tax revenues through the real estate excise tax. This is a large revenue source for the City due to its high real estate prices. It is useful to consider how the City of Sammamish revenues compare to its peers, to understand the appropriateness of its taxation, both in terms of total revenues generated and as a generalized proxy for tax burden to residents, businesses, and visitors.

← These results are from 2021 as Mercer Island had not submitted a financial filing for 2022 to the Washington State Auditor’s Office as of 10/2023. The results above represent “governmentwide” revenues, across all funds. The City of Mercer Island’s “Charges for Goods and Services” are significantly higher than the City of Sammamish and other peers as the City of Mercer Island operates a municipal water, sewer, and stormwater utility and these “Charges for Goods and Services” include the proceeds from utility rate payers.

## Property Tax

Approximately 41% of the City of Sammamish revenues were generated by the City’s property tax levy in 2022. The City’s property tax levy is part of the overall property taxes that Sammamish property owners pay; because property owners do not all have the same service providers (e.g., some Sammamish property owners are served by Issaquah School District while others are served by the Lake Washington School District), the City’s share of their total property tax burden varies. For As of 2023, the City’s levy is between approximately 11% and 13% of property owners total property tax costs.



As property tax costs are driven by assessed value, it is difficult to pinpoint tax burden for residents. Instead, we compared the property tax costs (total and those specifically attributable to the City) for a \$1 million home.

In 2023, property owners with a \$1 million home in Sammamish would pay \$978 in property taxes to the City.

Depending on the property’s location, their total tax burden would be between about \$7,352 and \$8,335 dollars.

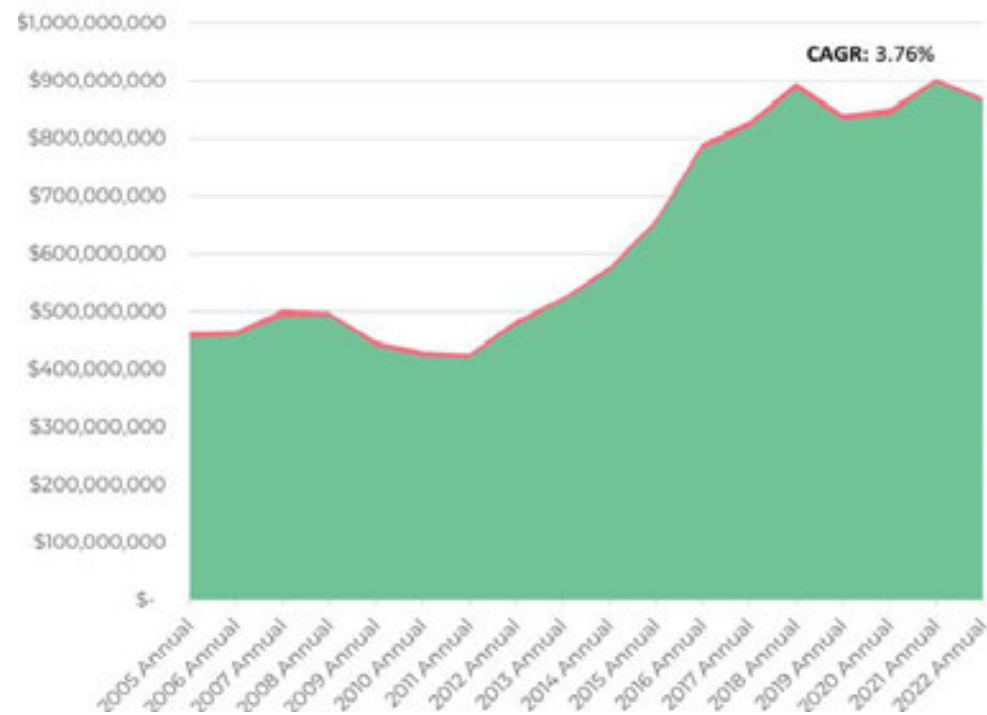
COMPARISON OF CITY SHARE OF PROPERTY TAX ON A \$1 MILLION HOME, 2023



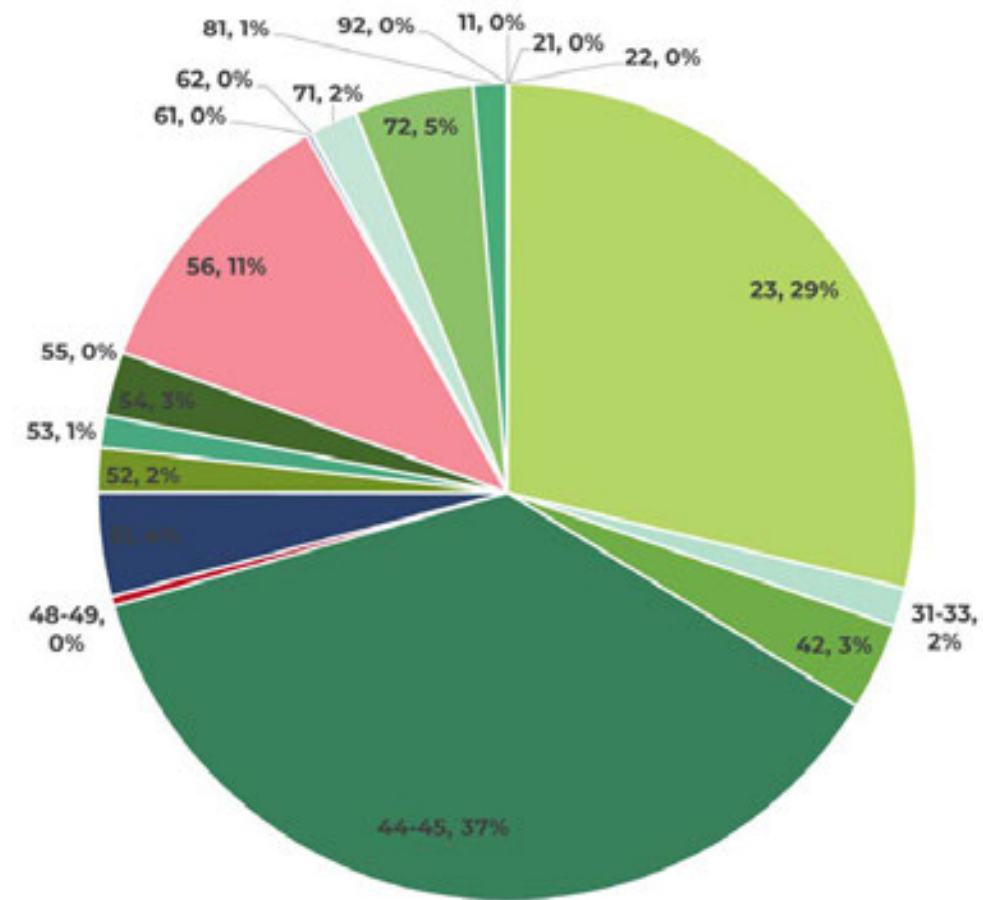
## Retail Sales and Use Tax

In Washington, sales taxes apply to most retail sales of “tangible personal property” including digital products as well as certain services including those related to installation, repair, cleaning, altering, improving, construction, and decorating or otherwise improving real and personal property, retail recreation services (e.g., day trips, fishing charters, services fees on tickets to professional sporting events), personal services (e.g., personal training, tanning, tattooing, and dating services), and other miscellaneous services (e.g., car washes, vehicle parking and towing, catering, extended warranties, and restaurants, among many other varied examples). Washington is a “destination-based sales tax” state, which means that tax is collected at the “point of delivery” of the good, rather than the “point of sale” of the good. As part of this, Washington levies a “use” tax, which makes up the difference between sales tax levied and the local sales tax rate on purchases made out of state for use in Washington. Implementation of the Marketplace Fairness Act in 2018 requires remote sellers to collect sales taxes on purchases delivered to Washington, eliminating a need for a use tax on most online and other remote orders.

Taxable retail sales and use taxes are collected and classified against the North American Industry Classification System (NAICS) codes which is the standard industry classification system used by federal statistical agencies in classifying business establishments for collecting, analyzing, and publishing statistical data related to the U.S. economy. The NAICS classification system includes two-digit (least detailed) to six-digit (most detailed) codes. For the purposes of this analysis, we looked at overall taxable retail sales and use data at the two-digit code level and specifically retail trade data at the four-digit level. The full NAICS classification system can be found here: <https://www.census.gov/naics/?58967?yearbck=2017>



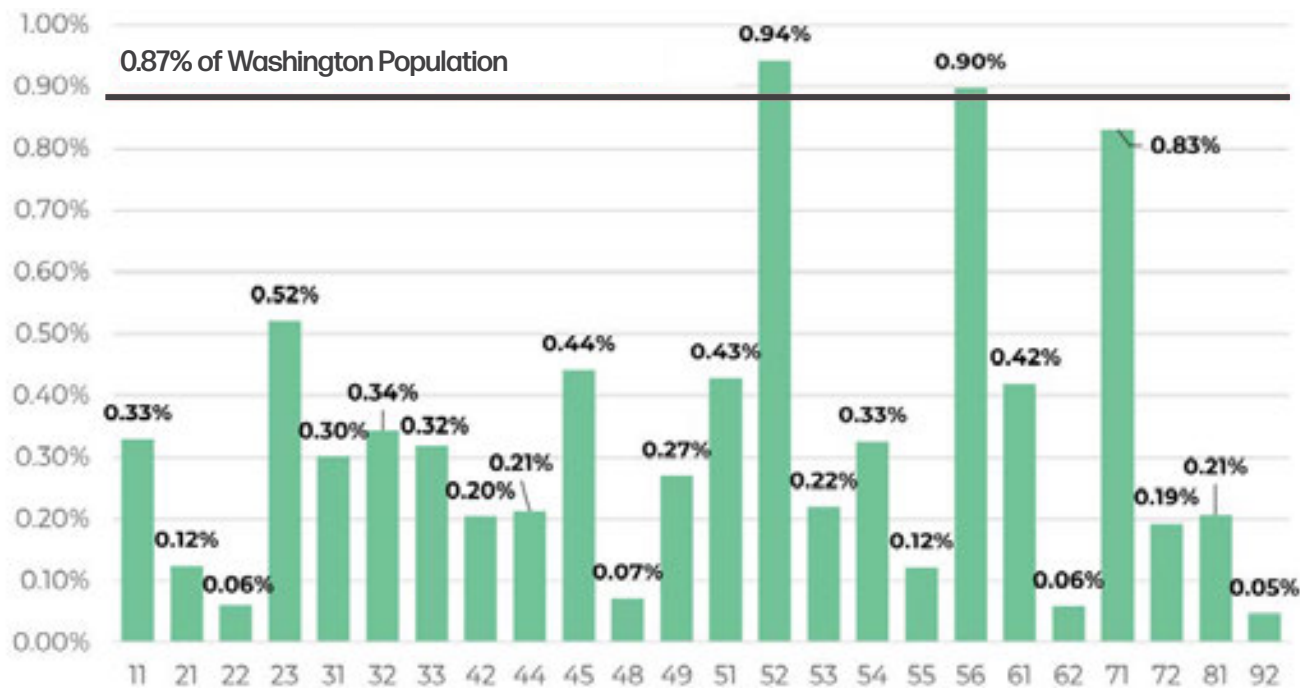
SAMMAMISH TAXABLE RETAIL SALES AND USE ACTIVITY BY INDUSTRY, 2022



- 11: Agriculture, Forestry, Fishing and Hunting
- 21: Mining, Quarrying, and Oil and Gas Extraction
- 22: Utilities
- 23: Construction
- 31-33: Manufacturing
- 42: Wholesale Trade
- 44-45: Retail Trade
- 48-49: Transportation and Warehousing
- 51: Information
- 52: Finance and Insurance
- 53: Real Estate and Rental and Leasing
- 54: Professional, Scientific, and Technical Services
- 55: Management of Companies and Enterprises
- 56: Administrative and Support and Waste Management and Remediation Services
- 61: Educational Services
- 62: Health Care and Social Assistance
- 71: Arts, Entertainment, and Recreation
- 72: Accommodation and Food Services
- 81: Other Services (except Public Administration)
- 92: Public Administration

Since taxable retail sales and use is a key driver of taxable retail sales and use tax collections, it useful to consider whether Sammamish is meeting the demand for retail sales and use in its community (or “trade area”). Retail leakage is extremely complex and generally done at a very detailed level as part of retail analysis, so as a proxy we have considered whether Sammamish has it’s “fair share” of taxable retail sales and use activities based on its population occurring in the City. That is, is Sammamish’s per capita retail sales and use at or above it’s total share of the population. We completed this analysis for both Washington State and King County.

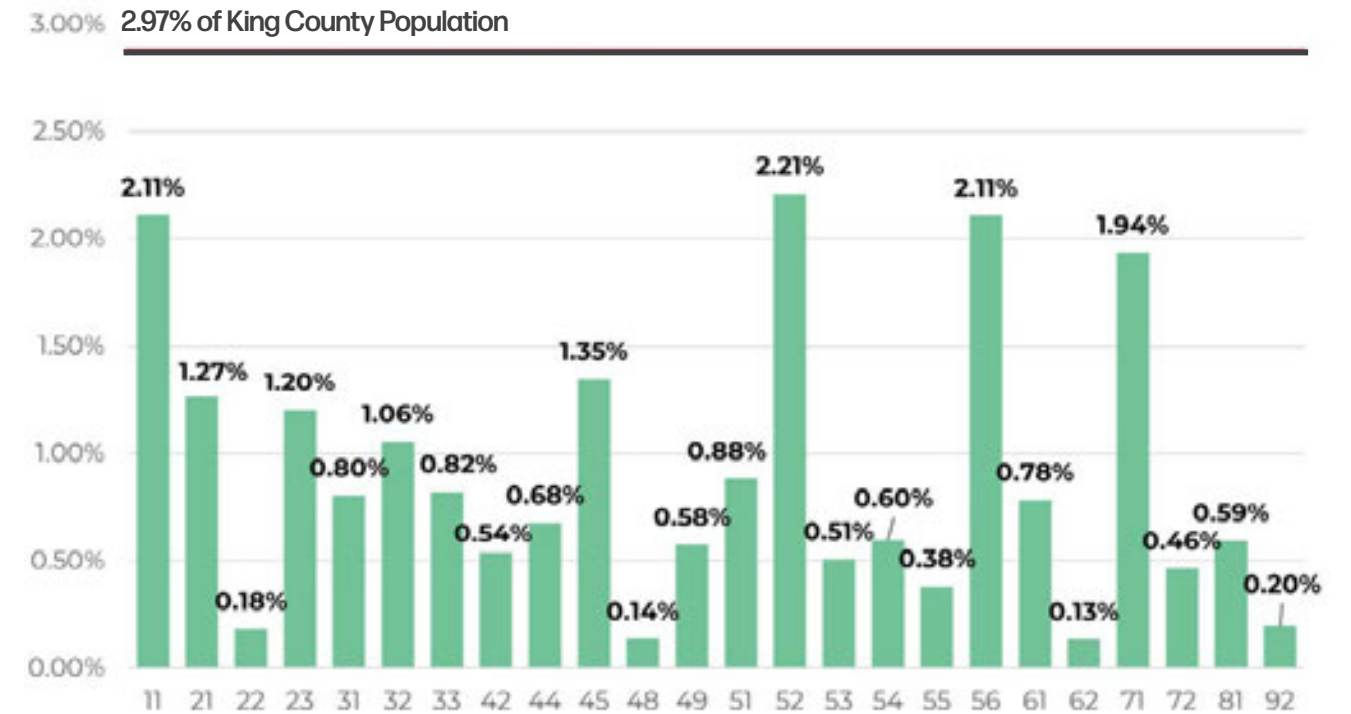
**SAMMAMISH PER CAPITA TAXABLE RETAIL SALES ACTIVITY IN COMPARISON TO STATEWIDE PER CAPITA TAXABLE RETAIL SALES ACTIVITY, 2022**



- 11: Agriculture, Forestry, Fishing and Hunting
- 21: Mining, Quarrying, and Oil and Gas Extraction
- 22: Utilities
- 23: Construction
- 31-33: Manufacturing
- 42: Wholesale Trade
- 44-45: Retail Trade
- 48-49: Transportation and Warehousing
- 51: Information
- 52: Finance and Insurance
- 53: Real Estate and Rental and Leasing
- 54: Professional, Scientific, and Technical Services
- 55: Management of Companies and Enterprises
- 56: Administrative and Support and Waste Management and Remediation Services
- 61: Educational Services
- 62: Health Care and Social Assistance
- 71: Arts, Entertainment, and Recreation
- 72: Accommodation and Food Services
- 81: Other Services (except Public Administration)
- 92: Public Administration

Sammamish retail sales and use is far below its share of Washington State’s based on population in most industries, with the exception of “Finance and Insurance” and “Administrative and Support and Waste Management and Remediation Services.”

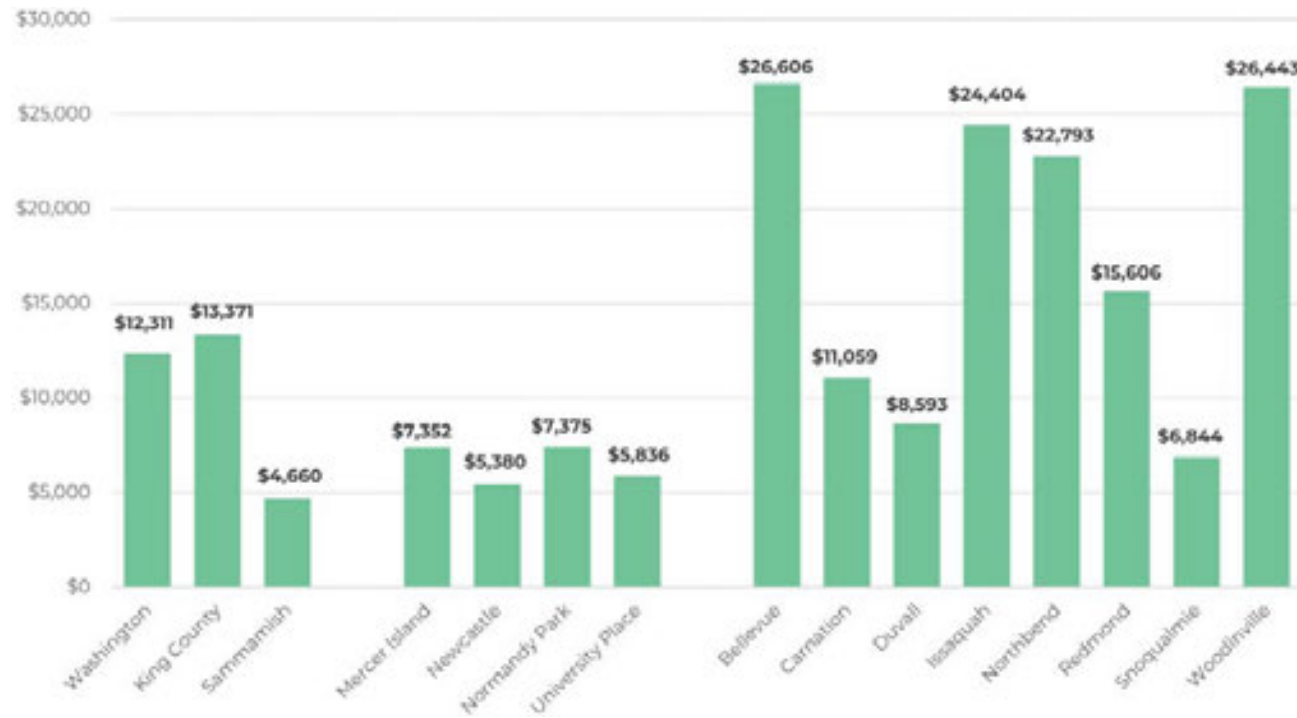
**SAMMAMISH PER CAPITA TAXABLE RETAIL SALES ACTIVITY IN COMPARISON TO KING COUNTY PER CAPITA TAXABLE RETAIL SALES ACTIVITY, 2022**



Sammamish retail sales and use is far below its share of King County’s based on population in all industries. It is useful to consider how Sammamish compares to its peers and competitors in terms of its ability to capture its “fair share” of taxable retail sales and use activities based on its population. That is, how competitive is the City is capturing retail sales and use activity among its competitors? Is that competitiveness in line with it’s peers?

Unfortunately, due to data confidentiality rules data is not available to do this for all industries nor for the share of use taxes. Based on data availability, we performed this evaluation for the retail industries (44-45) & for the portion of retail sales and use activities attributable to sales, only.

SAMMAMISH PER CAPITA RETAIL SALES ACTIVITY FOR THE RETAIL TRADE (NAICS 44-45) COMPARED TO PEERS AND COMPETITORS, 2022

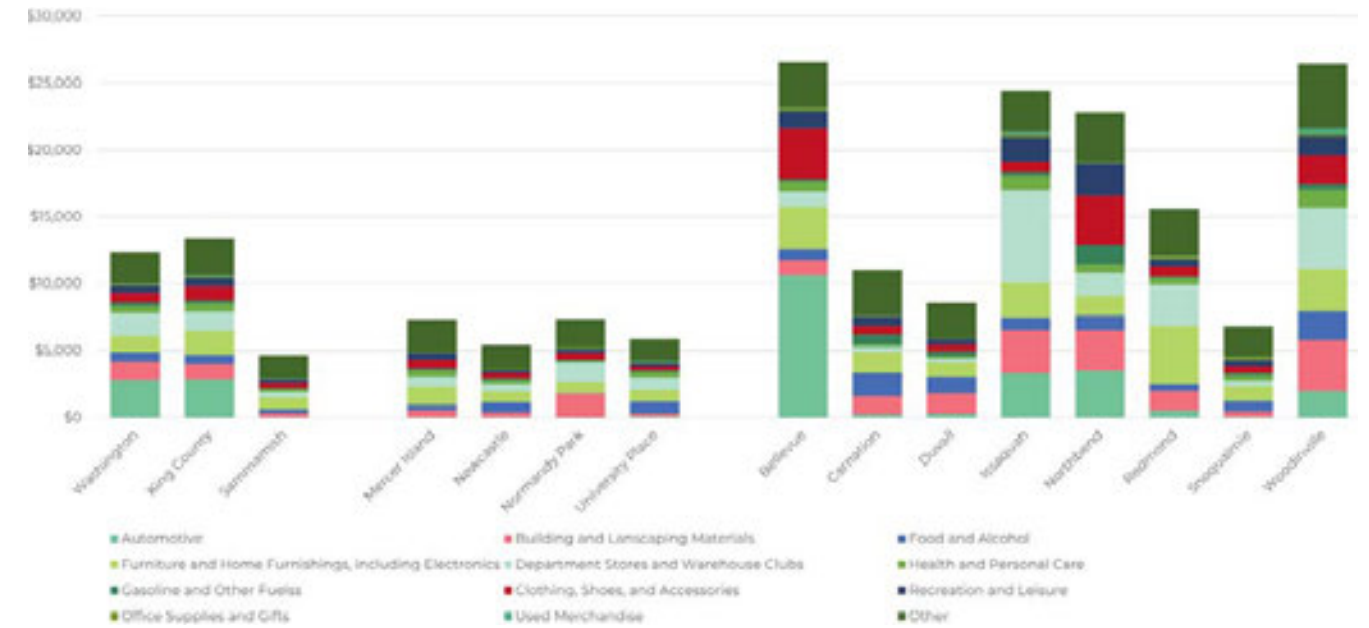


As the chart above shows, Sammamish has far less taxable retail sales and use activity per capita than its competitors and peers. While the City had about \$4,660 in activity per capita in 2022, its peer communities all had at least 15% more. Sammamish also had far less taxable retail sales and use activity per capita than its competitors. While it is expectable that some communities with larger, more established retail activity (like Bellevue and Issaquah) would have more taxable retail sales and use activity than Sammamish, it is surprising that Sammamish is under performing even its more comparable communities like Duvall and Snoqualmie.

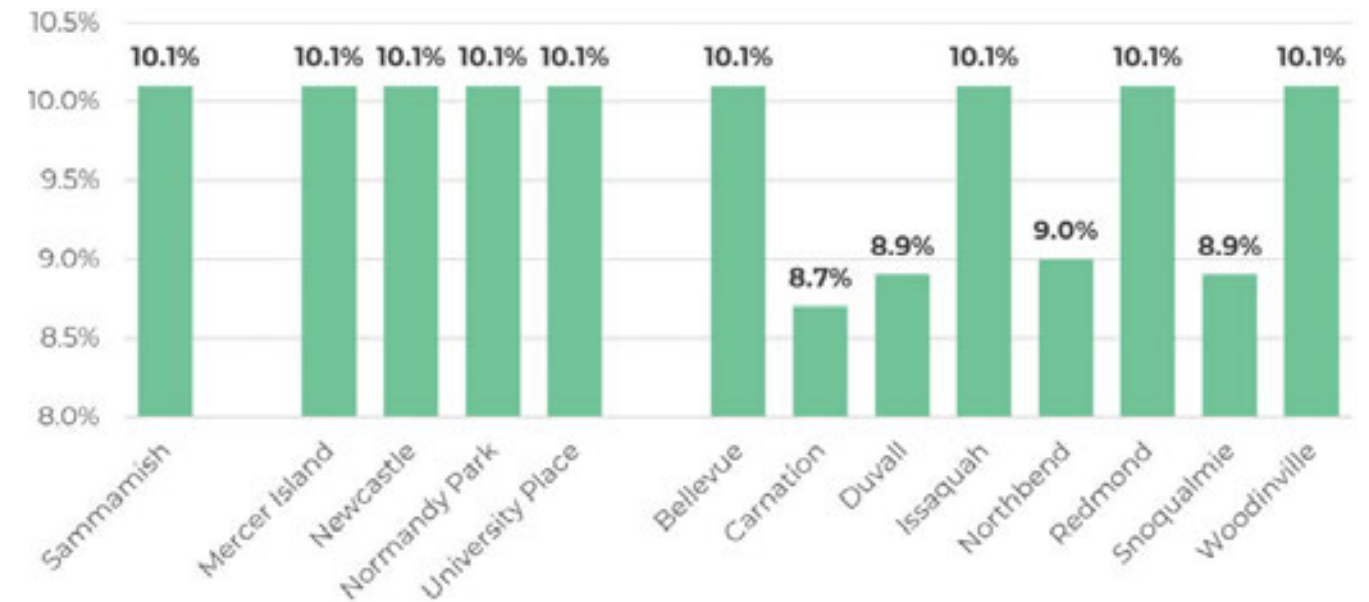
It is useful to also consider Sammamish activity by retail trade industry, as there may be some retail trades the City may be more or less competitive to provide or may have more interest in providing.

It is worth considering whether the retail sales and use tax rate in a community has any influence over its competitiveness in attracting retail sales and use activities. Shoppers in Sammamish pay a retail sales and use tax of 10.1%, which is consistent with its peers and many of its competitors, including, specifically, the highest performing of its competitors. While several of its smaller competitors have lower retail sales and use tax rates, it is not clear that it is influencing their retail sales capture.

SAMMAMISH PER CAPITA RETAIL SALES ACTIVITY FOR THE RETAIL TRADE (NAICS 44-45) BY RETAIL CATEGORY COMPARED TO PEERS AND COMPETITORS, 2022



SAMMAMISH RETAIL SALES TAX RATE COMPARED TO PEERS AND COMPETITORS, 2023



### Other Taxes

Beyond property tax and retail sales and use tax, the other two “legs under the table” of City finance in Washington are business and occupation tax and utility tax. The City of Sammamish does not levy either of these taxes, while many of its peers and competitors do.

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# Shoreline

## Volume II



### **Background Information**

The following documents referenced or included in this volume constitute the background information used to inform Volume I of the Comprehensive Plan Update.

### **External References**

#### **Shoreline Master Program**

The Shoreline Master Program (SMP) underwent its most recent review cycle in 2019. The SMP informs the goals, policies, and strategies in Volume I of this Comprehensive Plan. For more details, refer to the [City website](#).

# Capital Facilities & Utilities

Volume II



## Background Information

The Growth Management Act establishes several requirements for the Capital Facilities and Utilities elements. These requirements are:

1. Provide an inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities;
2. Forecast the future needs for such capital facilities;
3. Show the proposed locations and capacities of expanded or new capital facilities;
4. Provide a six-year plan for financing such capital facilities within projected funding capacities, identifying funding sources; and
5. Reassess planned facilities if they cannot be provided and paid for;
6. Describe the general location, proposed location, and capacity of all existing and proposed utilities.

Furthermore, HB 1181 expands on these requirements to add that the City endeavor in good faith to work with other public entities that own capital facilities and utilities in Sammamish. Addressing these requirements helps us make wise use of city funds by organizing and prioritizing projects. Volume II contains the background data and analyses that satisfy these requirements and provide the foundation for the combined Capital Facilities and Utilities Element goals, policies, and strategies.

# Facilities and Utility Providers

Capital Facilities in Sammamish are provided by the City and by other entities, as shown in Figures CFU 1 and 2 below. Volume II of the plan describes the different types of capital facilities, including an inventory of existing facilities, a forecast of future needs, and a description of projected capital facility projects and funding sources.

**Figure CFU-1.** Facilities Provided by the City of Sammamish

City Provided Facilities	
Provider	Capital Facility
City of Sammamish	General Government Services
	Local Parks
	Police Services
	Surface Water (Stormwater)
	Transportation

**Figure CFU-2.** Facilities Provided by Other Entities

Facilities Provided by Other Entities	
Provider	Capital Facility
Eastside Fire & Rescue	Fire & Emergency Medical Services
King County Library System	Libraries
Issaquah School District Lake Washington School District Snoqualmie Valley School District	Schools
King County Metro	Transit
Sound Transit	Transit
Sammamish Plateau Water and Sewer District	Water & Sewer
Northeast Sammamish Sewer and Water District	Water & Sewer

Utilities Volume II presents information about the electrical, natural gas, telecommunications, and solid waste systems in Sammamish. Stormwater, water, and sanitary sewer systems are covered in Capital Facilities. The City of Sammamish manages its own stormwater system, but all other utilities are own and managed by others. Utility providers and their respective services are shown Figure CFU 3 below.

**Figure CFU-3.** Utilities Providers in Sammamish

Utilities Provided by Others	
Provider	Capital Facility
Puget Sound Energy	Electric power
Puget Sound Energy	Natural gas distribution
Williams Northwest Pipeline	Natural gas pipeline
Comcast	High speed cable
Republic Services	Primary waste hauler in Sammamish
Waste Management	Minor collection areas, being phased out by end of 2026

# City-Provided Capital Facilities

## General Government Facilities

### Inventory of Existing Facilities

Sammamish City Hall, located at 801 228th Ave SE, is a 60,000 sq. ft. facility that includes the Police Department. The building is located in an encompassing 39+ acre site called “Sammamish Commons” of which 27 acres are specifically designated for park and recreation use.

Sammamish Commons is also home to the Sammamish Community and Aquatic Center, a two-story building adjacent to the Sammamish Library and City Hall. The Center is owned by the City but leased to and operated by the YMCA, and includes pools and fitness areas, a family center room, and meeting spaces. The nearby Recreation Center is leased to the Boys and Girls Club.

The City owns Public Works maintenance and operations facilities at other locations, including the 20,600 sq. ft Maintenance and Operations Center (MOC) at 1801 244th Ave NE. The City also owns several single family homes that may be renovated or demolished, and the sites may be used for parks or other public purposes. Currently the City also leases out the Sween House (2,000 sq. ft.) to Cross Path Counseling, and Mars Hill Church (30,000 sq. ft.) is leased to Central Washington University. Fire stations #81 – Pine Lake, #82 – Sahalee Way, and #83 – Issaquah Pine Lake Road are all owned by the City and leased to Eastside Fire and Rescue.

The Level of Service for general government services is 1.0 square foot per capita, or as otherwise determined through the City Civic Center/Park Study and Master Plan Process.

### Forecast of Future Needs

The City is currently working on a Needs Assessment for the Maintenance and Operations Center. The outcome of that study will determine if there is a need for more land and/or additional building space to meet future demands. Other than the MOC, the City does not forecast needs for future general government facilities.

### Capital Projects

There are no capital projects for general government facilities.

### Funding

No funding is projected because there are no capital projects for general government facilities.

## Local Parks, Recreation, & Open Space

The City adopts the 2024 PROS plan as part of the Comprehensive Plan. Portions of the 2024 PROS plan are referenced below.

### Inventory of Existing Facilities

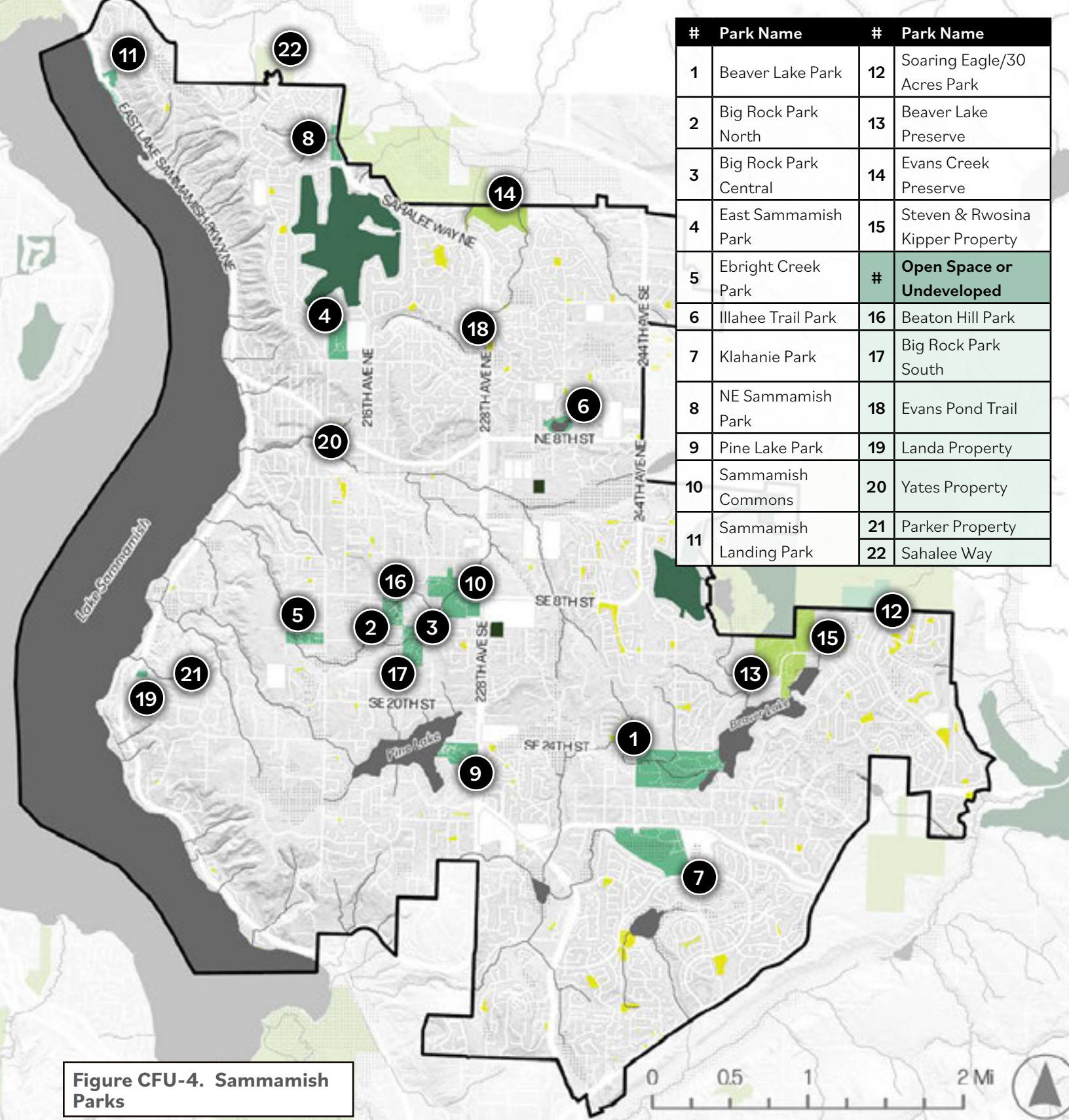
The facility inventory conducted as part of the 2024 PROS Plan found the City of Sammamish owns over 670 acres of parkland, preserves, and open space, consisting of 14 community and neighborhood parks and 9 natural areas.

Additionally, the City also owns several buildings that function as parks and recreation facilities. These are:

- Beaver Lake Lodge, 3,500 SF rental facility in Beaver Lake Park
- Beaver Lake Shop, 2,100 SF satellite maintenance shop in Beaver Lake Park
- Pine Lake Park Restrooms/ concessions/lifeguard shack, 1,800 SF in Pine Lake Park
- Recreation Center, 10,500 SF (leased to Boys and Girls Club)
- Sammamish Community and Aquatic Center, 69,000 SF (leased to the YMCA)

Figure CFU-5. Parks Inventory by Acreage

Park Size	
Park Name	Acres
<b>Community Parks</b>	
Beaton Hill Park (Undeveloped)	9.3
Beaver Lake Park	79.2
Big Rock Park Central	20.3
Big Rock Park North	16.0
Big Rock Park South (Undeveloped)	14.8
East Sammamish Park	18.8
Klahanie Park	64.1
Pine Lake Park	19.0
Sammamish Commons	27.0
Sammamish Landing Park	10.4
<b>Neighborhood Parks</b>	
Ebright Creek Park	12.3
Northwest Sammamish Park	5.7
Parker Property (Undeveloped)	14.9
Yates Property (Undeveloped)	14.2
<b>Open Space/Natural Areas</b>	
30 Acres Park	29.9
Evans Pond Trail	0.1
George Davis Creek Property	0.7
Illahee Trail Park	12.7
Sahalee Parcels (adj Evans Creek Pres.)	6.8
Sahalee Way	11.1
<b>Preserve/Natural Areas</b>	
Beaver Lake Preserve	55.7
Evans Creek Preserve	213.2
Steven & Rosina Kipper Preserve	17.1
<b>Total City-Owned Park Acres</b>	<b>673.5</b>
<b>School / City Partnership Park</b>	
Eastlake Community Fields	6.8
Inglewood Middle School Community Fields	7.9
<b>Total Partnership Park Acres</b>	<b>14.7</b>



#	Park Name	#	Park Name
1	Beaver Lake Park	12	Soaring Eagle/30 Acres Park
2	Big Rock Park North	13	Beaver Lake Preserve
3	Big Rock Park Central	14	Evans Creek Preserve
4	East Sammamish Park	15	Steven & Rwsina Kipper Property
5	Ebright Creek Park	#	<b>Open Space or Undeveloped</b>
6	Illahee Trail Park	16	Beaton Hill Park
7	Klahanie Park	17	Big Rock Park South
8	NE Sammamish Park	18	Evans Pond Trail
9	Pine Lake Park	19	Landa Property
10	Sammamish Commons	20	Yates Property
11	Sammamish Landing Park	21	Parker Property
		22	Sahalee Way

Figure CFU-4. Sammamish Parks

### Forecast of Future Needs

Future needs for parks and recreation facilities are directly tied to the performance of the facilities based on Level of Service assessments originating from the PROS plan. The plan identifies several metrics to evaluate Level of Service, including:

- 2023 National Recreation and Parks Association (NRPA) Agency Performance Comparison and Park Metrics. Key findings include that, compared to jurisdictions of a similar size (between 50,000 and 99,999 population), Sammamish has:
  - More residents per park (2,969 residents per park in Sammamish compared to 2,240)
  - Lower annual operating expenses (\$5,324,370 vs \$8,005,757).
  - Much higher Five-year Capital Budget Spending (\$45,927,947 vs \$16,815,000)
- An acreage-based approach
  - Found that Sammamish has 9.9 acres of parkland per 1,000 population; 4 acres of parkland per 1,000 population of which are developed.
- An investment-based approach
  - Found that Sammamish has lower operating expenses per capita and lower operating expenses per parkland acre compared to similarly-sized jurisdictions (\$77.98 per capita and \$7,906 per parkland acre).

The primary LOS the City will pursue is to be determined. Details on additional LOS measures and implications can be found in the PROS Plan.

### Capital Projects

The City's Parks Capital Facilities Plan (CFP) is shown in Figure CFU 6 for projects during the years 2024-2029. Project numbers correspond to the projects for which expenditures and funding is anticipated during those years.

### Funding

Overall, the current costs for projects identified in the six-year CIP total over \$43 million. The majority funding source for Parks projects comes from the Real Estate Excise Tax (REET), accounting for \$16.8 million of the anticipated \$24.4 million in revenue. Other revenue sources include park impact fees, investment interest, grants, and King County levy funding. The gap between the anticipated expenses and revenue will be covered with the existing parks CIP fund.

Figure CFU-6. Parks Capital Projects (Source: 2024 PROS Plan)

**Parks Six-Year Capital Improvement Plan (2024-2029)**

PROJECT	YEAR									6-Year Total	7-10-yr Projects
	2023	2024	2025	2026	2027	2028	2029				
<b>1</b>	<b>Inglewood Middle School - Phase I - Synthetic Turf &amp; Field Overlay</b>										
	Upgrade existing football field add second multi-purpose field with synthetic turf and lights. Includes restroom, soccer/lacrosse overlay, new drainage, irrigation.										
	\$10,000,000	\$3,800,000								\$3,800,000	
<b>2</b>	<b>Eastlake Community Sports Field 3 - Synthetic Turf Replacement</b>										
	Turf and infill replacement. Includes new pad and anticipated coated crumb rubber infill material or suitable alternate. (9 year estimate)										
	\$1,680,000									\$0	
<b>3</b>	<b>East Sammamish Park - Baseball Field Rehab</b>										
	Infield/outfield remodel and drainage, natural turf replacement, and potential new amenities.										
	\$580,000	\$710,000								\$710,000	
<b>4</b>	<b>Big Rock Park South - Early Opening</b>										
	Trail construction, maintenance, and decommissioning; fencing; and necessary improvements to open a portion of the park to the public.										
	\$100,000	\$150,000								\$150,000	
<b>5</b>	<b>Skate Park - Rehabilitation/Repairs</b>										
	Minor repairs to concrete, address design issues with planter boxes, expand skate bowl on north end of Skate Park.										
	\$283,365									\$0	
<b>6</b>	<b>Parker Property - House Demolition</b>										
	Demolition of two residences, restoration planting, and associated site work.										
	\$140,000									\$0	
<b>7</b>	<b>Sammamish Community &amp; Aquatic Center - Tile Replacement</b>										
	Tile replacement at Natatorium										
	\$900,000									\$0	
<b>8</b>	<b>Big Rock Park South - Phase I Improvements</b>										
	Parking lot, stormwater, and access improvements; SE 20th St frontage improvements; picnic pavilion; meeting and event areas; and trail improvements.										
			\$600,000	\$1,500,000	\$7,402,000	\$7,661,000				\$17,163,000	
<b>9</b>	<b>Beaton Hill Park - Soft Opening</b>										
	Trail construction; fencing; and necessary improvements to open a portion of the park to the public										
			\$200,000	\$200,000						\$400,000	
<b>10</b>	<b>Beaton Hill Park - South Park Improvements</b>										
	South parking lot and stormwater; SE 8th St frontage improvements; off-leash dog park; pickleball courts with potential lighting; p-patch; wetland overlook and restoration; and trails.										
								\$710,000		\$710,000	\$8,130,000
<b>11</b>	<b>Eastlake Community Sports Field 1 and 2 - Synthetic Turf Replacement</b>										
	Turf and infill replacement (9-year estimate)										
			\$75,000	\$1,580,000						\$1,655,000	
<b>12</b>	<b>Klahanie Park - Phase I Improvements</b>										
	Natural grass cricket and soccer fields with synthetic turf cricket pitch and practice pitch; accessible loop trail and fencing around perimeter of fields; picnic and seating areas; stormwater, parking lot, and main entrance improvements.										
						\$850,000	\$4,702,000			\$5,552,000	\$4,867,000
<b>13</b>	<b>Klahanie Park - Play Area/Baseball</b>										
	Synthetic baseball (relocation) relocate & expand play area, relocate restroom, add community garden, picnic shelters pathways.										
										\$0	\$12,532,000
<b>14</b>	<b>Klahanie Park - Trails</b>										
	Realign, connect, expand, improve; add boardwalk.										
										\$0	\$6,107,000
<b>15</b>	<b>East Sammamish Park - Playground Improvements</b>										
	New Playground with spray park, picnic shelter, parking lot & accessibility improvements, pedestrian lighting.										
										\$0	\$10,382,000
<b>16</b>	<b>Beaver Lake Park - Athletic Field Improvements</b>										
	Convert 3 fields to synthetic LL fields; add 1 multi-purpose synthetic field w/ lighting; new restroom, picnic shelter, play area & parking improvements.										
										\$0	\$19,848,000
<b>17</b>	<b>Pine Lake Park - Playground Upgrade</b>										
	Create unique place-making themed equipment										
										\$0	\$1,018,000
<b>18</b>	<b>Lower Sammamish Commons - Playground Upgrade/Expansion</b>										
										\$0	\$1,527,000
<b>19</b>	<b>Beaver Lake Park - Lakeside Improvements</b>										
	Shoreline improvements, expanded parking, new playground, landscape & irrigation										
								\$450,000		\$450,000	\$10,916,000
<b>20</b>	<b>Beaver Lake Park - Lakeside Restroom</b>										
	Restroom installation										
										\$0	\$1,273,000
<b>21</b>	<b>Sammamish Landing - Bulwark Repair &amp; Hardening</b>										
	Upgrade existing pier bulwark to repair wave & wind damage and erosion										
								\$90,000		\$90,000	\$382,000
<b>(A) SUBTOTAL PARKS CIP PROJECTS</b>	<b>\$13,683,365</b>	<b>\$4,660,000</b>	<b>\$875,000</b>	<b>\$3,280,000</b>	<b>\$7,402,000</b>	<b>\$8,511,000</b>	<b>\$5,952,000</b>	<b>\$30,680,000</b>	<b>\$76,982,000</b>		

PROJECT	YEAR									6-Year Total	7-10-yr Projects
	2023	2024	2025	2026	2027	2028	2029				
<b>22</b>	<b>Beaton Hill Park and Big Rock Park South Master Plan</b>										
	Complete Master Plan for Beaton Hill Park and Big Rock Park - South. Includes consultant, site analysis, public engagement and final plan.										
	\$275,000									\$0	
<b>23</b>	<b>Park Systemwide Wayfinding program</b>										
	Unified directional signage for wayfinding to and through parks.										
	\$85,887									\$0	
<b>24</b>	<b>Lower Commons - Master Plan Update</b>										
	Update to reflect changed use with Town Center, Green Spine, Regional Stormwater.										
	\$25,000	\$75,000								\$75,000	
<b>25</b>	<b>Environmental Interpretation/Habitat Certification</b>										
	Interpretative and habitat certification signage within the parks.										
	\$20,000		\$10,000		\$10,000		\$10,000		\$10,000	\$30,000	
<b>26</b>	<b>Parker Property Master Plan</b>										
	Complete Master Plan for future park property. Includes consultant, site analysis, public engagement, and final plan.										
			\$75,000	\$75,000						\$150,000	
<b>27</b>	<b>Yates / Tweedie Property Master Plan</b>										
	Complete Master Plan for future park property. Includes consultant, site analysis, public engagement and final plan.										
						\$150,000				\$150,000	
<b>(B) SUBTOTAL PARKS PLANNING PROJECTS</b>	<b>\$405,887</b>	<b>\$75,000</b>	<b>\$85,000</b>	<b>\$75,000</b>	<b>\$10,000</b>	<b>\$150,000</b>	<b>\$10,000</b>	<b>\$405,000</b>	<b>\$0</b>		

PROJECT	YEAR									6-Year Total	7-10-yr Projects
	2023	2024	2025	2026	2027	2028	2029				
<b>28</b>	<b>Greenhouse</b>										
	Placeholder for future development of a greenhouse facility in a location to be determined.										
			\$250,000	\$250,000						\$500,000	
<b>29</b>	<b>Land Acquisition</b>										
	Placeholder to acquire land for future parks and open spaces as opportunities become available.										
	\$4,438,798	2023 Funding allocation shall be carried forward until all funds have been expended								\$0	\$5,000,000
<b>30</b>	<b>Capital Repair/Replacement Program</b>										
	This ongoing program allocates funds for the repair and replacement of parks structures and equipment.										
	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000		
<b>31</b>	<b>Parks Barrier Removal (ADA Transition Plan)</b>										
	This program allocates funds for the removal of barriers within parks.										
	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$1,050,000		
<b>32</b>	<b>Capital Contingency Reserve (based on projects)</b>										
	10% contingency for Parks CIP projects.										
	\$1,885,589	\$466,000	\$87,500	\$328,000	\$740,200	\$851,100	\$595,200	\$3,068,000			
<b>33</b>	<b>Sammamish Commons Trail Connection Phase 1</b>										
	Lower Sammamish Commons to Big Rock Park Trail.										
			\$300,000						\$300,000		
<b>34</b>	<b>Future Trail Connections</b>										
	Placeholder for future trail projects to be determined upon completion of the PRO Plan and TMP.										
	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000	\$1,500,000	\$1,000,000
<b>35</b>	<b>Future Town Center Park Projects</b>										
	Placeholder for future Town Center projects to include urban plaza, central green, playground relocation and/or other projects.										
	\$150,000	\$175,000								\$175,000	
<b>(C) SUBTOTAL OTHER PARKS CIP PROJECTS</b>	<b>\$7,349,387</b>	<b>\$1,016,000</b>	<b>\$1,512,500</b>	<b>\$953,000</b>	<b>\$1,615,200</b>	<b>\$1,226,100</b>	<b>\$1,470,200</b>	<b>\$7,793,000</b>	<b>\$6,000,000</b>		
<b>(D) TOTAL PARKS CIP EXPENDITURES (A+B+C)</b>	<b>\$21,438,639</b>	<b>\$5,751,000</b>	<b>\$2,472,500</b>	<b>\$4,308,000</b>	<b>\$9,027,200</b>	<b>\$9,887,100</b>	<b>\$7,432,200</b>	<b>\$38,878,000</b>	<b>\$82,982,000</b>		

PROJECT	YEAR									6-Year Total
	2023	2024	2025	2026	2027	2028	2029			
<b>REVENUE</b>										
Real Estate Excise Tax (REET)	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$16,800,000	
Park Impact Fees	\$142,000	\$275,000	\$300,000	300000	\$300,000	300000	\$300,000	\$300,000	\$1,775,000	
King County 2020-2025 Levy Funding	\$380,000	\$350,000	\$350,000						\$700,000	
King County 2026-2031 Levy Funding				\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	
King County TDR									\$0	
Operating Contribution - General Fund									\$0	
Investment Interest	\$1,220,000	\$740,000	\$428,000	\$455,000	\$380,000	\$215,000	\$75,000	\$2,293,000		
Anticipated Grants	\$233,165	\$720,000	\$250,000		\$250,000		\$250,000	\$1,470,000		
<b>(E) TOTAL PARKS CIP REVENUE</b>	<b>\$4,775,165</b>	<b>\$4,885,000</b>	<b>\$4,128,000</b>	<b>\$3,905,000</b>	<b>\$4,080,000</b>	<b>\$3,665,000</b>	<b>\$3,775,000</b>	<b>\$24,438,000</b>		

PROJECT	YEAR								
	2023	2024	2025	2026	2027	2028	2029		
<b>PARKS CIP FUND 6-YR OVERVIEW</b>									
Beginning Fund Balance	\$31,412,424	\$14,748,950	\$13,882,950	\$15,538,450	\$15,135,450	\$10,188,250	\$3,966,150		
Revenue (-E)	\$4,775,165	\$4,885,000	\$4,128,000	\$3,905,000	\$4,080,000	\$3,665,000	\$3,775,000		
Expenditures (-D)	\$21,438,639	\$5,751,000	\$2,472,500	\$4,308,000	\$9,027,200	\$9,887,100	\$7,432,200		
<b>ENDING FUND BALANCE</b>	<b>\$14,748,950</b>	<b>\$13,882,950</b>	<b>\$15,538,450</b>	<b>\$15,135,450</b>	<b>\$10,188,250</b>	<b>\$3,966,150</b>	<b>\$308,950</b>		

NOTE: This CIP is a working draft and is therefore subject to change  
 Most project costs have 3.5% inflation factor added for future implementation  
 7-10 year project list column for desired projects uses cost estimates from 2023 with an average inflation value of 3.5% added for 7 years  
 This CIP identifies planning-level cost estimates and does not assume the value of volunteer or other non-City contributions. Detailed costing may be necessary for projects noted. This CIP is not an official budget and is intended to be a guiding document for City staff in the preparation of biennial budgets.  
 Additional funds allocated for Land Acquisition in 7-10 year project list are intended to serve as grant match funding as and when properties become available. Land Acquisition funds will be carried forward until all funds have been expended.

Figure CFU-8. City of Sammamish Transportation Improvement Plan Summary, 2024-2029

## Transportation

### Inventory of Existing Facilities

Inventory of the City's transportation infrastructure includes:

- 14 miles of principal arterial roads,
- 23 miles of minor arterials,
- 12 miles of collector roads,
- 160 miles of local access roads,
- three bridges,
- 25 traffic signals, and
- 300-500 street lights

It is estimated that 50% of local access roads have sidewalks.

### Forecast of Future Needs

As the City continues to grow, and population increases, the demand for transportation infrastructure increases. The City has adopted Level of Service (LOS) Standards that assure transportation demands due to development within Sammamish are met. The improvements triggered by the City's adopted LOS standards are focused on arterials.

The City has many locations that were not constructed to urban standards. This leaves many gaps in the non-motorized transportation system. As the City continues to grow there will be a higher demand to expand the non-motorized network beyond the improvements triggered by the City's adopted LOS Standards.

### Capital Projects

See the 2024-2029 TIP Summary (Figure CFU-8) on the following page.

### Funding

Figure CFU-7. Transportation Funding Sources 2015 to 2035

Transportation Funding Sources	
FUNDING SOURCE	AMOUNT (\$) 2015-2035
Transportation Fund Revenue (REET)	25,000,000
Road Impact Fees (includes beginning fund balance)	82,000,000
Anticipated grants	23,000,000
Funding to be determined	21,945,000
<b>TOTAL REVENUE</b>	<b>151,945,000</b>

### Six-Year Transportation Improvement Plan (2024-2029)

The 2024-2029 TIP is broken into project categories and prioritizes projects within each category. Please note that ROW acquisition costs are not included in cost estimates.

Key:

\* Concurrency Project

\*\* Project with Grant Funding

ONGOING TRANSPORTATION PROGRAMS																
Priority Rank	Score	Project Type	Funded / Unfunded	ID No.	Program Name	2024-2029 Milestones	2024	2025	2026	2027	2028	2029	6-year Total	Future Years	438 Fund	Program Total
N/A		Sidewalk Scoring System	Funded	TR-C	Sidewalk Gap & Non-motorized Program (Projects <\$350k)		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000	TBD	\$0	TBD
N/A	N/A	Program	Funded	TR-D	Intersection & Safety Improvements		\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000	TBD	TBD	TBD
N/A	N/A	Program	Funded	TR-E	Neighborhood Traffic Management Program		\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$420,000	TBD	\$0	
N/A	N/A	Program	Funded	TR-F	Street Lighting Program		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000	TBD	\$0	TBD
N/A	N/A	Program	Funded	TR-G	School Zone Safety Improvement Program		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000	TBD	\$0	TBD
N/A	N/A	Program	Unfunded	TR-H	Capital Contingency Reserve/Placeholder		\$0	\$0	\$0	\$0	\$0	\$0	\$0	TBD	\$0	TBD
N/A	N/A	Program	Funded	TR-J	Intelligent Transportation Systems Program		\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000	TBD	\$0	TBD
N/A	N/A	Program	Funded	TR-K (102)	ADA Barrier Remediation Program		\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	TBD	\$0	TBD
N/A	PCI Based	Program	Funded	TR-L	Street Reconstruction Program		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	TBD	TBD	TBD
<b>Total Program Cost</b>							<b>\$1,830,000</b>	<b>\$1,830,000</b>	<b>\$1,780,000</b>	<b>\$1,780,000</b>	<b>\$1,780,000</b>	<b>\$1,780,000</b>	<b>\$10,780,000</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>

TRAFFIC, SAFETY, & NON-MOTORIZED IMPROVEMENT PROJECTS																
Priority Rank	Score	Project Type	Funded / Unfunded	ID No.	Project Name	2024-2029 Milestones	2024	2025	2026	2027	2028	2029	6-year Total	Future Years	438 Fund	Project Total
1	330	Traffic, Safety, & Non-Motorized	Funded	TR-54	228th Ave & SE 40th Turn Lane Improvements*	Complete Design + Construction	\$80,000	\$620,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000
2	320	Traffic, Safety, & Non-Motorized	Unfunded	TR-122	SE 32nd St Non-Motorized Improvements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,440,000	\$360,000	\$1,800,000
3	300	Traffic, Safety, & Non-Motorized	Funded	TF-101/SW-601	Louis Thompson Road Tightline Project (Flood Mitigation & Nonmotorized)**	Complete Design + Construction	\$1,920,000	\$1,590,000	\$0	\$0	\$0	\$0	\$3,510,000	\$0	\$5,170,000	\$8,680,000
4	300	Traffic, Safety, & Non-Motorized	Unfunded	TR-108	Inglewood Hill Road Sidewalk Gap	Construction based on grant award - Pedestrian/Bicyclist Program Grant not awarded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$100,000	\$500,000
5	300	Traffic, Safety, & Non-Motorized	Partially Funded	TR-63	Flood Mitigation - 212th Ave SE/SE 14th Pl to SE 18th St	Conduct Study	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$12,610,000	\$3,160,000	\$15,800,000
6	290	Traffic, Safety, & Non-Motorized	Unfunded	TR-04	East Lake Sammamish Parkway SE/SE 24th St Intersection		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,160,000	\$1,040,000	\$5,200,000
7	290	Traffic, Safety, & Non-Motorized	Funded	TR-100	Flood Mitigation - SE Issaquah Fall City Rd: Endeavor Elementary School to SE Duthie Hill Rd**	Complete Design + Construction	\$250,000	\$1,980,000	\$3,690,000	\$0	\$0	\$0	\$5,920,000	\$0	\$1,480,000	\$7,400,000
8	250	Traffic, Safety, & Non-Motorized	Unfunded	TR-107	SE 32nd St/Issaquah-Pine Lake Road Roundabout Traffic Study		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	240	Traffic, Safety, & Non-Motorized	Unfunded	TR-132 (P49)	E Beaver Lake Way SE Sidewalk Improvement: From SE 32nd Street to E SE Sidewalk Improvement: From SE 32nd Street to E Beaver Lake Way SE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	240	Traffic, Safety, & Non-Motorized	Funded	TR-55	242nd Ave NE & NE 8th St	Conduct Study	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$2,040,000	\$510,000	\$2,570,000
11	200	Traffic, Safety, & Non-Motorized	Unfunded	TR-131 (P47)	248th Avenue SE Active Transportation Improvements: From SE 24th St to SE 14th St		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	190	Traffic, Safety, & Non-Motorized	Unfunded	TR-117 (New)	Skyline High School Crosswalk on SE 8th - (Sidewalk design and construction)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000
13	150	Traffic, Safety, & Non-Motorized	Unfunded	TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$160,000	\$800,000
<b>Total Project Cost</b>							<b>\$2,300,000</b>	<b>\$4,190,000</b>	<b>\$3,690,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,130,000</b>	<b>\$22,090,000</b>	<b>\$11,980,000</b>	<b>\$44,250,000</b>

Figure CFU-8 (cont)

CONNECTION PROJECTS																
Priority Rank	Score	Project Type	Funded/Unfunded	ID No.	Project Name	2024-2029 Milestones	2024	2025	2026	2027	2028	2029	6-year Total	Future Years	438 Fund	Project Total
1	320	Connection	Funded	TR-126 (NEW)	Northeast Connector Road (Includes 232nd Ave SE Extension)	Complete Design + Construction	\$0	\$0	\$0	\$1,130,000	\$4,130,000	\$1,380,000	\$6,640,000	\$0	\$1,660,000	\$8,300,000
2	320	Connection	Unfunded	TR-124 (NEW)	Northwest Connector Road		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,120,000	\$2,280,000	\$11,400,000
3	320	Connection	Unfunded	TR-127 (NEW)	Southeast Connector Road & New Signal at SE 8th		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,640,000	\$2,660,000	\$13,300,000
4	260	Connection	Unfunded	TR-49	Beaver Lake Drive: 24th Street to SE Belvedere Way		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,810,000	\$6,450,000	\$32,260,000
5	160	Connection	Unfunded	TR-125 (NEW)	SE 4th Extension (Crusader Way)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,640,000	\$1,660,000	\$8,300,000
6	120	Connection	Unfunded	TR-20	SE 14th Street Extension: Lawson Park Plat to 248th Ave SE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$500,000	\$2,500,000
<b>Total Project Cost</b>							<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,130,000</b>	<b>\$4,130,000</b>	<b>\$1,380,000</b>	<b>\$6,640,000</b>	<b>\$54,210,000</b>	<b>\$15,210,000</b>	<b>\$76,060,000</b>

CORRIDOR IMPROVEMENT PROJECTS																
Priority Rank	Score	Project Type	Funded/Unfunded	ID No.	Project Name	2024-2029 Milestones	2024	2025	2026	2027	2028	2029	6-year Total	Future Years	438 Fund	Project Total
1	410	Corridor	Partially Funded	TR-115 (05)	Sahalee Way NE: City Limits to NE 28th Pl/223rd Ave NE	Corridor Study + 30% design	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000	\$24,640,000	\$6,520,000	\$32,600,000
2	410	Corridor	Partially Funded	TR-02	Issaquah-Pine Lake Rd: SE 44th - SE 32nd, Ph. 1	Complete Design + Begin Construction	\$0	\$0	\$0	\$0	\$0	\$1,360,000	\$1,360,000	\$19,980,000	\$5,330,000	\$26,670,000
3	410	Corridor	Unfunded	TR-03	Issaquah-Pine Lake Rd: SE 48th to SE 44th, Ph. 2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,590,000	\$6,400,000	\$31,990,000
4	410	Corridor	Unfunded	TR-116 (53)	Sahalee Way NE: 28th Pl/223rd Ave NE to NE 12th Pl		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,920,000	\$15,480,000	\$77,400,000
5	390	Corridor	Unfunded	TR-18	SE 8th/218th Ave SE - 212th Ave SE to SE 4th St (Segments A and B)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,120,000	\$4,780,000	\$23,900,000
6	360	Corridor	Unfunded	TR-26	SE Duthie Hill Road: West side of the "Notch" (City Limits) to Trossachs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800,000	\$1,200,000	\$6,000,000
7	310	Corridor	Unfunded	TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Ingleswood Hill Road (Finish Corridor Study and Design)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,960,000	\$6,240,000	\$31,200,000
8	220	Corridor	Unfunded	TR-23	East Lake Sammamish Parkway SE: 212th Ave SE to South City Limits		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,120,000	\$2,280,000	\$11,400,000
<b>Total Project Cost</b>							<b>\$1,440,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,360,000</b>	<b>\$2,800,000</b>	<b>\$190,130,000</b>	<b>\$48,230,000</b>	<b>\$241,160,000</b>

REGIONAL PROJECTS																
Priority Rank	Score	Project Type	Funded/Unfunded	ID No.	Project Name	2024-2029 Milestones	2024	2025	2026	2027	2028	2029	6-year Total	Future Years	438 Fund	Project Total
N/A	N/A	Regional	Unfunded	TR-19	[WSDOT] SR202/Sahalee Way NE Intersection		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
N/A	N/A	Regional	Unfunded	TR-27	[Issaquah] IPLR Ph. 3 - 48th to IFCR		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
N/A	N/A	Regional	Unfunded	TR-48	[King County] Sahalee Way: SR202 to North City Limits		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
N/A	N/A	Regional	Unfunded	TR-118	Signalized Pedestrian Crossing at Duthie Hill Rd and SE Issaquah Fall City Rd		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
N/A	N/A	Regional	Unfunded	TR-119	Pedestrian pathway along Duthie Hill Rd		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Project Cost</b>							<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Police

### Inventory of Existing Facilities

The Sammamish Police Station is located at City Hall which is described above (see General Government Facilities).

### Forecast of Future Needs

The City does not forecast needs for future capital facilities for police.

### Capital Projects

There are no capital projects for capital facilities for police.

### Funding

No funding is projected because there are no capital projects for police.

## Surface Water (Stormwater)

### Inventory of Existing Facilities

Stormwater facilities including ponds, vaults, swales, catch basins, pipes, and ditches are currently being mapped in GIS, but known system components include approximately:

- 235 miles of pipe
- 12,237 (publicly owned) structures (e.g. catch basins)
- 64 miles of open ditches and swales
- 488 publicly owned and maintained surface water facilities, and
- 144 privately owned and maintained surface water facilities

### Forecast of Future Needs

The Sammamish Storm and Surface Water Management Comprehensive Plan, last updated in October of 2016, is planned for an update in 2024.

### Capital Projects

Stormwater projects and funding sources for the 2025-2030 period are detailed in Figure CFU 9 on the following page.

### Funding

The primary revenue source for the stormwater capital projects and programs in the 2023-2028 Stormwater CIP is Surface Water Management (SWM) fees. The CIP also anticipates just over \$6.6 million in grant revenue.

Figure CFU-9. Stormwater Capital Projects (Source: 2025-2030 Stormwater Improvement Plan)

**Six-Year Stormwater Improvement Plan (SWIP) (2025-2030)**

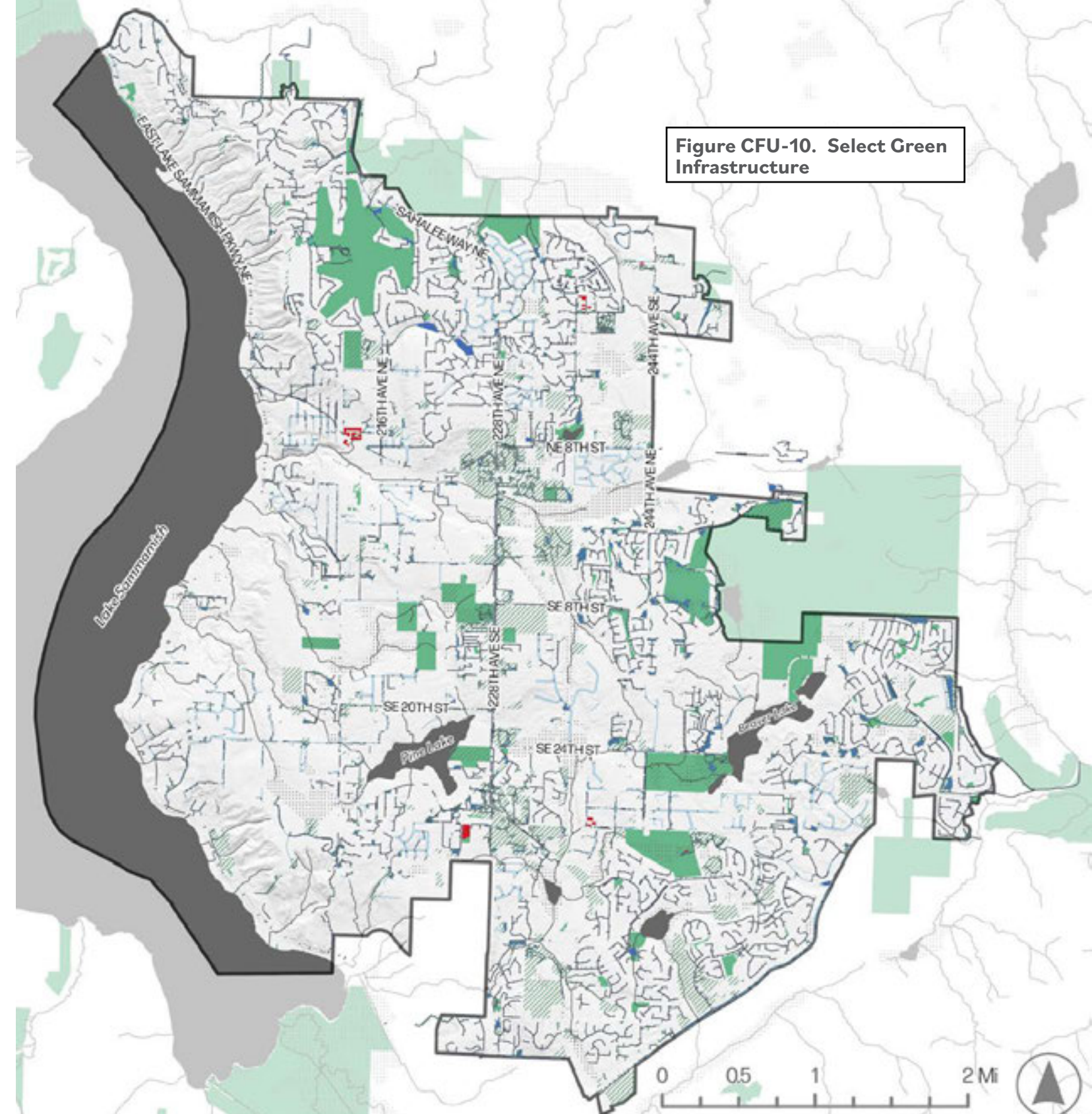
Project Number	Project Name	Funding By Year						6-Year Total
		2025	2026	2027	2028	2029	2030	
<b>Storm &amp; Surface Water Capital Programs</b>								
SW-100	Small Drainage Resolutions Program	\$231,462	\$238,405	\$245,558	\$252,924	\$263,041	\$273,563	\$1,504,953
SW-200	Storm Pipe Rehabilitation Program	\$462,923	\$476,811	\$491,115	\$505,849	\$526,083	\$547,126	\$3,009,907
SW-300	Storm Facility Retrofit Program	\$1,157,308	\$1,192,027	\$1,227,788	\$1,264,622	\$1,315,207	\$1,367,815	\$7,524,767
SW-400	Storm Facility Restoration Program	\$337,080	\$347,192	\$357,608	\$368,336	\$379,387	\$394,562	\$2,184,165
<b>Stormwater Projects between \$50,000 and \$300,000</b>								
SW-500	Miscellaneous Projects (\$50k - \$300k)	\$150,000	\$95,000	\$225,000	\$485,000	\$140,000	\$0	\$1,095,000
<b>Stormwater Projects Greater than \$300,000</b>								
SW-600	Projects > \$300k (Total)	\$2,654,116	\$10,204,463	\$1,020,880	\$950,620	\$270,000	\$279,000	\$15,379,079
SW-601 (SW-05)	George Davis Creek Fish Passage & Storm Improvement (M-02)	\$1,040,000	\$7,241,184					\$8,281,184
SW-602 (SW-11)	Hazel Wolf Culvert Improvement Project (F-06)	\$416,286	\$1,440,000					\$1,856,286
SW-603/TR-101	Louis Thompson Road Tightline Project (Flood Mitigation & Non-motorized)	\$961,750	\$282,899					\$1,244,649
SW-604	248th Ave SE Ditch Improvement (F-12)	\$166,400	\$354,240					\$520,640
SW-605	Queen's Bog Bioretention		\$286,200	\$527,520				\$813,720
SW-61 (SW-501)	Loree Estates Outfall Diversion (E-11)	\$69,680	\$397,440					\$467,120
SW-606	Culvert Improvement/Ditch Rehabilitation at 3420 ELSP NE (M-18)			\$283,360	\$605,520			\$888,880
SW-607	212th Ave NE Flooding at Zackuse Headwaters Wetland				\$127,600			\$127,600
SW-608	Property Acquisition Fund (SW-A)		\$202,500	\$210,000	\$217,500	\$225,000	\$232,500	\$1,087,500
<b>STORMWATER TOTAL (Fund 438)</b>		<b>\$4,992,889</b>	<b>\$12,553,898</b>	<b>\$3,567,949</b>	<b>\$3,827,351</b>	<b>\$2,893,718</b>	<b>\$2,862,067</b>	<b>\$30,697,871</b>
<b>Stormwater Component of Transportation Projects (TIP Funded)</b>								
TR-100	Flood Mitigation: SE Issaquah Fall City Road: Endeavor Elem. School to SE Duthie Hill Rd (F-03)	\$614,000	\$3,355,000	\$315,000				\$4,284,000
TR-126	Northeast Connector Road (Improvements at 1st Street & 228th)			\$43,938	\$260,000			\$303,938
TR-134	SE 6th Street Improvement Project	\$97,441	\$541,906	\$77,953	\$433,525	\$58,464	\$325,143	\$1,534,431
TR-115(05)	Sahalee Way NE: City Limits to 28th Pl/223rd Ave NE	\$430,820						\$430,820
	Corridor Studies (Various)		\$50,000	\$80,000	\$80,000	\$60,000	\$60,000	\$330,000
<b>TRANSPORTATION SUBTOTAL (Fund 438)</b>		<b>\$1,142,261</b>	<b>\$3,896,906</b>	<b>\$516,891</b>	<b>\$693,525</b>	<b>\$58,464</b>	<b>\$325,143</b>	<b>\$6,633,189</b>
<b>TOTAL (Fund 438)</b>		<b>\$6,135,150</b>	<b>\$16,450,804</b>	<b>\$4,084,840</b>	<b>\$4,520,876</b>	<b>\$2,952,182</b>	<b>\$3,187,210</b>	<b>\$37,331,061</b>

**NOTES**  
 All costs shown in 2024 dollars (with 4% escalation each year)  
 Moved SW-501 from SW-500 because latest estimate indicates cost will exceed \$300K (now SW-610)

**Green Infrastructure**

**Inventory of Existing Facilities**

Green infrastructure refers to “a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater” (RCW 36.70A.030). A vast parks and open space system, streams, lakes, wetlands and stormwater facilities serve as essential green infrastructure throughout Sammamish. Select green infrastructure features are mapped in Figure CFU-10 on the following page.



**GREEN INFRASTRUCTURE**

- Parks & Open Space
- Wetlands
- Streams
- Lakes
- Stormwater Infrastructure**
- Channels
- Low Impact Development
- Pipes
- Ponds
- Stormwater Facilities

# Capital Facilities Provided By Other Entities

## Water

### Water Facilities

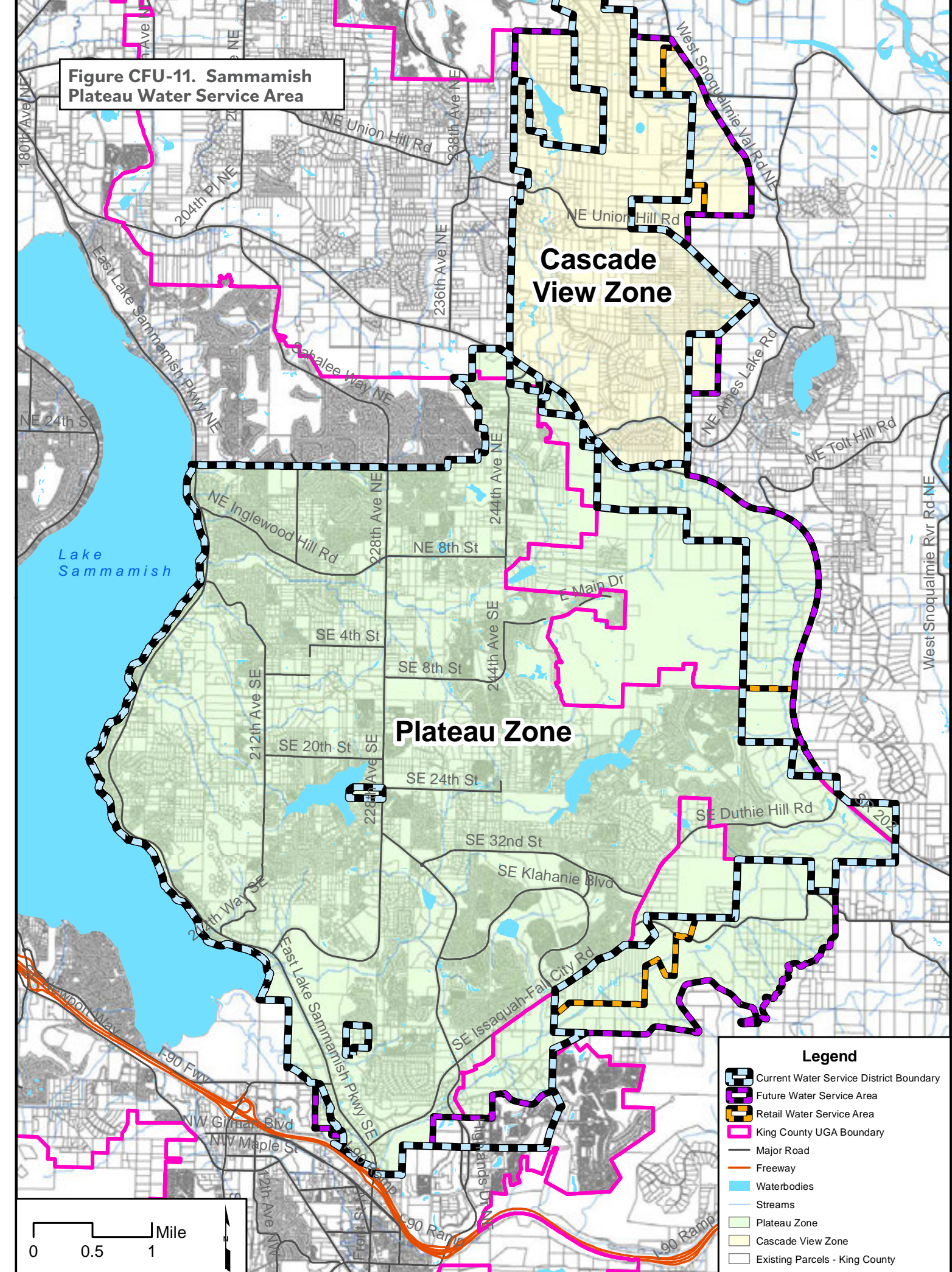
Water facilities serving the City of Sammamish are provided primarily through the Sammamish Plateau Water and Sewer District (SPWSD). The Sammamish Plateau Water and Sewer District is a Class A water system which is hydraulically divided into two parts: the Plateau Zone, located south of Redmond-Fall City Road, and the Cascade View Zone, located north of Redmond-Fall City Road. SPWSD adopted its most recent comprehensive water plan in 2020.

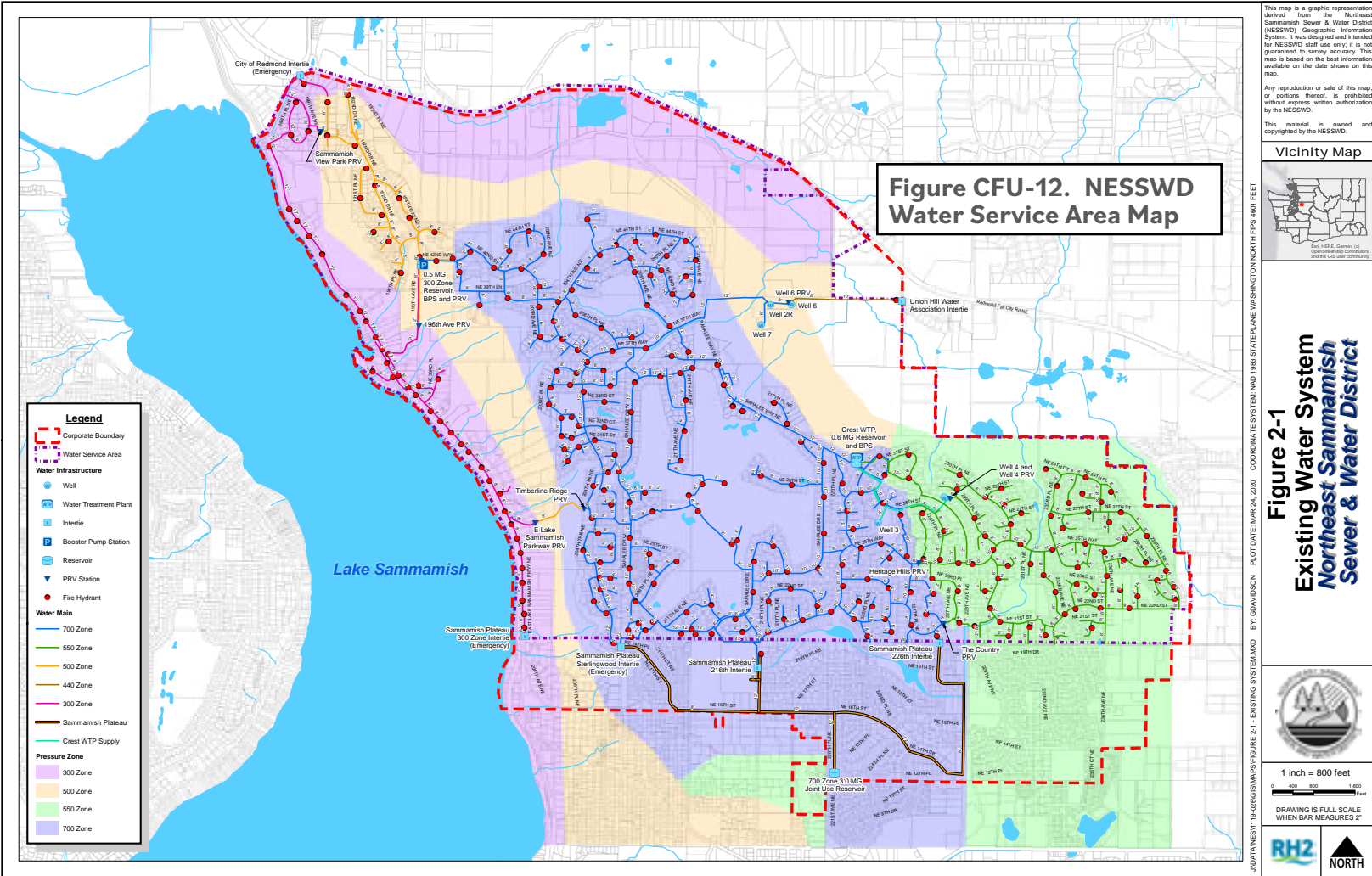
Sammamish falls within the District's Plateau Zone, which is approximately 24.8 square miles in size and consists of ten wells, six storage tanks with a combined capacity of about 22 MG, six booster pump stations, and 272 miles of transmission and distribution pipelines ranging in size from 2 to 30 inches in diameter, according to SPWD's 2018 Comprehensive Plan. The District also has a connection to the regional surface water source from the Cascade Water Alliance, the South Regional Connection. The Plan estimates that as of January 1, 2017, approximately 62,400 people were served by the District, 50,900 of which fall within the City of Sammamish.

SPWD's northwest boundary is concurrent with the Northeast Sammamish Sewer and Water District's (NESSWD) water service area, which serves the northwest quarter of the Sammamish Plateau.

Within the Northeast Sammamish Sewer and Water District, water is supplied by five groundwater wells. The District maintains interties with Sammamish Plateau Water (Sammamish Plateau) to allow water supply to flow to and from a jointly owned 3.0 million gallon (MG) reservoir. The District also has one active intertie with Union Hill Water Association, two emergency interties with Sammamish Plateau, and one emergency intertie with the City of Redmond.

See Figures CFU-11 and CFU-12 for service provider area maps in Sammamish. For more information on existing water facilities serving the City of Sammamish, consult the Sammamish Plateau Water and Sewer District Water Comprehensive Plan (2018) and the Northeast Sammamish Sewer and Water District Water Comprehensive Plan (2020).





- 2 booster pump stations
- 9 operational pressure-reducing stations
- 45 miles of water main ranging in size from 1 inch to 12 inches in diameter.
- 3,330 water connections serving a population of approximately 9,460 people across 3,440 equivalent residential units (ERUs)

### Forecast of Future Needs

SPW uses different methods to forecast future capital needs based on the type of project.

Capital projects which are growth related are forecast based on the Water and Sewer Comprehensive Plans using engineering analysis of the system and hydraulic modeling.

Capital replacement projects and associated reserve funding needs are forecast through the Districts asset management program. Asset management uses engineering analysis, useful life projections, condition assessment and criticality analysis to forecast future capital replacement needs.

NESSWD has adequate water supply capacity for the build-out of the District. While no new major facilities are necessary, the District will continue with ongoing infrastructure maintenance and replacement. The most major improvement effort, the replacement of asbestos cement water mains, is slated to being in 2026 and total approximately \$16 million through 2040.

## Inventory of Existing Facilities

### Sammamish Plateau Water and Sewer District (Plateau Zone)

- 10 operational wells
- 6 storage tanks, combined capacity approx. 22 million gallons (MG)
- 6 booster pump stations
- 41 operational pressure-reducing stations
- 272 miles of transmission and distribution pipelines ranging in size from 2 to 30 inches in diameter
- 45,332 total water assets
- 17,500 water connections serving a population of approximately 62,400 people across 23,150 equivalent residential units (ERUs)

### Northeast Sammamish Sewer and Water District

- 5 operational wells
- 3 reservoirs; combined capacity approx. 2.6 million gallons (MG)

## Capital Projects

### Sammamish Plateau Water

Figure CFU-13. Sammamish Plateau Water District Water Capital Program Summary (Source: 2024-2029 Capital Program)

#### Sammamish Plateau Water

#### Water Capital Improvement Program Summary (2024-2029)

Water Capital Projects	2024 with 2023 Carryover	2025	2026	2027	2028	2029	6-Year CIP Total
Total Water General Projects	\$ 974,000	\$ 439,000	\$ 431,000	\$ 475,000	\$ 621,000	\$ 368,000	\$ 3,307,000
Total Supply - Wells Projects	\$ 4,716,528	\$ 7,956,204	\$ 4,762,524	\$ -	\$ -	\$ -	\$ 17,434,256
Total Booster Pumps Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Storage - Reservoirs Projects	\$ 1,000,000	\$ 1,000,000	\$ 10,000,000	\$ 9,800,000	\$ -	\$ -	\$ 21,800,000
Total Water Mains Projects	\$ 3,315,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,315,000
<b>Total Water Projects</b>	<b>\$ 10,005,528</b>	<b>\$ 9,395,204</b>	<b>\$ 15,193,524</b>	<b>\$ 10,275,000</b>	<b>\$ 621,000</b>	<b>\$ 368,000</b>	<b>\$ 45,856,256</b>

Combined Water & Sewer Capital Projects	2024 with 2023 Carryover	2025	2026	2027	2028	2029	6-Year CIP Total
Total Combined Water and Sewer General Projects	\$ 825,000	\$ 1,348,000	\$ 100,000	\$ 145,000	\$ 100,000	\$ 100,000	\$ 2,618,000
<b>Total Combined Water and Sewer Projects</b>	<b>\$ 825,000</b>	<b>\$ 1,348,000</b>	<b>\$ 100,000</b>	<b>\$ 145,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 2,618,000</b>

## Funding

### Sammamish Plateau Water

Sammamish Plateau Water typically derives capital projects funding from operating revenues, capital replacement reserves, and facilities charges. Over the 2024-2029 period, SPW anticipates that these funding sources are adequate to fund all projects identified in their 2024-2029 CIP.

Figure CFU-14. Northeast Sammamish Sewer and Water District Water Capital Projects List (Source: Water System Plan Update, 2020)

#### Northeast Sammamish Sewer & Water District

#### Water Capital Improvement Projects (2020-2030)

No.	Description	Probable Cost (2020 Dollars)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031-2040
<b>Storage and Supply Improvements</b>														
W-1	Wells 2R, 6, and 7 - Emergency Power Upgrades	\$357K	\$357K											
W-2	550 Zone Pressure and Flow Management	\$56K	\$56K											
W-3	SCADA Upgrades - Phase 2	\$578K	\$310K	\$268K										
W-4	ShakeAlert Early Warning System - Well Site Modifications	\$14K	\$14K											
W-5	Well 2R Upgrades	\$140K	\$140K											
W-6	Supply Facilities Safety Improvements	\$21K		\$21K										
W-7	3.0 MG Joint Use Reservoir - Replace Interior Coating and Exterior Top Coating*	\$785K					\$420K							\$365K
<b>Transmission and Distribution System Improvements</b>														
W-8	SCADA Upgrades - Phase 3	\$165K	\$165K											
W-9	NE 36th Street Water Main Replacement	\$211K				\$211K								
W-10	NE 25th Place, 209th Avenue NE, and 209th Place NE Water Main Replacement	\$918K								\$280K	\$638K			
W-11	210th Circle NE Water Main Replacement	\$372K							\$372K					
W-12	228th Avenue NE/Sahalee Way NE Utility Relocation	\$528K			\$528K									
W-13	Asbestos Cement Water Main Replacement	\$15,913K							\$796K	\$796K	\$796K	\$796K	\$796K	\$11,935K
W-14	Fire Hydrant Replacement	\$340K	\$50K	\$53K	\$55K	\$58K	\$61K	\$64K						
W-15	AMI and Meter Registers	\$684K	\$172K	\$105K	\$134K	\$131K	\$130K	\$13K						
<b>Water Quality Improvements</b>														
W-16	Crest and 300 Zone Reservoirs Emergency Chlorination and Closed Zone Modifications	\$307K	\$252K	\$55K										
<b>Miscellaneous Improvements</b>														
W-17	Unscheduled Water System Repairs and Replacement	\$1,848K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K	\$88K
W-18	Equipment Additions	\$726K	\$205K	\$27K	\$26K	\$26K	\$26K	\$26K	\$26K	\$26K	\$26K	\$26K	\$26K	\$260K
W-19	Water System Plan Update	\$142K	\$17K									\$125K		
<b>Total Estimated Probable Costs of Improvements</b>		<b>\$24,105K</b>	<b>\$1,826K</b>	<b>\$616K</b>	<b>\$831K</b>	<b>\$513K</b>	<b>\$725K</b>	<b>\$191K</b>	<b>\$1,282K</b>	<b>\$1,189K</b>	<b>\$1,548K</b>	<b>\$1,035K</b>	<b>\$910K</b>	<b>\$13,440K</b>

Notes  
\* W-7: This represents 50% of total cost to paint tank. It is anticipated these costs will be paid out of the joint tank fund owned by Sammamish Plateau and the District.

Figure CFU-15. Sammamish Plateau Water District Water Funds Summary (Source: 2024-2029 Capital Program)

#### Sammamish Plateau Water

#### Water Capital Improvement Funds Summary (2024-2029)

Water Funds	2024 with 2023 Carryover	2025	2026	2027	2028	2029	6-Year Funding Total
Water Operating	\$ 1,961,203	\$ 3,107,219	\$ 1,819,429	\$ 160,000	\$ 160,000	\$ 160,000	\$ 7,367,851
Water Capital Replacement	\$ 3,488,000	\$ 982,800	\$ 331,000	\$ 402,000	\$ 521,000	\$ 268,000	\$ 5,992,800
Water General Facilities	\$ 2,682,448	\$ 2,187,980	\$ 10,711,116	\$ 9,800,000	\$ -	\$ -	\$ 25,381,544
Water Local Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water Other	\$ 2,368,877	\$ 3,996,005	\$ 2,391,979	\$ -	\$ -	\$ -	\$ 8,756,861
<b>Total Water - District Funded</b>	<b>\$ 10,500,528</b>	<b>\$ 10,274,004</b>	<b>\$ 15,253,524</b>	<b>\$ 10,362,000</b>	<b>\$ 681,000</b>	<b>\$ 428,000</b>	<b>\$ 47,499,056</b>

## Northeast Sammamish Sewer and Water District

Northeast Sammamish Sewer and Water District expects to meet all operation and maintenance expenses and implement needed improvements, repairs, and replacements for the foreseeable future. This includes the proposed improvements for the 2020 to 2030 period and beyond.

Figure CFU-16. Northeast Sammamish Sewer and Water District Water Funds Summary (Source: Water System Plan Update, 2020)

### Northeast Sammamish Sewer & Water District

#### Water Capital Improvement Funds Summary (2020-2030)

Water Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Water Maintenance Fund Balance	\$2,196,090	\$1,595,627	\$1,309,616	\$960,814	\$888,253	\$864,118	\$1,060,473	\$937,072	\$977,455	\$843,487	\$984,823
Water Construction Fund Balance	\$1,184,793	\$350,604	\$316,415	\$87,226	\$101,037	\$297,848	\$408,659	\$2,828,470	\$2,441,281	\$1,895,092	\$1,461,903
Water Portion of Bond Fund Balance	\$206,308	\$205,600	\$209,830	\$214,145	\$218,547	\$223,037	\$227,618	\$232,291	\$237,057	\$241,919	\$246,879

## Sewer

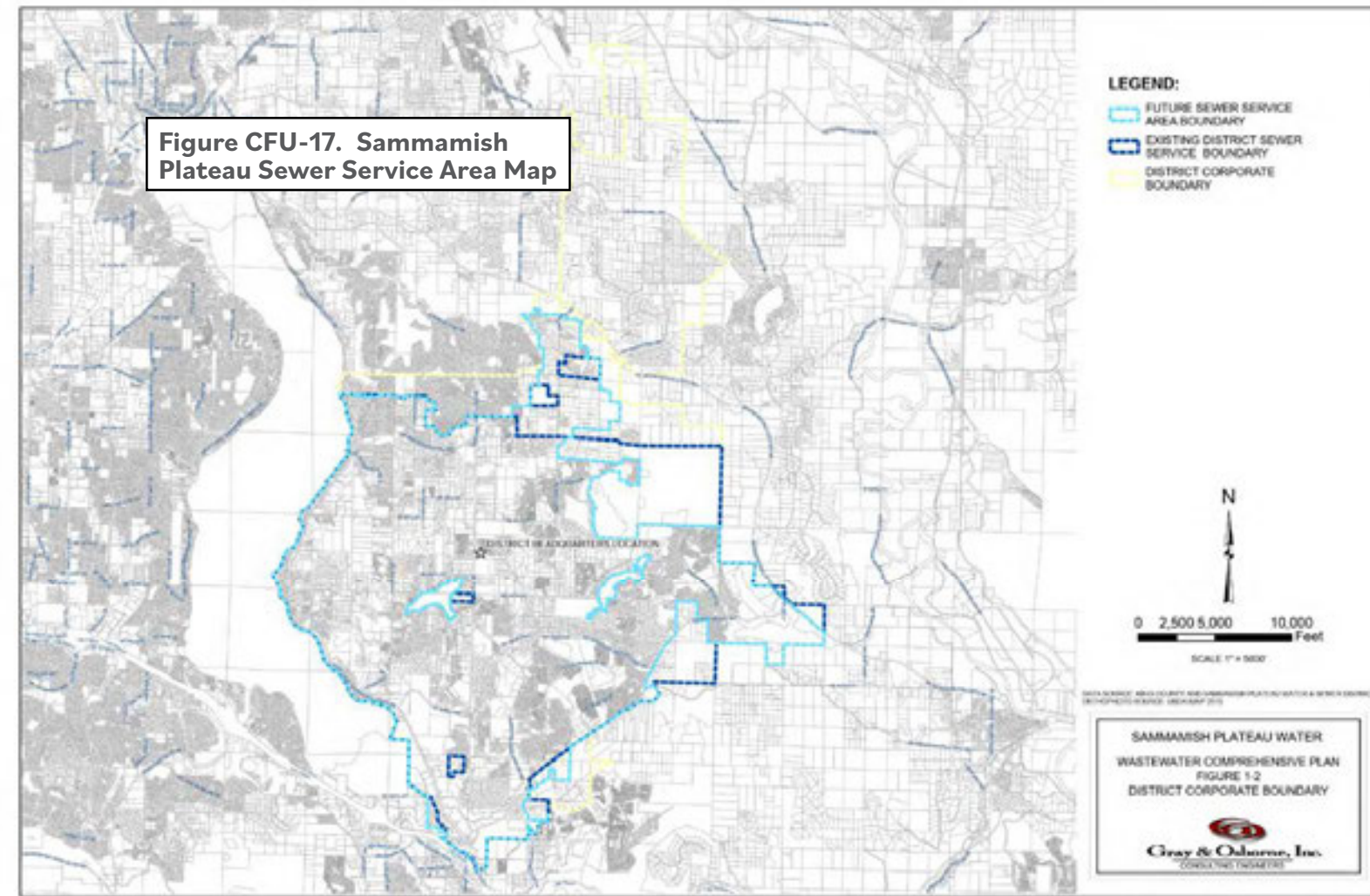
### Sewer Facilities

Sewer service for the City of Sammamish is provided through two districts: Sammamish Plateau Water and Sewer District and the Northeast Sammamish Sewer and Water District.

The Sammamish Plateau Water and Sewer District provides sewer service to portions of the cities of Sammamish and Issaquah and portions of unincorporated King County. The District's sewer service population, as of December 2020, is estimated at 50,792 people served by 13,077 connections. Based on population growth rates established by the Puget Sound Regional Council in concert with planned developments and information provided by the District, the Cities of Sammamish and Issaquah, and King County, the District's sewer service population is estimated to grow to 77,185 people by 2040. There are urban areas within the District's sewer service area that do not currently have sewer service available, and sewer extensions will be required for both infill (new) development and backfill connections where existing developed properties transition from septic systems to sewer service. The District Plan reflects eventual sewer service being provided to all properties within the future sewer service area, estimated to occur around the year 2076.

Currently, all sewage produced within the District sewer service area is sent to the King County system at the south end of the District. The District has two connection points to the KCWTD system; one at the Control Structure and the other at the Freegard Lift Station connection point, eventually directing wastewater into the South Treatment Plant. The Brightwater Treatment Plant, just north of the City of Woodinville, is expected to provide some relief to the South Treatment Plant by accepting future flows.

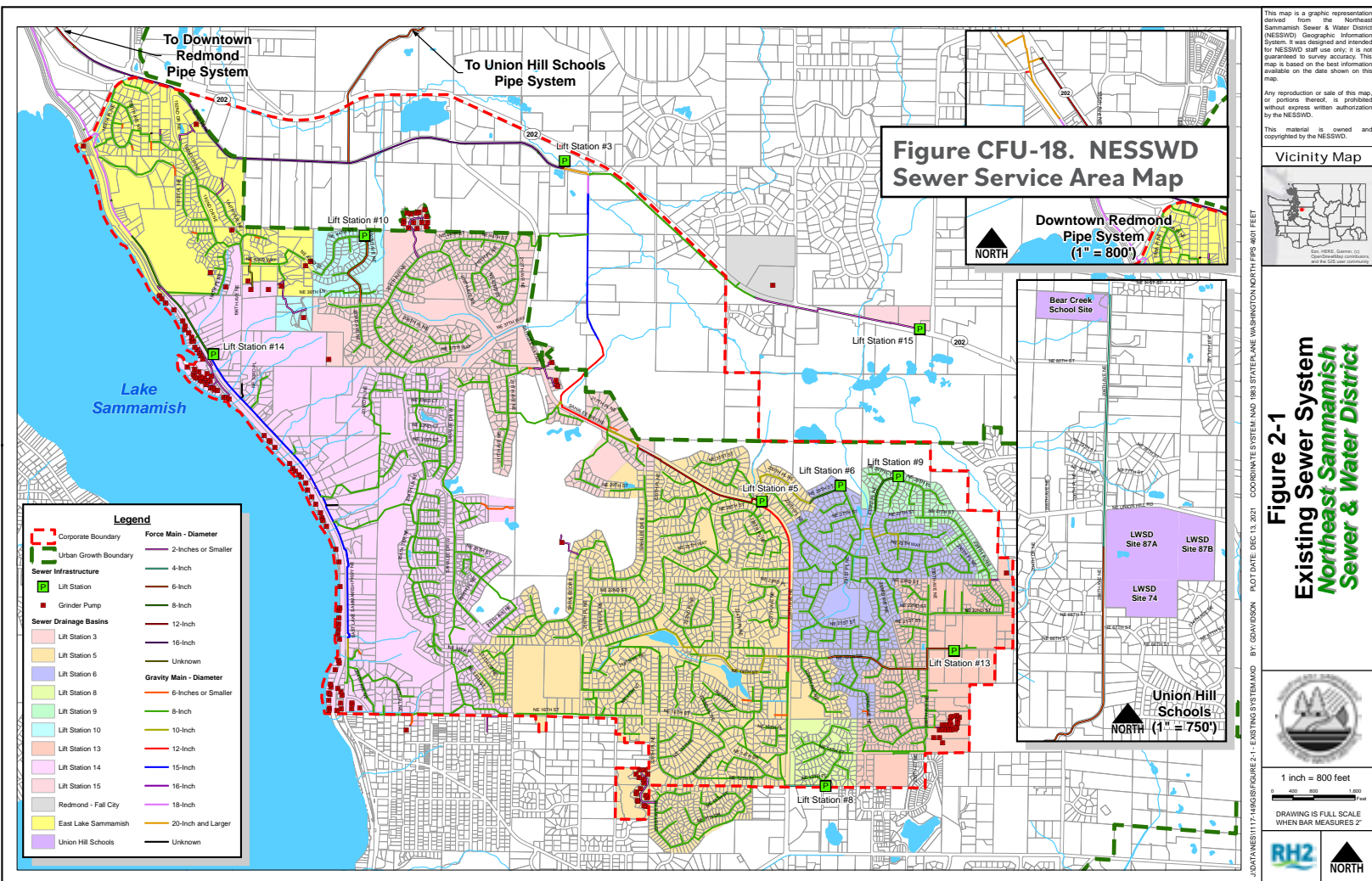
The Northeast Sammamish Water and Sewer District serves the northeast portion of the City of Sammamish, including areas along Sahalee Way NE and 228th Avenue



NE to approximately NE 12th Street. Service in this area is generally divided into two parts by the western ridge of the Sammamish Plateau. The western portion is served by gravity sewers located along East Lake Sammamish Parkway NE and, in part by a single lift station that pumps the wastewater to a gravity sewer which conveys it to the East Lake Sammamish Parkway NE. The eastern portion of the service area is served by gravity sewers and several lift stations. The sewage flows to a regional lift station, which conveys the sewage via force main along NE 50th Street and the Redmond/Fall City Highway to the Northeast Lake Sammamish Interceptor.

The southern water boundary for NESSWD is approximately at NE 20th while its southern sewer boundary is from NE 9th to NE 16th. Customers in this overlapping area receive a sewer bill from NESSWD and a water bill from SPW. This overlap exists since neither District had both water and sewer service available at the time of development. As a result, for customers to have both water and sewer connections, each District provided one of the utilities.

See Figures 5 and 6 for sewer service provider area maps in Sammamish. For more information on existing sewer facilities serving the City of Sammamish, consult the Sammamish Plateau Water and Sewer District Sewer System Plan (2022) and the Northeast Sammamish Sewer and Water District Wastewater Comprehensive Plan (2020).



## Inventory of Existing Facilities

### Samamish Plateau Water and Sewer District (Plateau Zone)

- 13 sewer collection basins, further divided into 59 subbasins
- 159 miles of gravity sewer main, with pipe diameters ranging from 6 to 60 inches
- 15 miles of force main, pipe diameters range from 1.5 to 20 inches
  - Additional 9.6 miles of low pressure force main
- 21 sewage lift stations
- Serving a population of 40,463 people, 13,445 ERUs in the City of Sammamish

### Northeast Sammamish Sewer and Water District

- 15 sewer collection basins
- 54 miles of gravity sewer main, pipe diameters range from 6 to 42 inches
- 7.4 miles of force main, pipe diameters range from 2 to 16 inches
- 9 sewage lift stations
- Serving a population of 13,400 people, 4,722 ERUs, and 2,400 acres

## Forecast of Future Needs

SPW uses different methods to forecast future capital needs based on the type of project.

Capital projects which are growth related are forecast based on the Water and Sewer Comprehensive Plans using engineering analysis of the system and hydraulic modeling.

Capital replacement projects and associated reserve funding needs are forecast through the Districts asset management program. Asset management uses engineering analysis, useful life projections, condition assessment and criticality analysis to forecast future capital replacement needs.

SPW District evaluation indicated over half of the existing deficiencies identified in the District's system are associated with the facilities along East Lake Sammamish Pkwy from Inglewood Hill Road to SE 43rd Way (Lakefront System). The Lakefront System was only designed to convey wastewater flows from the northern District sewer basins for a limited time. The original Lakefront System design, in the early 1990s, anticipated construction of the KCWTD Sammamish Plateau Diversion Ph. 1 project (SPD Ph. 1 aka Northern Diversion) before capacity of the Lakefront System was reached.

A 2016 Analysis found that the District is currently underserved from a regional perspective. King County failed to recognize the District's capacity limitations and timely construct the SPD Ph. 1. The multiple delays to the construction of the SPD Ph. 1 is causing the installation of several costly interim improvements to continue sending the northern flows south. The current schedule anticipates construction of the SPD Ph. 1 by 2030.

In addition to new KCWTD facility construction for a northern connection to the regional system, the District is working to engage King County to accept transfer of certain assets for ownership, operation and maintenance by KCWTD. These District owned transmission mains appear to comply with the eligibility requirements for King County ownership.

NESSWD has adequate sewer capacity for the build-out of the District, and does not anticipate the level of growth faced by SPW. No new major sewer facilities are necessary or anticipated. The District will continue with ongoing infrastructure maintenance and replacement.

## Capital Projects

### Sammamish Plateau Water

Figure CFU-19. Sammamish Plateau Water District Sewer Projects Overview (Source: 2024-2029 Capital Program)

#### Sammamish Plateau Water

#### Sewer Capital Improvement Program Summary (2024-2029)

Sewer Capital Projects	2024 with 2023 Carryover	2025	2026	2027	2028	2029	6-Year CIP Total
Total Sewer General Projects	\$ 648,000	\$ -	\$ 162,000	\$ 85,000	\$ 155,000	\$ 117,000	\$ 1,399,000
Total Lift Station Projects	\$ 5,474,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,474,000
Total Grinder Pump Projects	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 1,050,000
Total Sewer Mains Projects	\$ 226,000	\$ -	\$ 3,717,000	\$ -	\$ -	\$ -	\$ 3,943,000
<b>Total Sewer Projects</b>	<b>\$ 6,523,000</b>	<b>\$ 407,000</b>	<b>\$ 4,054,000</b>	<b>\$ 260,000</b>	<b>\$ 330,000</b>	<b>\$ 292,000</b>	<b>\$ 11,866,000</b>

Combined Water & Sewer Capital Projects	2024 with 2023 Carryover	2025	2026	2027	2028	2029	6-Year CIP Total
Total Combined Water and Sewer General Projects	\$ 825,000	\$ 1,348,000	\$ 100,000	\$ 145,000	\$ 100,000	\$ 100,000	\$ 2,618,000
<b>Total Combined Water and Sewer Projects</b>	<b>\$ 825,000</b>	<b>\$ 1,348,000</b>	<b>\$ 100,000</b>	<b>\$ 145,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 2,618,000</b>

### Northeast Sammamish Sewer and Water District

Figure CFU-20. Northeast Sammamish Sewer and Water District Sewer Projects List (Source: General Sewer Plan, 2022)

#### Northeast Sammamish Sewer & Water District

#### Sewer Capital Improvement Projects (2021-2027)

No.	Description	Probable Cost (2021 Dollars)	2021	2022	2023	2024	2025	2026	2027
S1	Lift Station No. 3 Improvements	\$83K		\$83K					
S2	Lift Station No. 5 Improvements	\$296K	\$24K	\$90K	\$182K				
S3	Lift Station No. 6 Improvements	\$61K				\$61K			
S4	Lift Station No. 8 Improvements	\$543K	\$40K	\$503K					
S5	Lift Station No. 10 Improvements	\$245K			\$245K				
S6	Lift Station No. 13 Improvements	\$35K				\$35K			
S7	Lift Station No. 14 Improvements	\$13K				\$13K			
S8	Lift Station No. 15 Improvements	\$53K				\$53K			
S9	Lift Station Nos. 3, 6, & 13 Soft Starters	\$48K		\$48K					
S10	Lift Station Nos. 8, 9, 10, 14, & 15 Emergency Gen	\$1111K	\$15K	\$146K	\$320K	\$216K	\$198K	\$216K	
S11	Annual Grinder Pump Replacement	\$240K		\$40K	\$40K	\$40K	\$40K	\$40K	\$40K
S12	General Sewer Plan 10-Year Update	\$5K	\$5K						
S13	Annual Replacements and Unscheduled Projects	\$690K		\$115K	\$115K	\$115K	\$115K	\$115K	\$115K
S14	Annual Unscheduled Equipment Additions	\$228K		\$38K	\$38K	\$38K	\$38K	\$38K	\$38K
S15	Lift Station No. 3 Basin Pipe & Force Main Rehab	\$620K	\$43K	\$577K					
S16	SCADA Upgrade Facilities	\$1,005K	\$20K	\$315K	\$223K	\$223K	\$112K	\$112K	
S17	SR 202 Force Main Bypass and Reroute	\$188K		\$188K					
S18	Lift Station 3 Manhole Rehabilitation	\$191K	\$9K	\$182K					
S19	Shop Loft	\$47K	\$47K						
S20	Office/Shop Emergency Generator	\$131K			\$131K				
<b>Total Estimated Probable Costs of Improvements</b>		<b>\$5,833K</b>	<b>\$203K</b>	<b>\$2,325K</b>	<b>\$974K</b>	<b>\$898K</b>	<b>\$521K</b>	<b>\$503K</b>	<b>\$409K</b>

## Funding

### Sammamish Plateau Water

Sammamish Plateau Water typically derives capital projects funding from operating revenues, capital replacement reserves, and facilities charges. Over the 2024-2029 period, SPW anticipates that these funding sources are adequate to fund all projects identified in their 2024-2029 CIP.

Figure CFU-21. Sammamish Plateau Water District Sewer Funds Summary (Source: 2024-2029 Capital Program)

#### Sammamish Plateau Water

#### Sewer Capital Improvement Funds Summary (2024-2029)

Sewer Funds	2024 with 2023 Carryover	2025	2026	2027	2028	2029	6-Year Funding Total
Sewer Operating	\$ 1,281,000	\$ 265,000	\$ 265,000	\$ 265,000	\$ 265,000	\$ 265,000	\$ 2,606,000
Sewer Capital Replacement	\$ 1,031,000	\$ 611,200	\$ 112,000	\$ 53,000	\$ 105,000	\$ 67,000	\$ 1,979,200
Sewer General Facilities	\$ 4,541,000	\$ -	\$ 3,717,000	\$ -	\$ -	\$ -	\$ 8,258,000
Sewer Local Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Sewer - District Funded</b>	<b>\$ 6,853,000</b>	<b>\$ 876,200</b>	<b>\$ 4,094,000</b>	<b>\$ 318,000</b>	<b>\$ 370,000</b>	<b>\$ 332,000</b>	<b>\$ 12,843,200</b>

### Northeast Sammamish Sewer and Water District

Northeast Sammamish Sewer and Water District expects to meet all operation and maintenance expenses and implement needed improvements, repairs, and replacements for the foreseeable future. This includes the proposed improvements for the 2020 to 2030 period and beyond.

Figure CFU-22. Northeast Sammamish Sewer and Water District Sewer Funds Summary (Source: General Sewer Plan, 2022)

#### Northeast Sammamish Sewer & Water District

#### Sewer Capital Improvement Funds Summary (2021-2027)

Sewer Funds	2021	2022	2023	2024	2025	2026	2027
Sewer Operating Fund Balance	\$4,747K	\$4,950K	\$3,724K	\$3,300K	\$3,142K	\$3,303K	\$3,532K
Sewer Construction Fund Balance	\$407K	\$705K	\$285K	\$464K	\$453K	\$533K	\$2,538K
Sewer Portion of Bond Fund Balance	\$311K	\$312K	\$315K	\$317K	\$320K	\$322K	\$324K

## Fire & Emergency Medical Response Services

Eastside Fire and Rescue (EF&R) serves the City of Sammamish with a full-range of fire suppression and emergency medical services.

### Inventory of Existing Facilities

The City of Sammamish owns the fire stations and apparatus that are operated by EF&R. The City owns 3 stations, 8 pumpers, 6 rescue and/or aid vehicles, and 4 SUVs and automobiles.

### Forecast of Future Needs

The City does not forecast needs for future capital facilities for fire and emergency medical response.

### Capital Projects

There are no capital projects for capital facilities for fire and emergency medical response.

### Funding

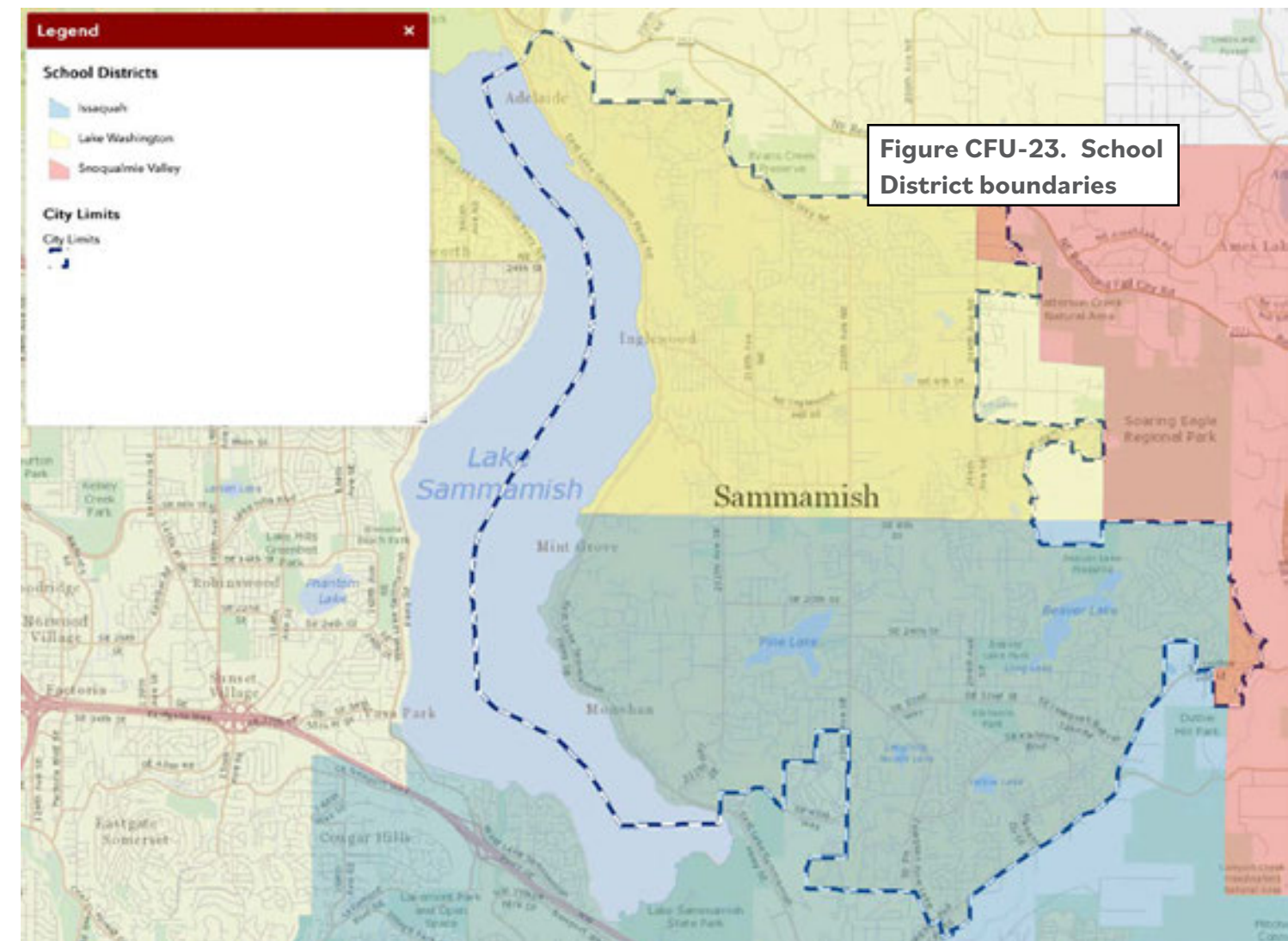
No funding is projected because there are no capital projects for fire and emergency medical response.

## Schools

The City of Sammamish is served by three separate school districts: the Lake Washington School District #414 (LWSD), the Issaquah School District #411 (ISD), and the Snoqualmie Valley School District #410 (SVSD). These districts provide public elementary, junior and high school education.

The complete Capital Facility Plans of the three school districts, as amended and adopted by the City Council, are adopted by reference in this Capital Facilities Plan Element of the City of Sammamish. Each district's complete CFP contains detailed information regarding school facility development and impact fees, including:

- Deficiencies in facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;
- Additional demands placed on existing facilities by new development; and
- Additional facility improvements required to serve new development.



## Libraries

### Inventory of Existing Facilities

The Sammamish Library is located in Sammamish Commons. The 19,500 square foot building opened in 2010, is owned by King County, and is operated by the King County Library System.

### Forecast of Future Needs

King County's 2024-2028 Capital Investment Program does not include any projects over that period for the Sammamish Library Branch.

### Capital Projects

There are no capital projects specific to the Sammamish Library Branch.

### Funding

KCLS anticipates \$45.4 million in combined expense over the 2024-2028 CIP period for capital projects in both facilities management and IT services. The CIP does not provide a forecast over that period for resources to complete these projects.

# Utilities

## Electrical Service

Puget Sound Energy (PSE) provides electrical service within the City of Sammamish. Residential customers include single family residences and some multi-family residences. Customers on commercial/retail meters include all retail stores, warehouses, office buildings, public facilities, utilities, and some multi-family developments as well.

Peak demands occur during the cold winter months, while demand in spring through fall is considerably less. The range of commercial/retail demand varies considerably more than residential demands. A large grocery store or office requires an estimated 300 to 500 KW, while residential uses generally demand between 0.5 to 10 KW.

The Sammamish area is primarily served by the following substations:

- Plateau Substation
- Sahalee Substation
- Pine Lake Substation
- Klahanie Substation

In addition, other local substations that provide back-up service include:

- Redmond Substation
- Fall City Substation
- Pickering Substation

Other facilities necessary to the provision of electric service to the area include two transmission lines. These lines are known as the Sammamish-Lake Tradition line which is a 115kV line serving the Plateau, Pine Lake and Sahalee substations, and the Sammamish- Maple Valley Transmission line which is a 230KV line that provides service to the Klahanie Substation.

Planning for electrical production and distribution is done on a regional basis. Hydropower, coal, and natural gas were PSE's top three energy sources in 2023, though wind power was the fourth largest. However, according to PSE's Integrated Resource Plan (IRP), updated in 2023, the provider does expect that there will be enough resources to meet energy demand with 100% clean energy by 2045, per the requirements outlined within the Clean Energy Transformation Act (CETA).

## Electric Vehicle Considerations

As the city of Sammamish continues to grow, the increase in electric demand will require infrastructure improvements to accommodate the increased loading and maintain reliability of the system. Additionally, as electric vehicle (EV) adoption in

Washington State increases, charging infrastructure is a great consideration for those considering purchasing zero-emission vehicles. PSE currently provides programs to Transportation Electrification Programs to reduce EV adoption barriers and boost charging infrastructure within the state. A transition to Electric Vehicles will require increased infrastructure to ensure there is a safe, reliable, and effective source of energy for charging.

The existing transmission lines are meeting the current loads. As local demand grows, additional distribution and transmission capacity will be needed to support customer needs. To meet future population demand within Sammamish, PSE anticipates the need for new infrastructure that may include distribution substations, feeder, and transmission lines to serve the increased customer load. As customers move toward increased renewable energy, local renewable energy generating resources may result in additional infrastructure required to deliver energy to the grid in a safe, effective, and reliable manner. Additionally, considering energy storage, both residential and utility scale, will have the potential of providing additional benefits for renewable energy sources and providing benefits to the community.

## Natural Gas

Puget Sound Energy supplies natural gas to several counties in the Puget Sound region, and is the provider of natural gas in the City of Sammamish. PSE purchases natural gas from a variety of sources and the natural gas is transported to Sammamish by the Williams Northwest Pipeline. Natural gas from the pipeline is reduced to 250 pounds per square inch gauge (psig) to feed high-pressure supply lines. Williams Pipeline operates 26" and 30" natural gas pipelines located within the Sammamish area.

## Telecommunication

Personal wireless services are those services that use radio waves to transmit voice and/or data using the radio frequency spectrum. Wireless companies analyze market demand and expand services in response to increased demand. Capacity of wireless facilities is based on number of facilities in an area, number of customers, and customer use, and cellular companies consider information related to demand and capacity to be proprietary information. Capacity can be expanded, however by dividing larger service areas into smaller service areas and increasing the number of channels in the service area, or through advances in technology.

## Telecommunication—Cable

Comcast, currently provides Video and High Speed Data (HSD) cable services to residential and commercial customers in the Sammamish area, including Klahanie. The type of facility that is required to provide cable service is a "fiber backbone" with a coaxial distribution system. The distribution cables are typically located on poles owned and maintained by Puget Sound Energy or they are located underground.

According to AT&T, the capacity of the current cable system in relation to the existing customer base is unlimited, and it does have the capabilities to expand cable service when needed.

## Telecommunication—Internet

Internet service can be delivered through many different means, including fiber, cable, satellite, DSL, and 5G. In Sammamish, cable internet is provided by Xfinity (Comcast) and Astound Broadband (formerly Wave), who also provides DSL and Fiber service. Quantum Fiber, CenturyLink, and Ziplly Fiber are the local fiber servicers, and Starlink, HughesNet, and Viasat all provide internet over satellite.

**Work from home:** The development and expansion of broadband internet facilities are essential to nurturing a vibrant, inclusive, and forward-thinking community, particularly for remote workers in Sammamish. In today's digital age, where working from home is rapidly increasing in popularity, broadband internet is not just a utility but a critical piece of infrastructure that enables economic growth, innovation, and access to global markets. By investing in high-speed internet facilities, Sammamish can attract and retain a diverse workforce, including remote workers who rely on robust and reliable connectivity to perform their jobs effectively. Investment in internet facilities would not only support local economic development by fostering a conducive environment for local businesses, companies, and remote workers, but also ensure that all community members, regardless of their location within Sammamish, have equal opportunities to participate in the digital economy. Moreover, high-quality broadband infrastructure enhances the community's quality of life by enabling access to educational resources, telehealth services, and remote social interactions, making Sammamish a more attractive place to live while remaining connected across the Puget Sound region and the world.

## Solid Waste

The King County Department of Natural Resources, Solid Waste Division, operates King County's transfer and disposal system comprised of a regional landfill, eight transfer stations, and two rural drop boxes for residential and non-residential self-haul customers and commercial haulers. Local hauling services in the unincorporated areas and a majority of cities are provided by private garbage collection companies which receive oversight through the Washington State Utilities and Transportation Commission (WUTC). The closest waste transfer stations to the City of Sammamish are in Kirkland at the Rose Hill (Houghton) station, and at the Factoria transfer station in Bellevue.

Currently, local haulers within the City of Sammamish operate within two service areas: Republic and Waste Management. Waste Management serves the northern portion of the City of Sammamish to north side of NE 8th Street. Republic serves customers from the south side of NE 8th Street to the city limits in all directions.

## Capital Funding Overview

Sammamish's six-year draft Capital Improvement Program (CIP) is summarized in Figure CFU-24, and includes anticipated projects for general municipal facilities, parks and recreation, transportation, and stormwater facilities.

This is the first year the City has developed a comprehensive CIP, and extensive outreach focused on soliciting priorities around capital from the community. Outreach efforts included newspaper articles, social media posts, and tabling at Farmers Markets. In total, nearly 400 responses were received, citing three main priorities in Parks and Recreation, Transportation, and Environmental Sustainability. The total estimated cost of the six-year CIP comes to \$159 million. The CIP is adopted in full via this Comprehensive Plan Update, and can be found on the City website at the following link: <https://www.sammamish.us/projects/25-26Budget>.

Figure CFU-24. Sammamish Capital Improvement Program (CIP) Expenditure Summary, 2025-2030

Fund	Budget 2025	Budget 2026	2027 (Prop)	2028 (Prop)	2029 (Prop)	20230 (Prop)	6 Year Total	Future Yrs 7-10
General Gov't Fund (301)	8,164	4,780	5,500	3,100	1,750	3,750	27,044	47,000
Parks Fund (302)	9,512	4,658	9,602	9,887	7,432	7,980	49,071	83,919
Transportation Fund (340)	8,004	5,985	2,926	4,868	2,270	3,070	27,123	68,722
Streets Fund (101)	2,211	1,711	1,594	1,595	1,585	1,587	10,283	6,388
Equipment Rental Fund (501)	169	426	1,633	451	1,023	1,543	5,244	240
IT Fund (502)	950	827	650	275	35	125	2,862	*
<b>Total Expend. Excl. SWM</b>	<b>29,010</b>	<b>18,386</b>	<b>21,904</b>	<b>20,175</b>	<b>14,095</b>	<b>18,055</b>	<b>121,627</b>	<b>206,269</b>
Surface Water Capital Fund	6,135	16,500	4,085	4,602	2,967	3,201	37,489	-
<b>Total Citywide CIP</b>	<b>35,146</b>	<b>34,886</b>	<b>25,989</b>	<b>24,777</b>	<b>17,062</b>	<b>21,256</b>	<b>159,117</b>	<b>206,269</b>

## Financing Plan

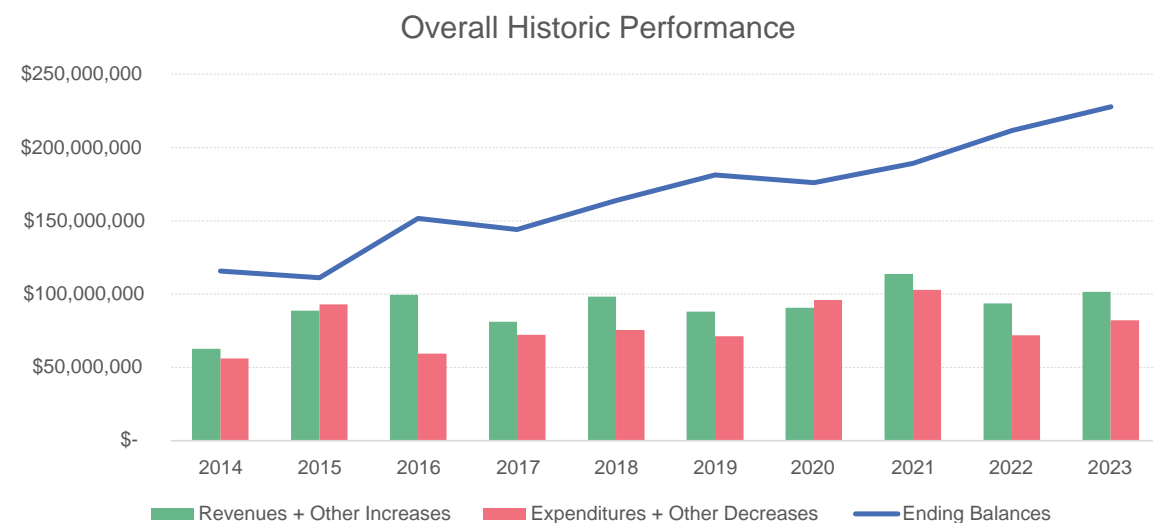
Cities planning under the GMA are required to develop a financing plan, which should demonstrate the City’s ability to fund the six-year CIP and support growth that is consistent with the Future Land Use Plan. Capital Facilities projects and maintenance are typically funded through a variety of dedicated revenue sources; monies from some sources may be used to fund any type of capital facility, while other sources such as transportation or park impact fees may only be used for specific facilities. In Sammamish, dedicated revenues fund a majority of capital facilities projects, though a significant amount of funding is collected as transfers from the City’s General Fund .

Relying on transfers-in may potentially become problematic, as this contributes to uncertainty in the availability of funds in any given year. Additionally, the flexible nature of general funds means they are much more pressured than dedicated revenues, since these funds can go towards current operations and maintenance, two necessary costs that often get prioritized ahead of capital projects. Assuming a set and predictable amount of transfers from the General Fund every year could help stabilize expectations when planning for future capital projects.

## Historic Performance

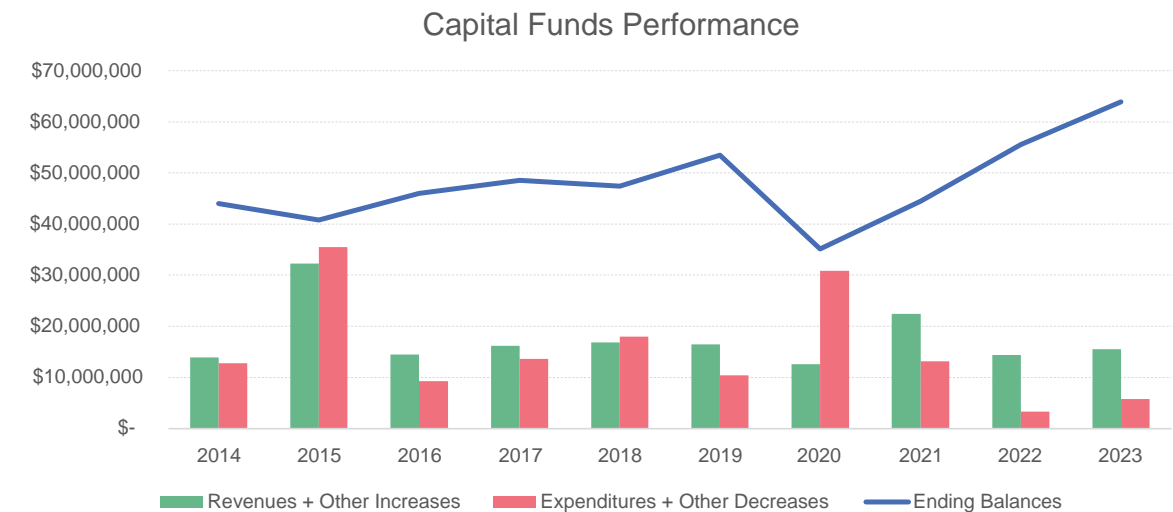
An analysis of the past 10 years of capital facilities funding (2014-2023) used data gathered from the Washington State Auditor’s Office (SAO) Financial Intelligence Tool (FIT). The goal of this analysis was to understand the various revenues supporting capital facilities projects during that time, and to identify potential trends across major capital funds, primarily the General Government CIP (Fund 301), Parks CIP (Fund 302), and Transportation COP (Fund 340).

Figure CFU-25. Historic Combined Revenues, Expenditures, and Balances of All City Funds, 2014-2023



WA State Auditor’s Office FIT, 2024

Figure CFU-26. Historic Combined Revenues, Expenditures, and Balances of Capital Funds, 2014-2023



WA State Auditor’s Office FIT, 2024

## Revenues

Figure CFU-25 summarizes historic revenues funding capital projects in Sammamish from 2014 to 2023. Dedicated revenues across this time period range from a low of \$9.4 million in 2023 to a high of \$16.4 million in 2019, thanks in part to \$4.9 million in transportation related grants from the State. In total, Sammamish saw \$128.4 million in dedicated revenues during this time.

Other increases to capital funds are primarily attributable to transfers-in, which accounted for an additional \$45.8 million that period. This accounts for over one quarter of total funding for capital projects across the three major capital funds (\$175.1 million), and therefore an average of \$4.58 million in operating transfers-in per year. Operating transfers-in should not be considered a long-term solution for capital facilities funding, and the City’s reliance on these transfers as a capital project funding source may become a limiting factor in the future.

## Expenditures

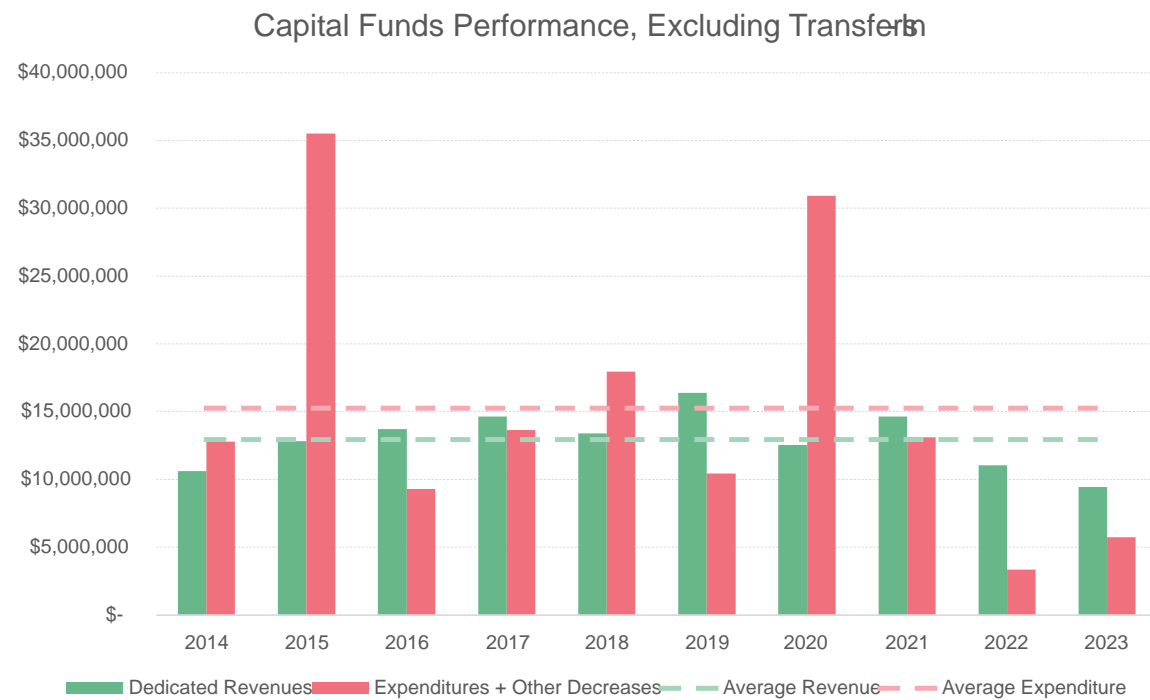
Figure CFU-26 also summarizes historic capital expenditures in Sammamish from 2014 to 2023. Somewhat uniquely, dedicated expenditures only account for \$56,000 in spending, and all other Capital Expenditures are classified as “Other Decreases” in the FIT data. Regardless, capital projects spending ranged from a low of \$3.3 million in 2022 to a high of \$30.4 million in 2020, primarily attributable to \$26.4 million spent on major improvements to SE 4th St. In total, \$152.7 million was spent on capital projects during this period.

Similar to revenues, some capital expenditures are attributed to transfers-out and depreciation. This amount totals \$12.2 million, averaging \$1.2 million per year during this same time.

## Net Performance

Revenues, investments, and other funding totaled \$129.3 million over the 2014-2023 time period when excluding transfers-in. While the use of transfers-in from the General Fund helps to boost the amount of money available for capital facilities projects, as indicated by the above trends, expenditures have overall exceeded revenues over the historic period studied. This pattern is echoed in the City’s draft CIP and its reliance on the General Fund to close the gap on capital facilities projects. Figure CFU-27 shows the City’s historic revenues and expenditures, excluding transfers-in from the General Fund, and illustrates how dedicated capital fund revenues on average have lagged behind expenditures.

Figure CFU-27. City Capital Funds Revenues vs Expenditures, Excl. Transfers-In, 2014-2023



WA State Auditor’s Office FIT, 2024

## Future Anticipated Resources

The City’s draft CIP anticipates a total of \$103.2 million in resources across its three major funds, General Government, Parks, and Transportation, over the 2025-2030 period. However, this includes \$9.3 million in transfers from the General Fund to the Parks CIP, and \$22.7 million in transfers from the General Fund to the General Government CIP. Because the General Government CIP does not have any dedicated revenue streams (with the exception of possible interest income on existing fund balances), operating transfers become a requirement in order to finance projects. When the General Fund sees pressure, this can strain the City’s ability to complete projects associated with the General Government CIP.

Across the three major funds, there are a total of \$109.2 million allocated towards capital expenditures. While this exceeds the total resources anticipated, funds do have existing balances that can be drawn from, in addition to \$32 million in transfers-in from the General Fund.

## Financial Capacity

Because financing these capital projects relies so heavily on the General Fund, capital spending must be contextualized within Sammamish’s broad financial picture. City expenditures outside capital projects also place strains on the General Fund, the cumulative effect of which means that the General Fund may not have enough funds to give. If the General Fund transfers money to fund capital projects as indicated, and if additional revenue sources are not identified, the Fund’s balance will be fully depleted some time in 2027.

It is for this reason that operating transfers should not be relied upon for long-term capital projects funding. As such, it is imperative that the City consider new funding and financing sources that can be dedicated to capital facilities, to ensure it can meet its six-year CIP priorities as required under GMA. Several changes could be made to generate additional revenues, including bonds, levy lid lifts, and pursuing grants or other one-time revenue sources. The City may also establish debt to fund these projects, a relatively unexplored option as Sammamish currently does not utilize debt to this capacity. Future finance and funding options are explored in greater detail below.

Beyond financing and funding options, the City always has the option to reprioritize its CIPs based on revised LOS standards, to lower the funding need for the overall projects. Otherwise, if the City cannot provide adequate funding for the CIP to support new growth, the City’s land use plan must be revisited. Depending on the need for capital facilities to support population growth consistent with the land use plan, the amount the City might be able to reduce its project need varies. It is important to note that the City’s CIPs are already strategically and financially prioritized, as there are many more projects identified than can be feasibly funded over the next six years. In this way, additional prioritization can put pressure on the City to meet greater needs in the future. Some projects could also be moved from the six-year CIP to the twenty-year capital project list.

## Finance Options

### Limited Tax General Obligation (LTGO) Bonds - (Non-voted)

Limited tax general obligation bonds (LTGO), also referred to in Washington State as “councilmanic” bonds, do not require voter approval and are payable from the issuer’s general fund and other legally available revenue sources. LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources. The Washington State Constitution limits non-voted municipal indebtedness to an amount not to exceed 1.5% of the actual assessed valuation within the City.

### Considerations

- LTGO bonds be passed by councilmanic ordinance.
- Bond capacity is substantial but limited.
- Utilizing too much of the City’s bond capacity at one time will impact its ability to respond to future funding challenges, and affect the City’s credit rating.
- As a form of debt, the cost of interest on LTGO bonds will increase project costs over the long term.

### Unlimited Tax General Obligation (UTGO) Bonds – (Voted)

UTGO bonds are both a financing and funding source as their issuance includes the levy of an additional tax to repay them. These bonds require 60% voter approval and may only be used for capital purposes. When residents of a city vote for a bond issue, they are being asked to approve: (a) the issuance of a fixed amount of general obligation bonds and (b) the levy of an additional tax to repay the bonds, unlimited as to rate or amount. Once voter approval is obtained, a municipal corporation is still restricted by constitutional and statutory debt limits with these bonds. The statutory debt limits on this type of debt is 7.5% of the assessed value of property inclusive of any LTGO (non-voted) debt.

### Considerations

- UTGO bonds must be passed by 60% in an election. Thus, these bonds would be most effective for discrete capital projects, not for general funding.
- As a form of debt, the cost of interest on UTGO bonds will increase project costs over the long term.
- UTGO bonds are both a financing and funding mechanism, in that the bond measure includes the levying of an additional tax to repay the bonds.

## Funding Options

### Grants and One-Time Revenue Sources

Current assumptions do not anticipate grant funding for projects. The City has received grant funding from the state DOT and other sources in the past, and is likely to continue to pursue the use of grants in the future.

### Considerations

- Grant awards are inherently uncertain, as exact future funding dates or award amounts is often unknown.

- When determining impact fees, contributions from grants or other one-time funding sources are deducted to ensure that new development is only charged for its proportional share of costs, i.e., if a public project was partially funded by grants, only the unfunded portion would factor into the impact fee calculation.

### Enterprise Funds

A portion of the capital facilities needs in the CIP are related to the City’s stormwater utility. These utility services are operated like a private business, where fees are set at a level that allows the City to meet both its operating and capital needs through user charges. Increasing rates is an option for the City to generate additional revenues for stormwater capital facilities.

### Considerations

- Impact on utility rates if this alternative is pursued.

### Levy Lid Lift

As per RCW 84.55.050, the only way for Washington cities without banked capacity to increase property taxes by more than one percent is to do a levy lid lift. This occurs when taxing jurisdictions with a tax rate less than their statutory maximum rate ask voters to increase their tax rate to an amount equal to or less than the statutory maximum rate, effectively lifting the lid on the levy rate.

### Considerations

- Levy lid lifts are authorized through public vote, which requires a simple majority to pass. It is unknown whether there is political will to pass such a vote for capital facility funding in Sammamish.

### Additional General Fund Revenues

The City could generate additional general fund revenues to fund capital facilities improvements. This could be accomplished by reexamining existing taxes and fees, including utility taxes.

### Considerations

- General fund revenues may not be available year over year, as other more current needs tend to compete with future capital project funding. Shifting to a dedicated source of capital project funds, particularly for the 301 Fund, could possible be a more stable long-term solution.
- These taxes and fees can be reexamined, and increased, through council action.

## **Business and Occupation (B&O) Tax**

A B&O tax is levied on businesses operating in or with a physical presence in the City, as described in Chapter 82.04 RCW. The tax can be levied three ways:

- Percentage of gross business income (GBI)
- Per employee tax
- Per square foot tax

### **Considerations**

In the long term, a B&O tax combined with an effective Economic Development Plan and partnership with local entrepreneurs could generate significant revenues to support this facilities plan.

- Local B&O taxes require significant administration and enforcement.

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# Climate Change & Resilience

Volume II



## Background Information

The following documents referenced or included in this volume constitute the background information used to inform Volume I of the Comprehensive Plan Update.

## External References

### Climate Action Plan

The Climate Action Plan (CAP) was adopted by the City in late 2023, and aims to address the multifaceted challenges of climate change, complement broader regional, state, and federal efforts, and provide actionable means for the City to reduce greenhouse gas emissions and per capita Vehicle Miles Traveled.

The CAP can be reviewed on the [City website](#).