

TOWN CENTER PLAN & CODE AMENDMENT

DRAFT SEIS

DRAFT DATE
JUNE 2025

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0. Fact Sheet

Draft Supplemental Environmental Impact Statement (SEIS)

Project Name

Sammamish Town Center Plan & Code Amendment

Date of Issue of Draft SEIS

March 26, 2025

Project Proponent

City of Sammamish

State Environmental Policy Act (SEPA) Lead Agency

City of Sammamish; Sammamish, Washington

SEPA Responsible Official

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Location of Background Materials

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

Proposed Action

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

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

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

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

Planning Area

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

Figure 1. Town Center Boundaries



City of Sammamish and Framework, 2025

Permits, Licenses, and Approvals Likely Required for Proposal

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

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

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

Public Comments on the Draft SEIS and Planned Action Ordinance

Written Comments

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

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Phone: (425) 295-0500

Verbal Comments

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

Document Availability

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

www.sammamish.us/TCAmendment.

List of Preparers

Framework

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1. Summary

1.1 Introduction

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

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

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

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

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

1.2 Background

Regional Context

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

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

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

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

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

2024 Comprehensive Plan Update

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

Draft Town Center Plan Update

Regulatory Context

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

GMA

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

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

PSRC VISION 2050

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

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

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

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

City of Sammamish Plans

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

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

1.3 Town Center Plan Update Process

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

Outreach Information

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

Public Meetings

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

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

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

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

Stakeholder Presentations, Meetings, and Workshops

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

Community Events

- Town Center Open House - February 28, 2024 [\[link\]](#)

1.4 SEPA Process and Public Comment

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

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

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

Supplemental EIS

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

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

- Land Use
- Transportation

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

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

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

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

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

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

Scoping

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

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

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

- Land Use
- Transportation

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

For more information on the SEPA Scoping process see [Appendix 5](#).

Draft SEIS

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

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

Public Comment

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

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

Information on comment submittal can be found in the [Fact Sheet](#) at the beginning of this document.

Final SEIS

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

Planned Action Ordinance

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

1.5 Impacts

Summary of Impacts and Potential Mitigation Measures

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

Land Use

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

Transportation

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

Significant Unavoidable Adverse Impacts

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

Land Use

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

Transportation

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

2. Alternatives Overview

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

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

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

Table 1. Alternative Summary Table

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

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

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

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

No Action Alternative

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

Land Use

Highlights of the No Action Alternative

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

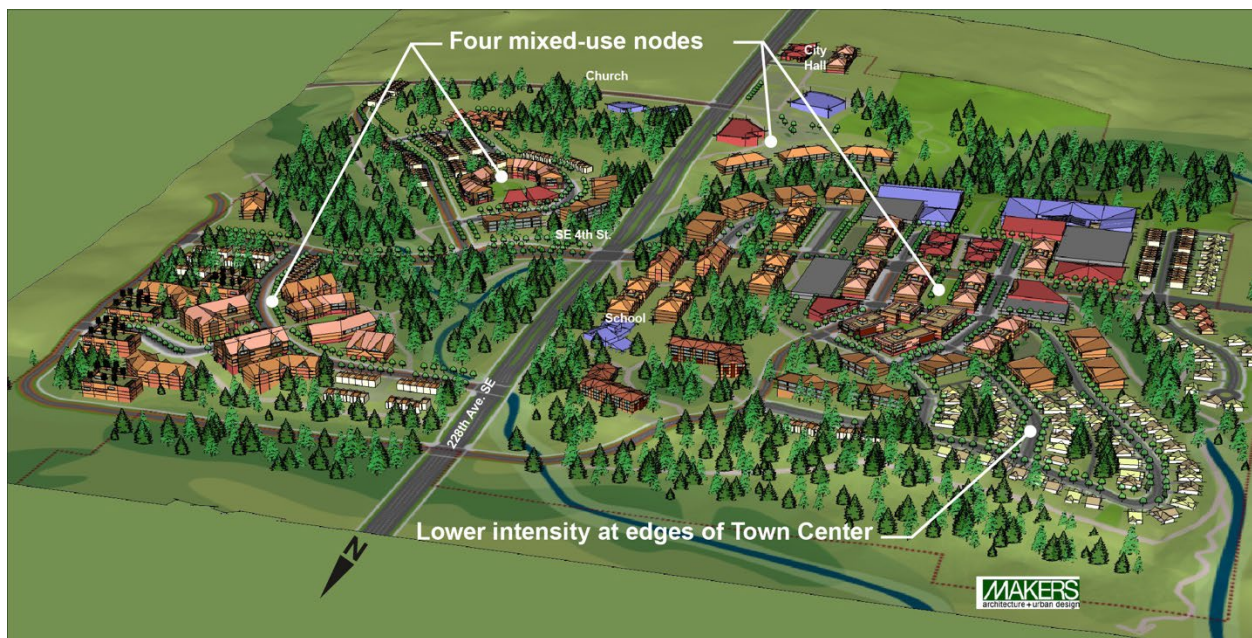
Summary Analysis of the No Action Alternative

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

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

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

Figure 2. 2008 Town Center Plan Anticipated Land Use Pattern



City of Sammamish and Makers Architecture, 2008

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

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

Transportation

Highlights of the No Action Alternative

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

Summary Analysis of the No Action Alternative

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

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

No Action Alternative Key Takeaways

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

Action Alternative

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

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

Land Use

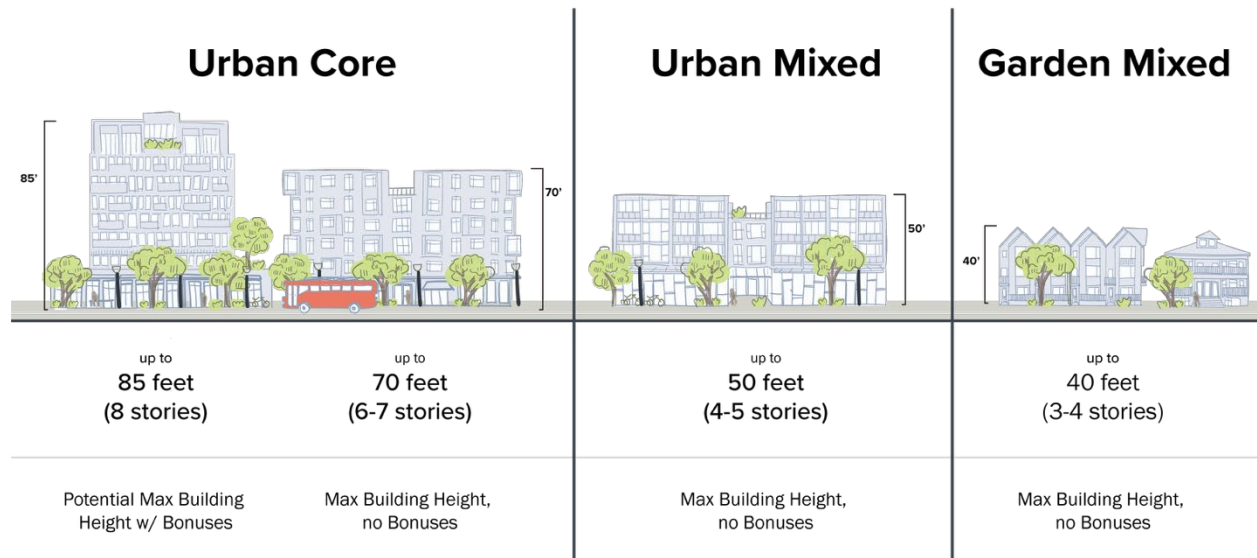
Highlights of the Action Alternative

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

Summary Analysis of the Action Alternative

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

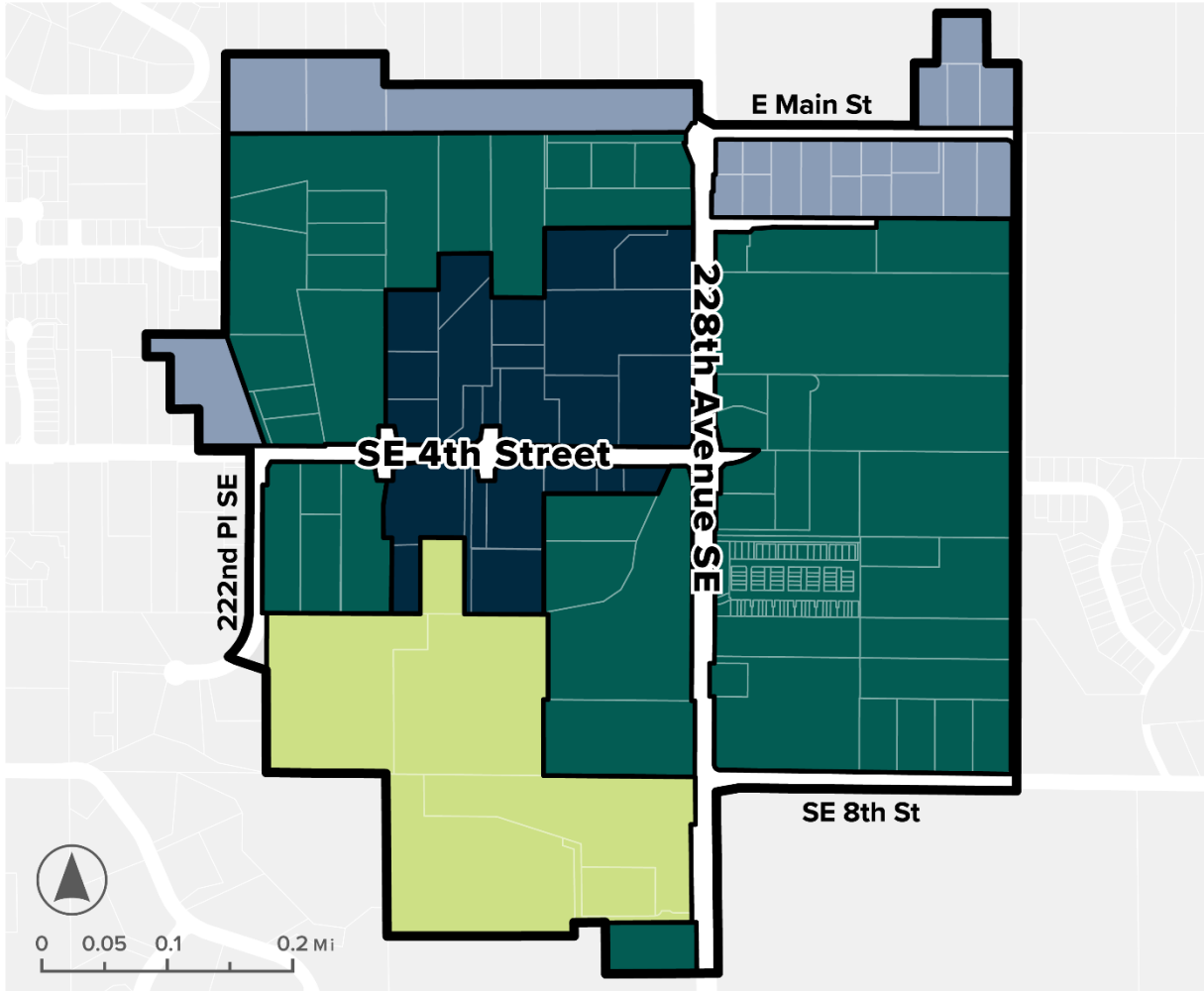
Figure 3. Action Alternative Proposed Land Use Transect



City of Sammamish and Framework, 2025

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

Figure 4. Proposed Regulating Districts in Town Center



Regulating Plan

Proposed Districts



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

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

Transportation

Highlights of the Action Alternative

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

Summary Analysis of the Action Alternative

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

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

Action Alternative Key Takeaways

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

3. Land Use

3.1. Overview

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

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

3.2 Affected Environment

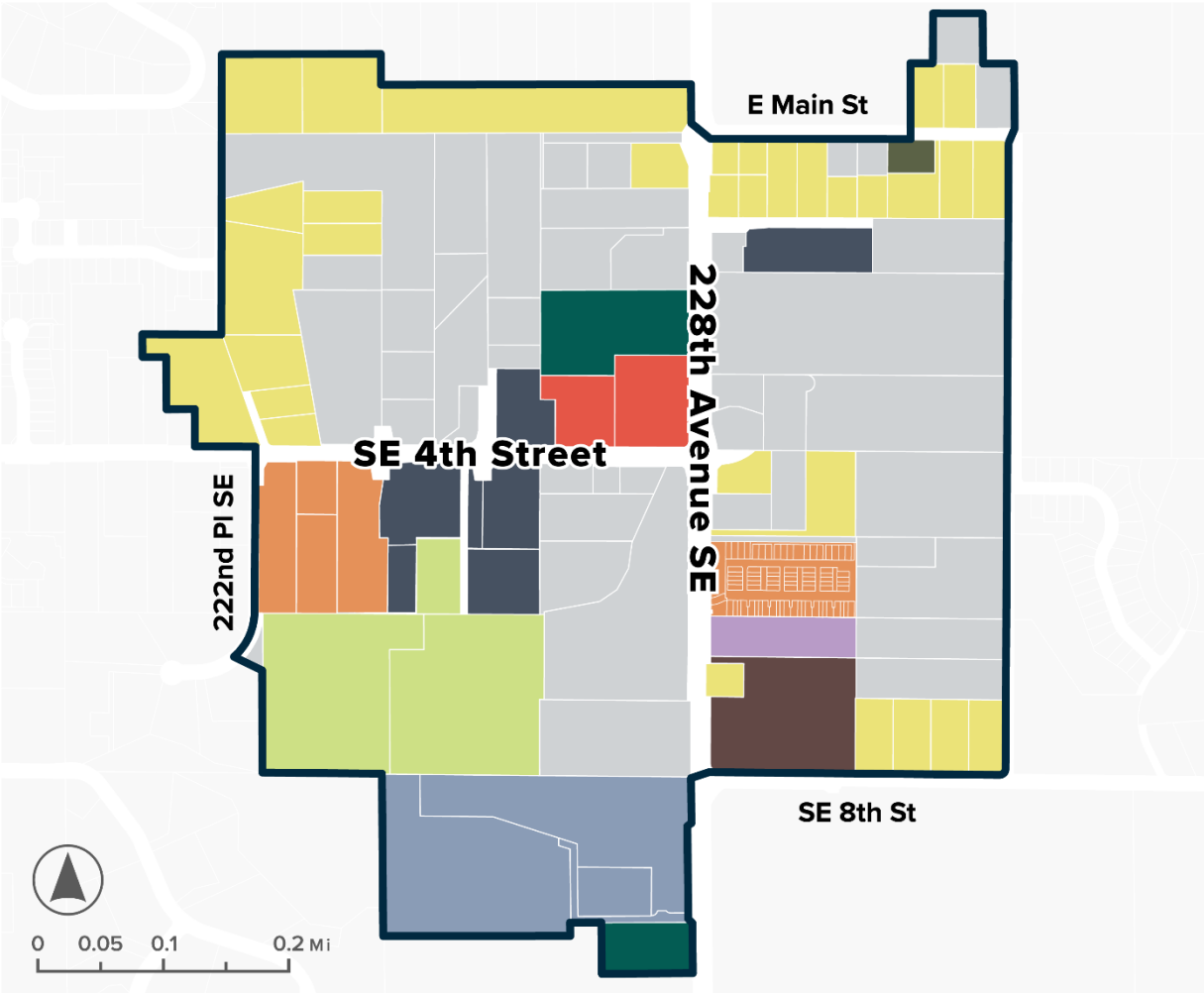
Land Uses Within Town Center

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

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












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

Figure 5. Existing and Expected Land Use



Existing & Anticipated Land Use

Town Center

 Church	 Public Park	 Senior Assisted Living	 Utility
 Government Service	 Retail (incl. Medical)	 Single Family	 Vacant
 Mixed-Use / Multi-Family Residential	 School	 Townhouse	

City of Sammamish and Framework, 2025

Adjacent Uses

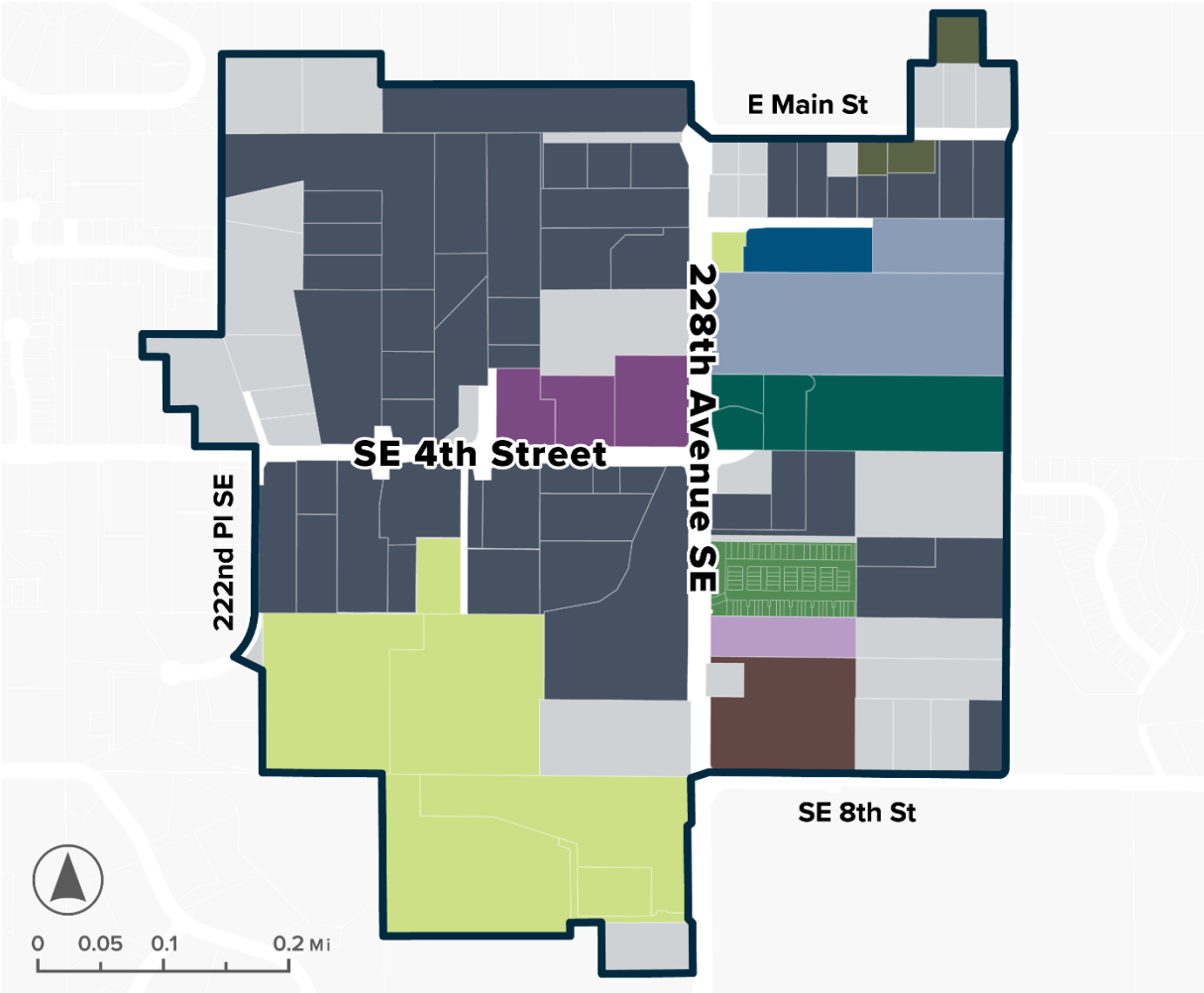
Beyond Town Center's eastern boundary lie institutional campuses such as Eastside Catholic School, while to the west and southwest, single-family subdivisions and Mary Queen of Peace Church anchor lower-density residential neighborhoods. These adjacencies highlight the importance of thoughtful transitions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

Ownership Patterns

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











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

Figure 6. Town Center Ownership



Ownership

Town Center

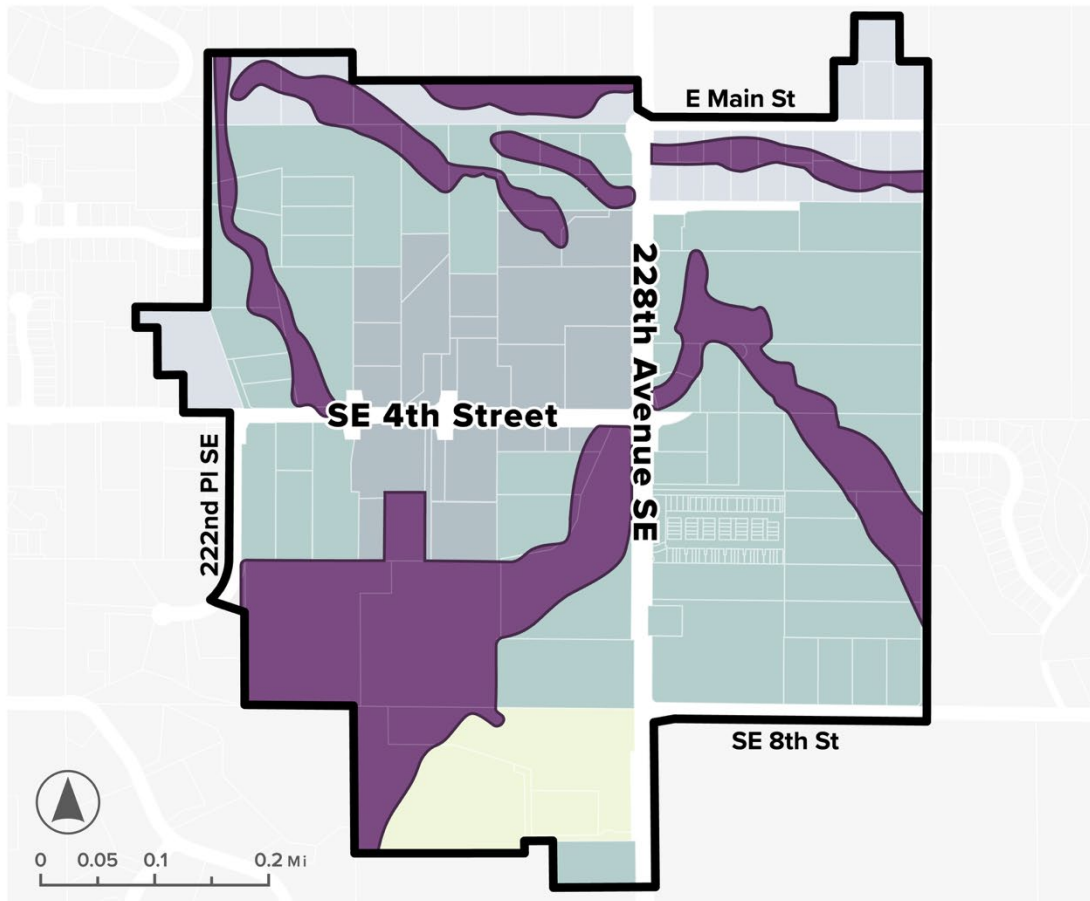
 Aegis	 Sammamish Townhomes	 SAMM Apartments	 STCA
 City of Sammamish	 Lake WA School District	 Sammamish Hills Lutheran Church	 Sammamish Village
 Eastside Catholic	 Private	 Sammamish Plateau WSD	

City of Sammamish and Framework, 2024

Development Constraints

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

Figure 7. Site Constraints in Town Center



Potential Constraints

Town Center

- Constrained Areas, including:**
- Wetlands
 - Buffers
 - Steep Slopes
 - Parks

Proposed Districts

- Urban Core
- Urban Mixed
- Garden Mixed
- Civic

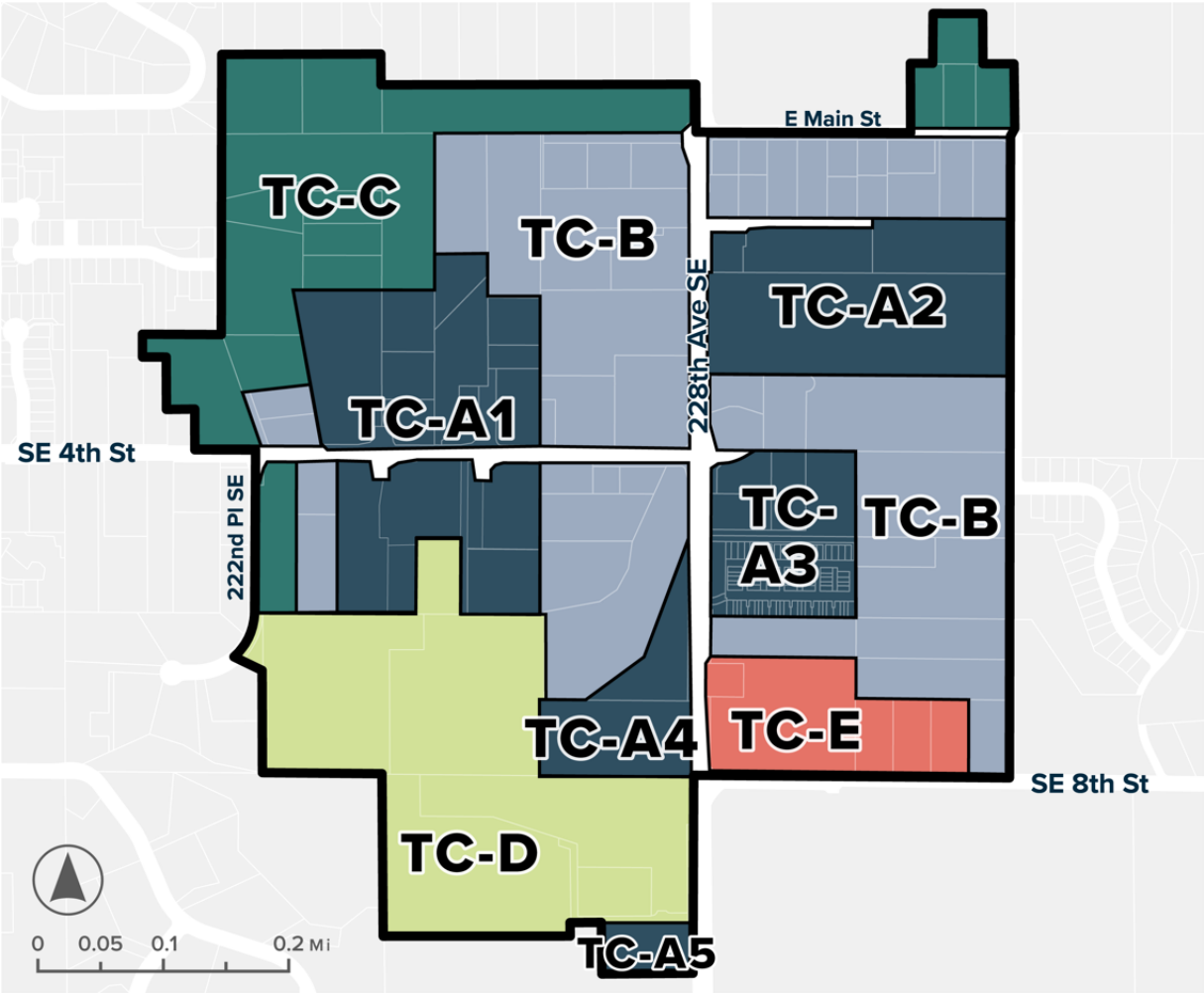
Alterations to wetlands and wetland buffers are substantially constrained in SMC Chapter 21.03, Environment & Sustainability, and other applicable state and federal regulations. The wetlands are associated with streams that cross through or pass near the Town Center. Although bridging and altering wetlands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

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

Land Capacity Analysis

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

Figure 8. Existing Town Center Zoning Map



Current Zoning
Town Center



Table 2. Existing and Planned Development by Zone

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

City of Sammamish and Framework, 2025

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

² Sleeping Units

Updated Land Capacity Need

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

Aesthetics

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

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

3.3 Impacts

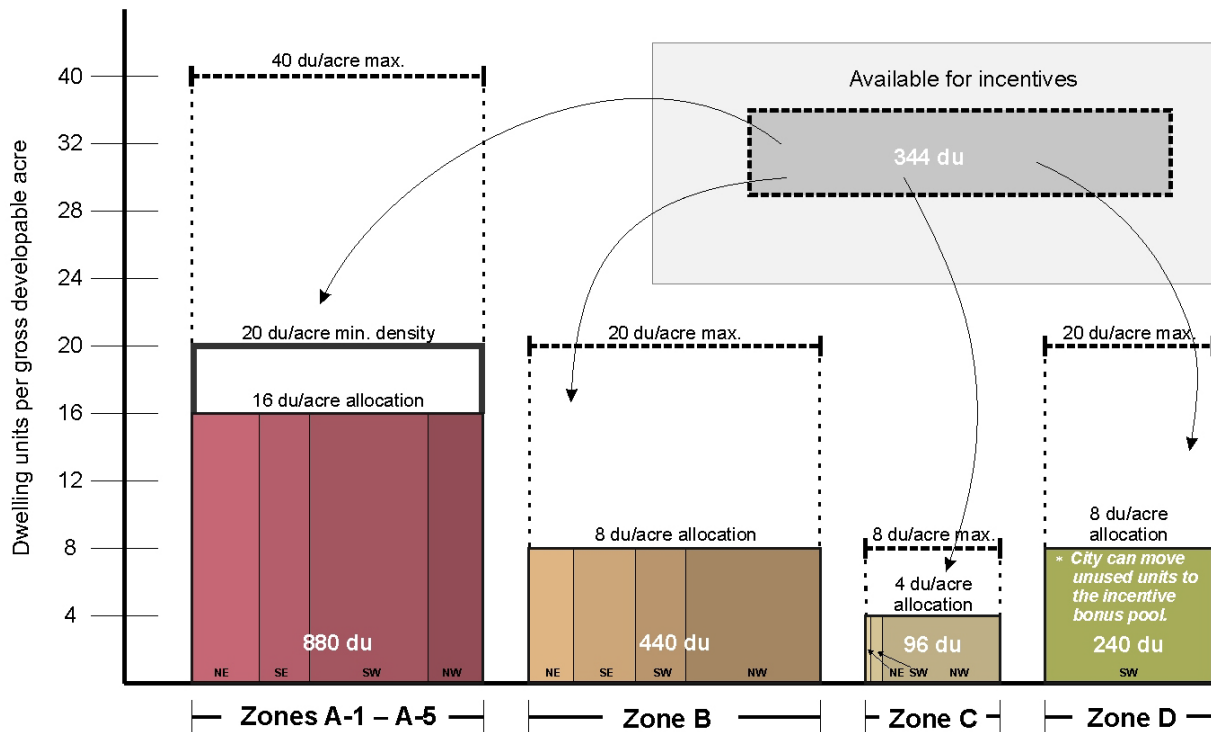
Impacts of the No Action Alternative

Land Use and Policies

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

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

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



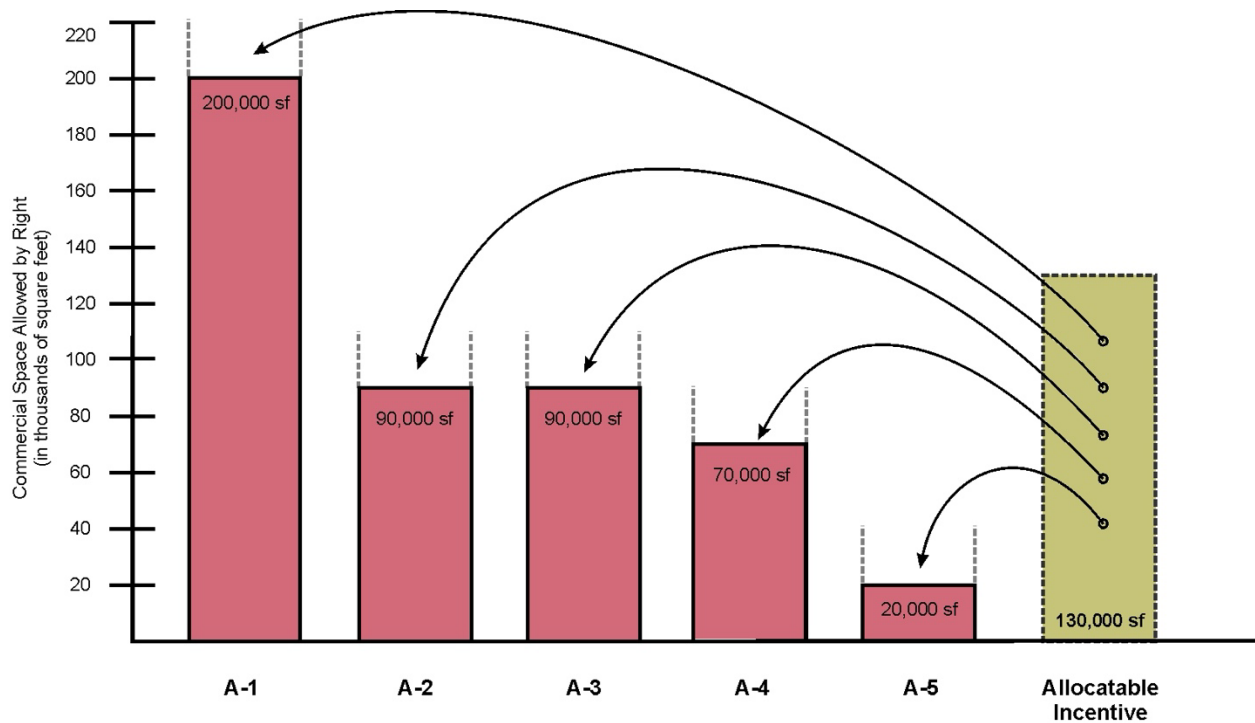
City of Sammamish, 2008, update. 2020

Figure 10. Residential Standards by Zone

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

City of Sammamish and Framework, 2025

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



City of Sammamish, 2008, updt. 2020

Figure 12. Commercial Building Area Limits by Zone

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

City of Sammamish and Framework, 2025

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

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

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

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

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

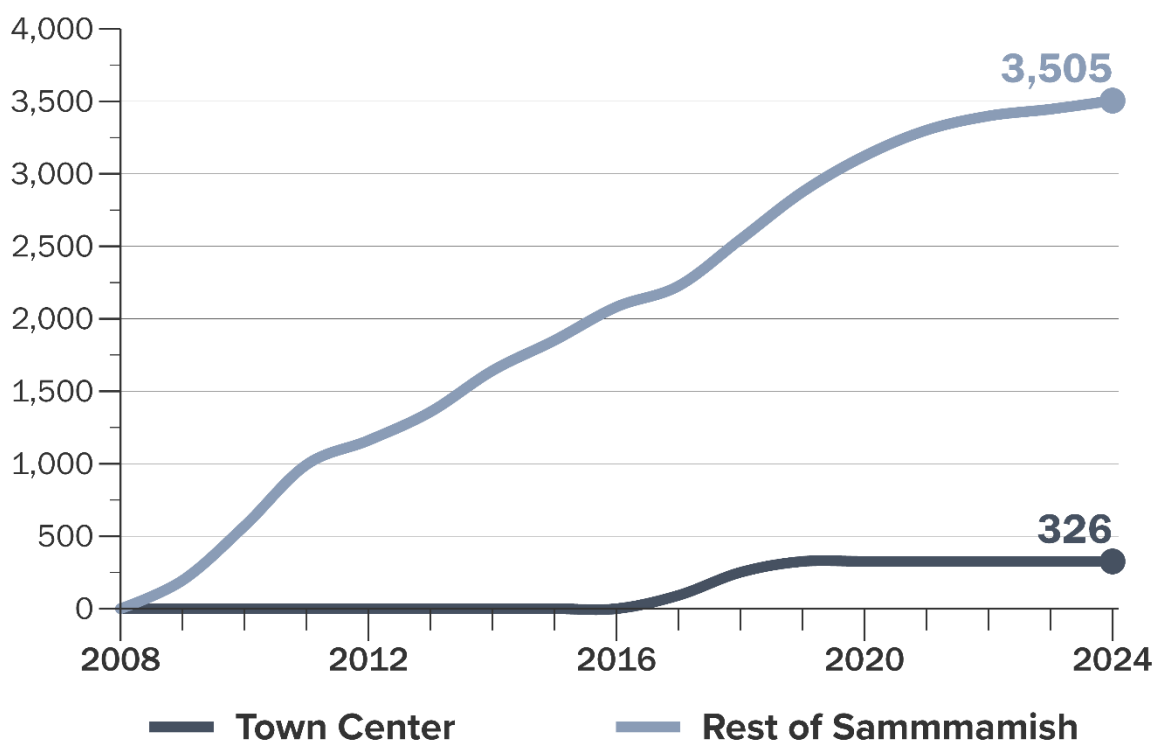
Housing

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

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

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

Figure 13. Housing Unit Production in Sammamish



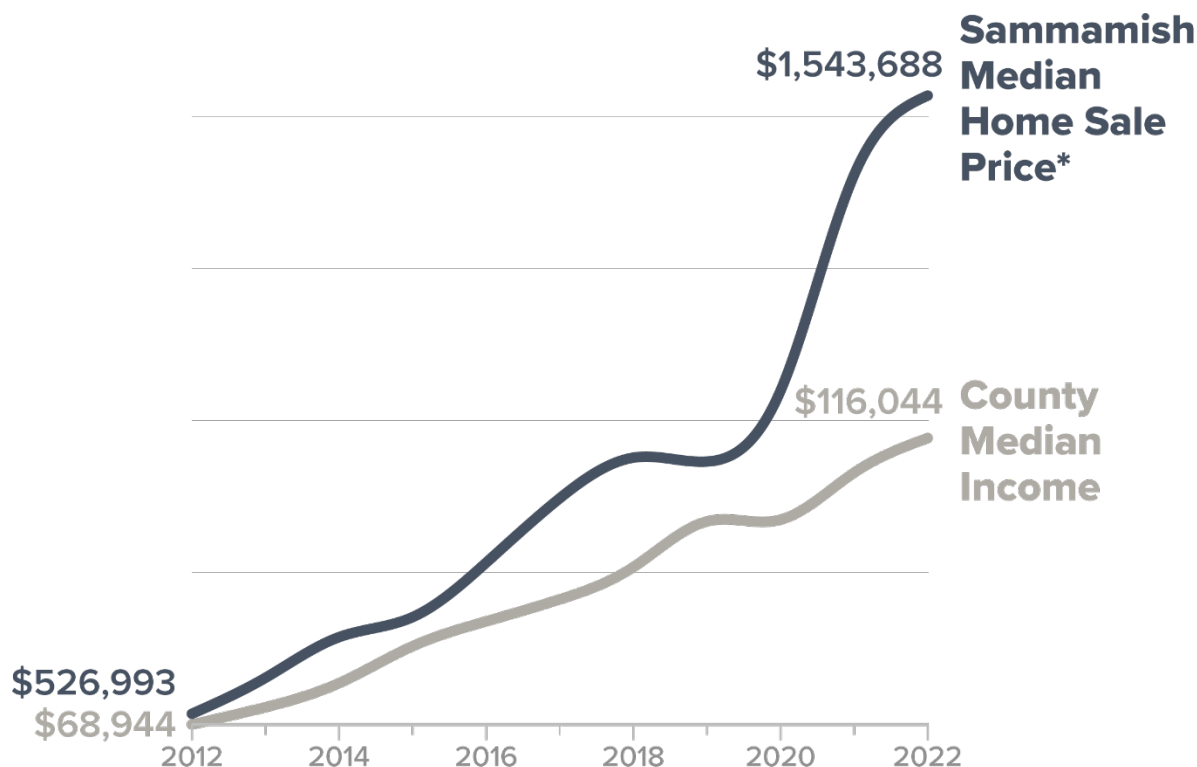
Washington State Office of Financial Management Population and Housing Estimates, 2008-2024 Framework, 2025

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

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

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

Figure 14. Median Home Sales Prices vs Median Income



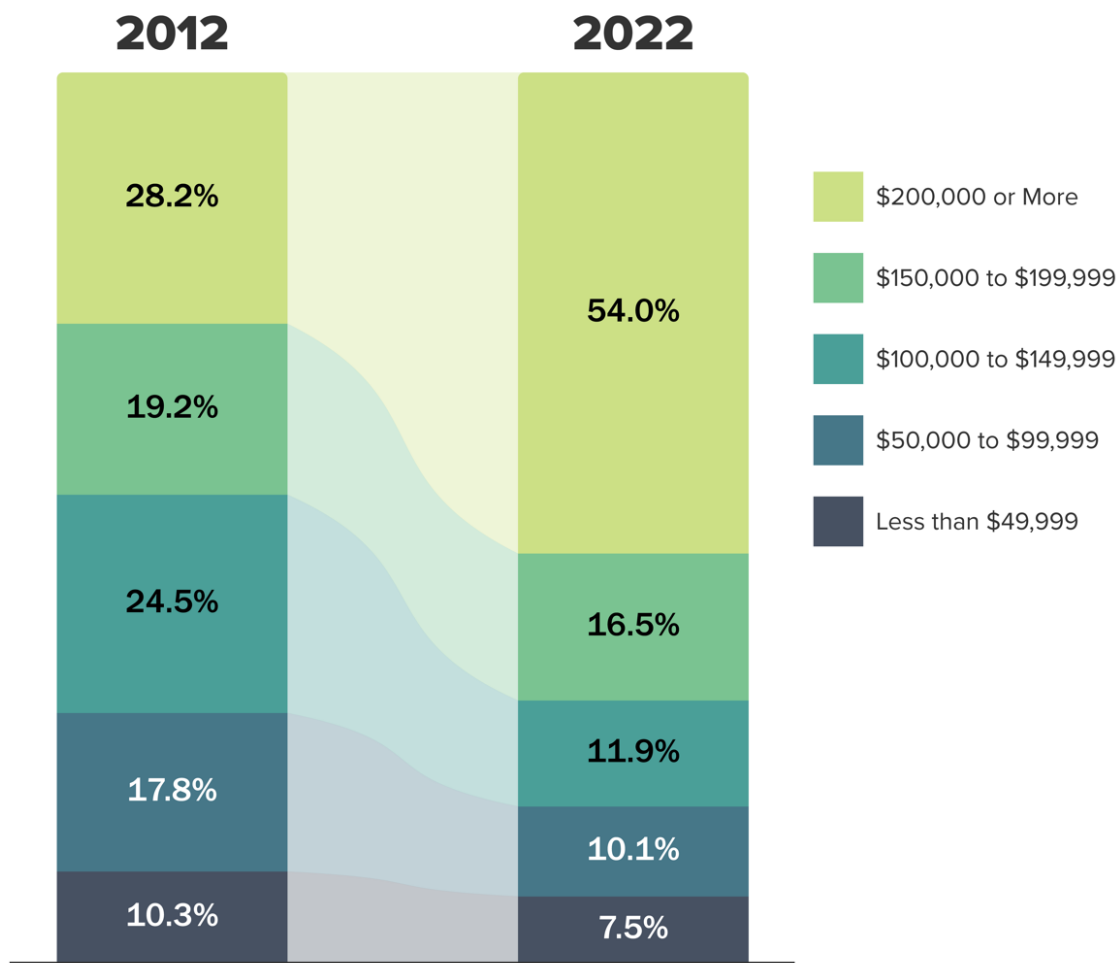
Redfin, 2025; US Census ACS 5-Year Estimates, 2018-2022
Framework, 2025

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

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

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

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



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

Housing Production in Town Center

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

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

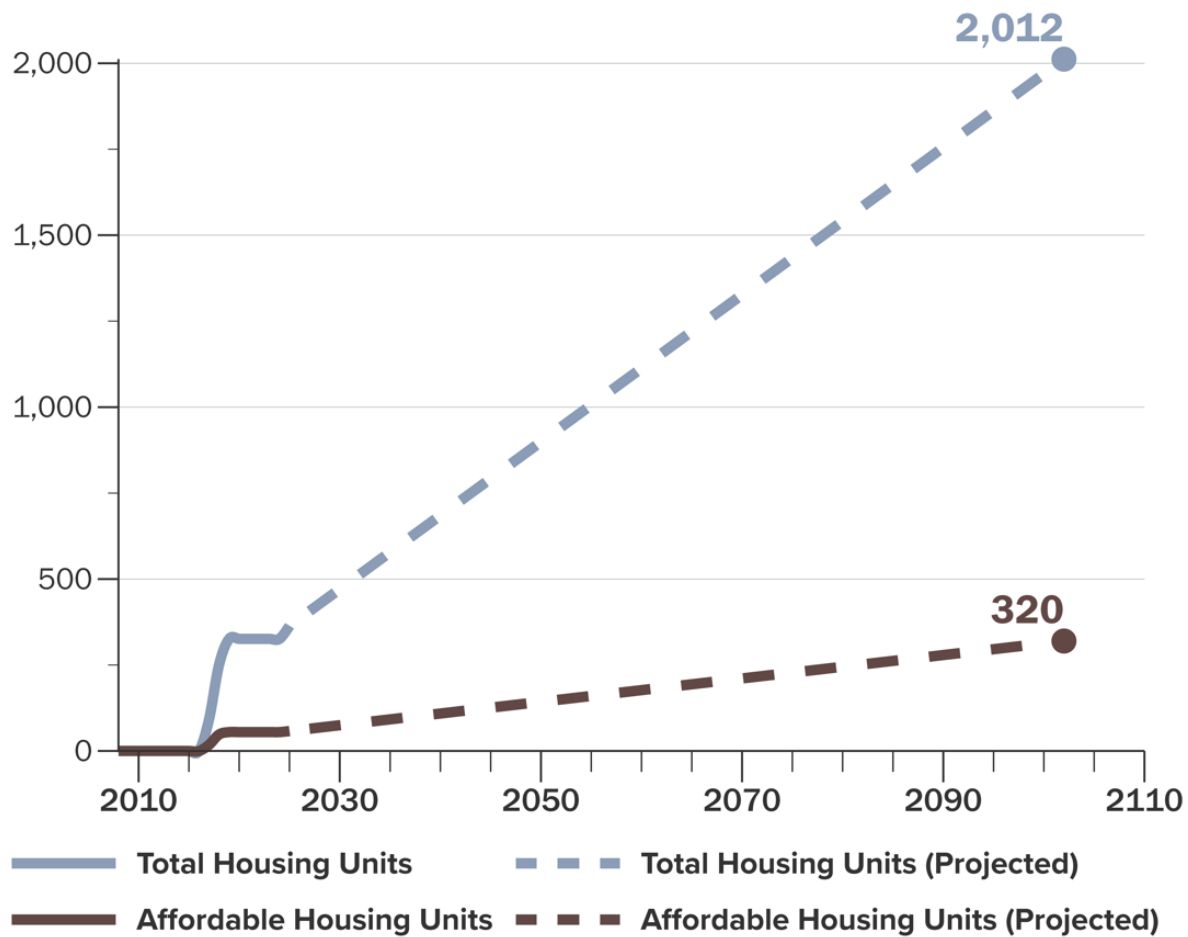
Table 3. Town Center Market Rate and Affordable Housing Production

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

City of Sammamish and Framework, 2025

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

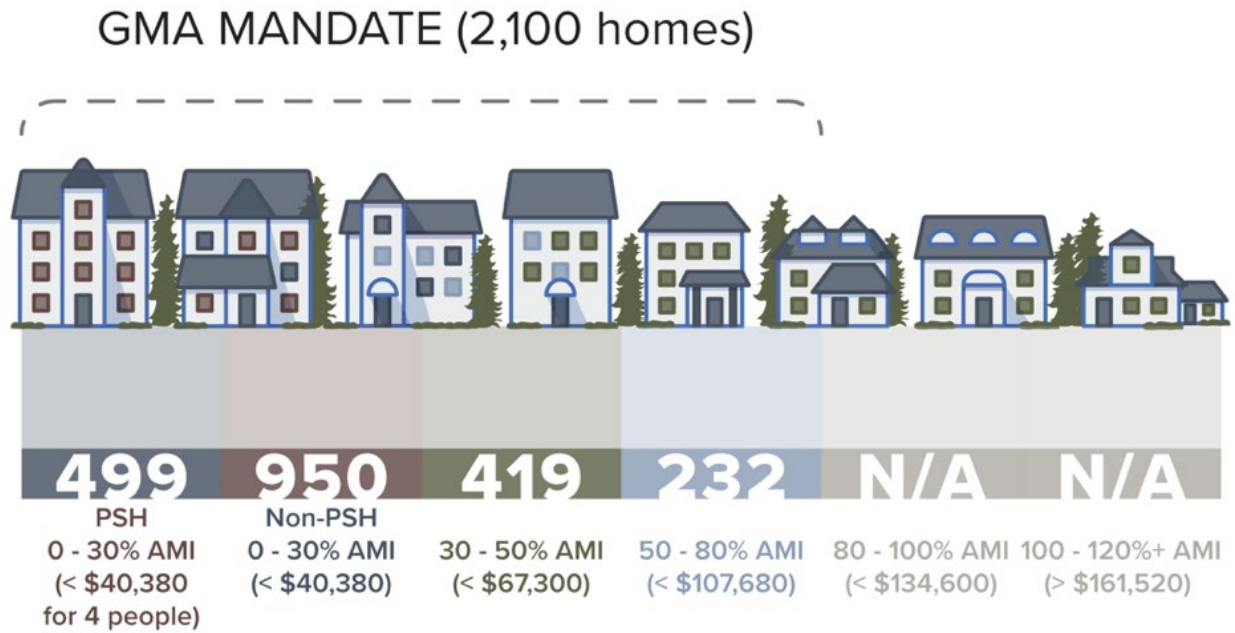
Figure 16. Town Center Linear Housing Projection



City of Sammamish and Framework, 2025

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

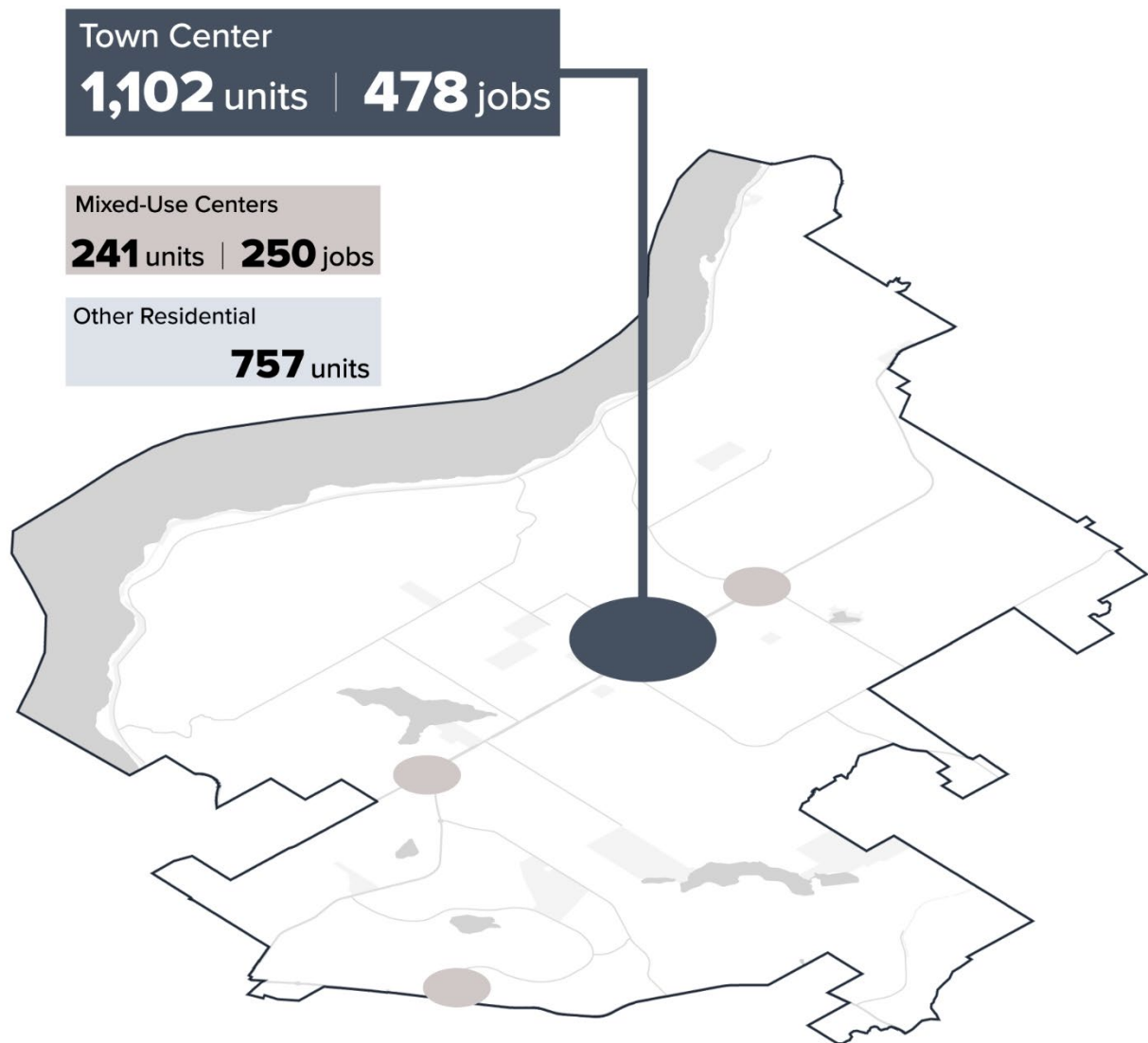
Figure 17. GMA / King County Housing Allocation for Sammamish³



City of Sammamish and Framework, 2025

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

Figure 18. Affordable Housing Growth, 2044 Anticipated Distribution

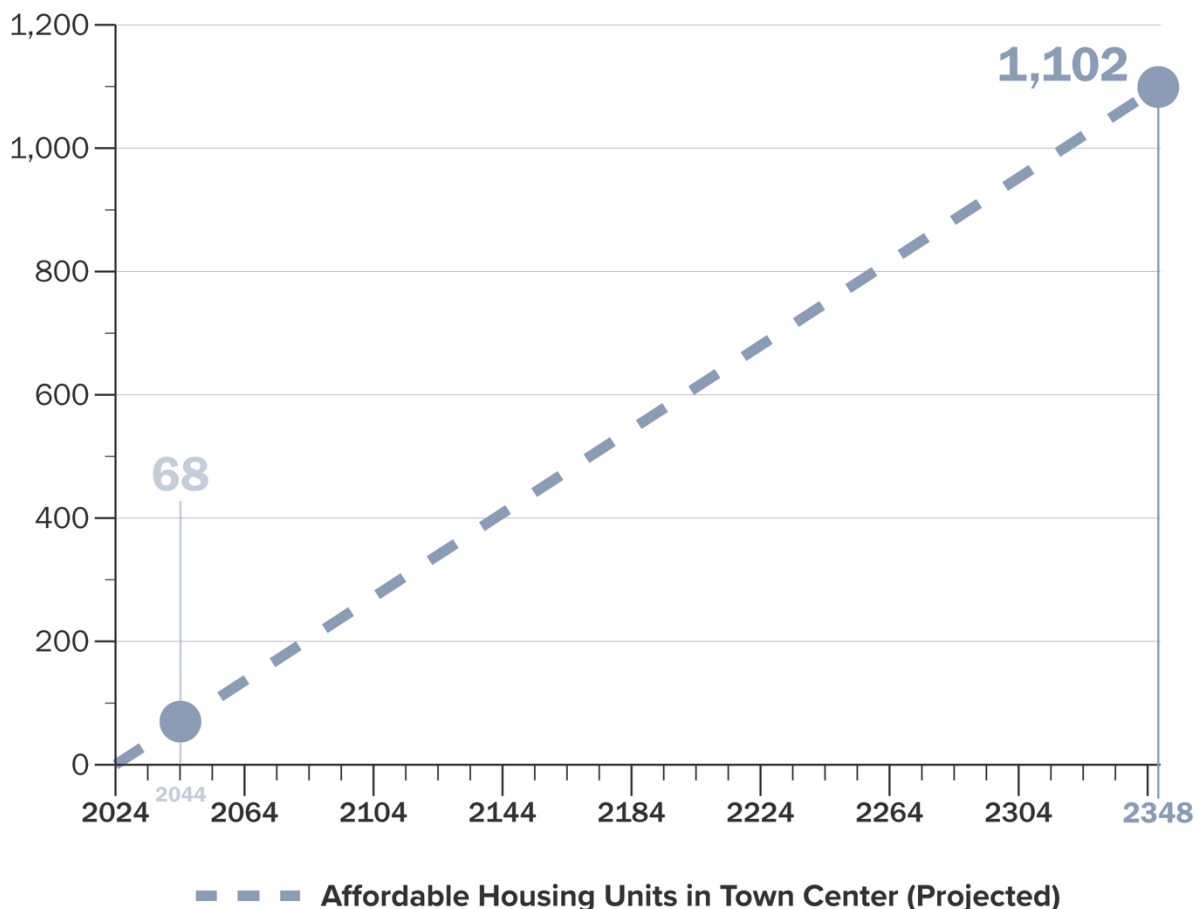


City of Sammamish and Framework, 2025

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

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

Figure 19. Town Center Affordable Housing Projection



City of Sammamish and Framework, 2025

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

Aesthetics

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

Impacts of the Action Alternative

Land Use and Policies

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

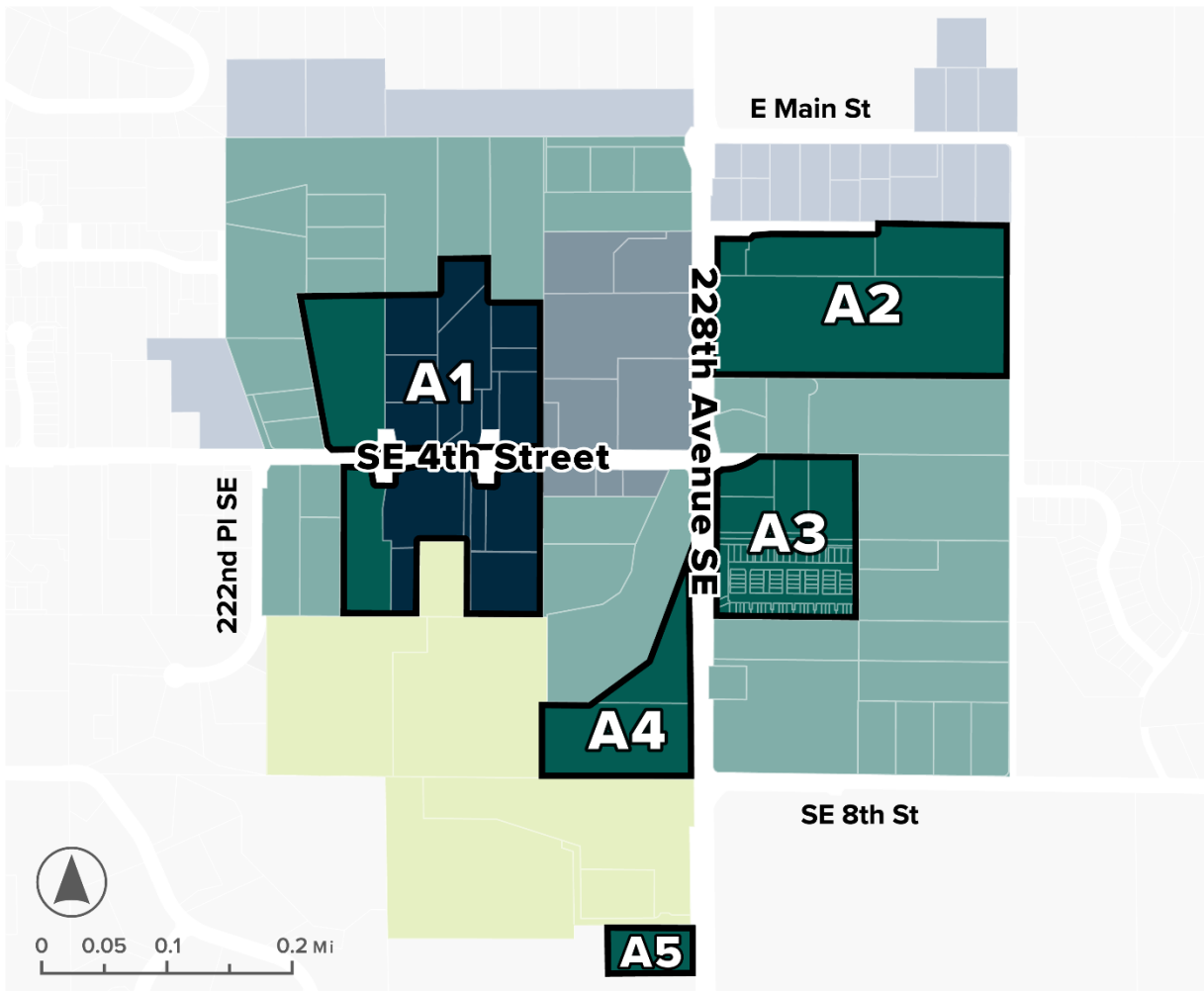
Updating the current development limit of 2,000 total housing units, which is imposed by the Final EIS but not in Town Center Code, to 4,000 total housing units reflects Sammamish's commitment to creating a dynamic neighborhood, and supplying the affordable housing and employment opportunities to contribute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

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

Zoning Changes

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

Figure 20. TC-A - Current vs Proposed Zoning



Current vs Proposed Zoning

Town Center

 **TC-A Zone** (and sub-zones)

 **Urban Core**

 **Urban Mixed**

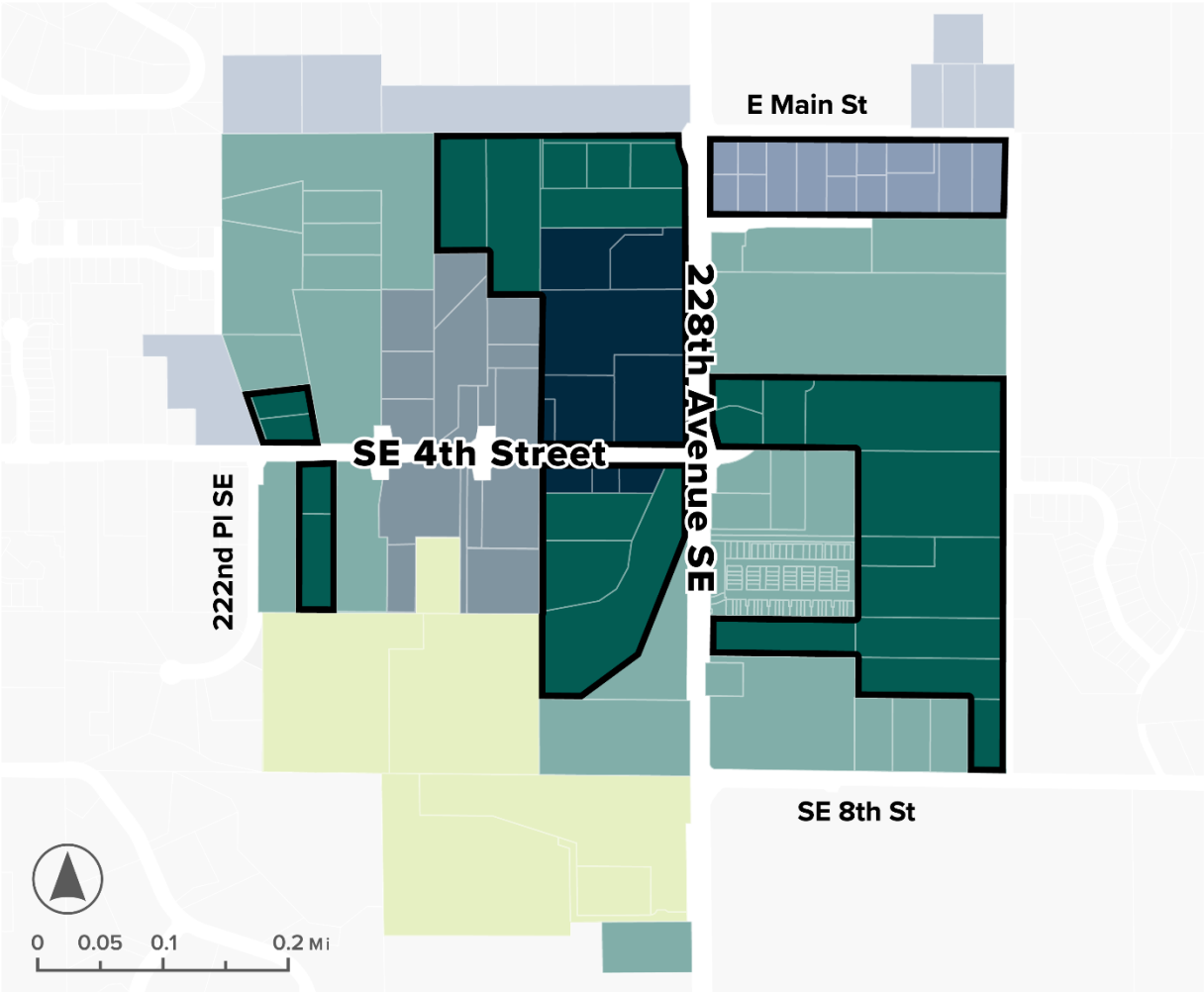
 **Garden Mixed**

 **Civic**

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

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

Figure 21. TC-B - Current vs Proposed Zoning



Current vs Proposed Zoning

Town Center






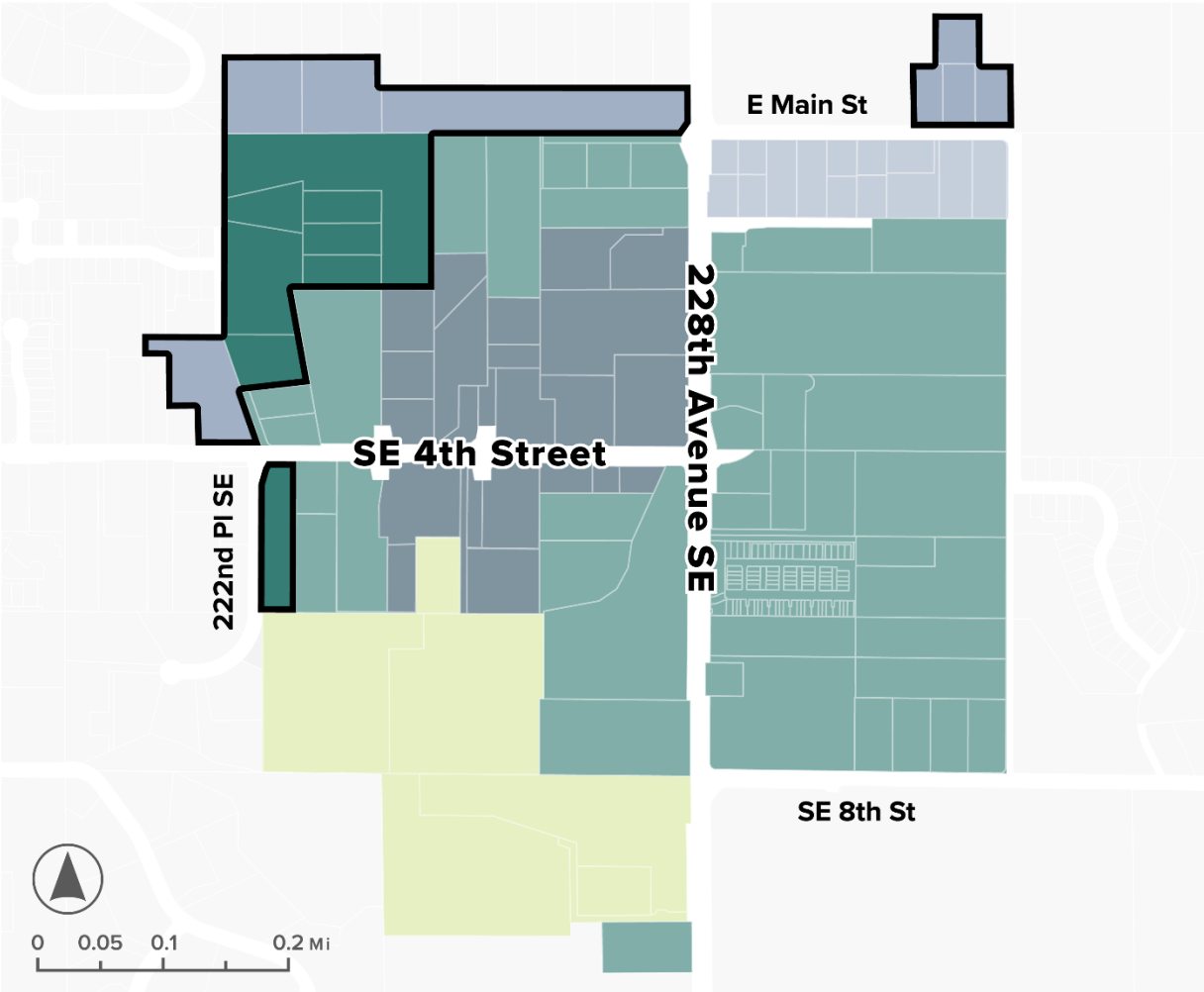
-  TC-B Zone
-  Urban Core
-  Urban Mixed
-  Garden Mixed
-  Civic

Figure 22. TC-C - Current vs Proposed Zoning



Current vs Proposed Zoning

Town Center






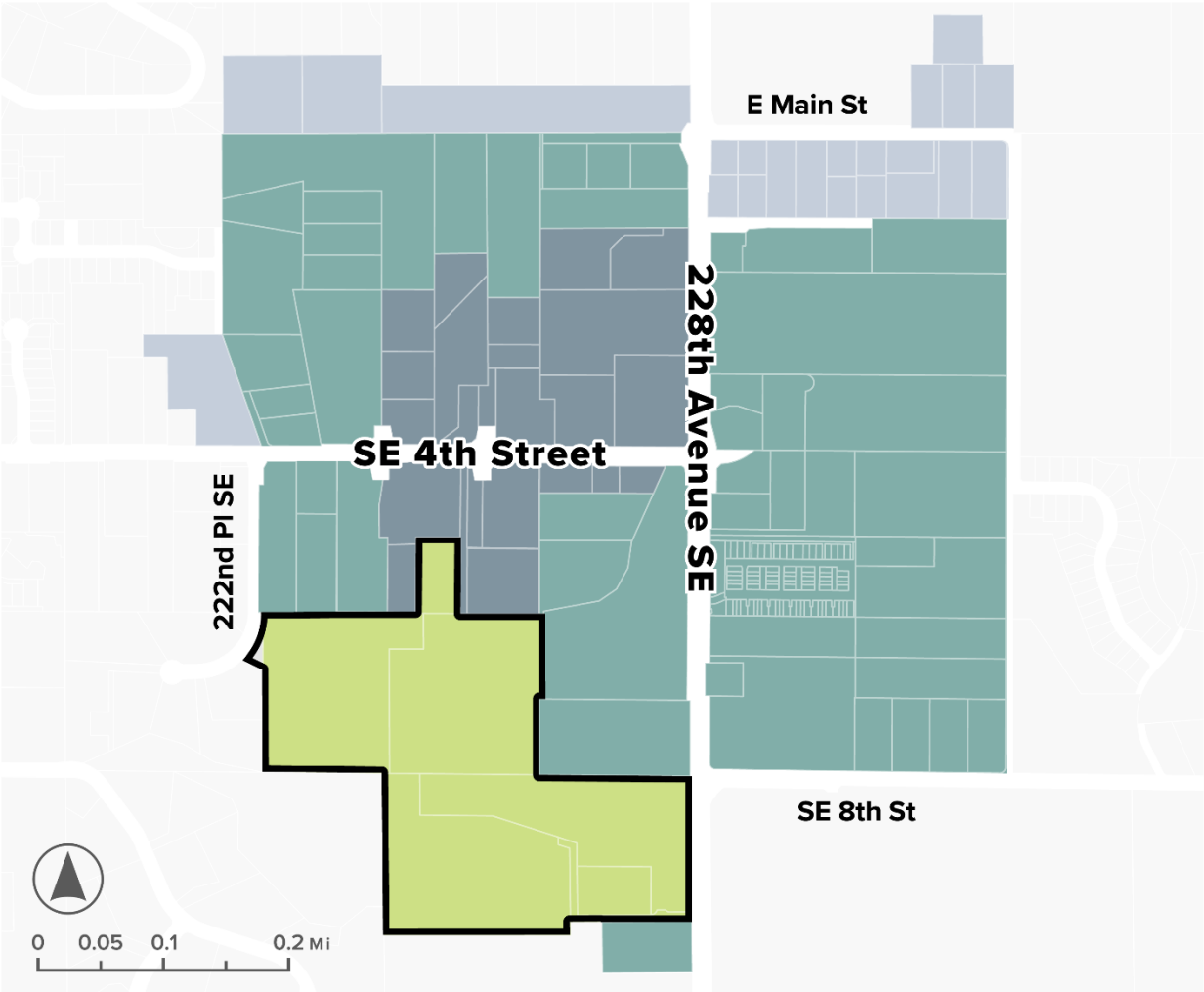
-  TC-C Zone
-  Urban Core
-  Urban Mixed
-  Garden Mixed
-  Civic

Figure 23. TC-D - Current vs Proposed Zoning



Current vs Proposed Zoning

Town Center






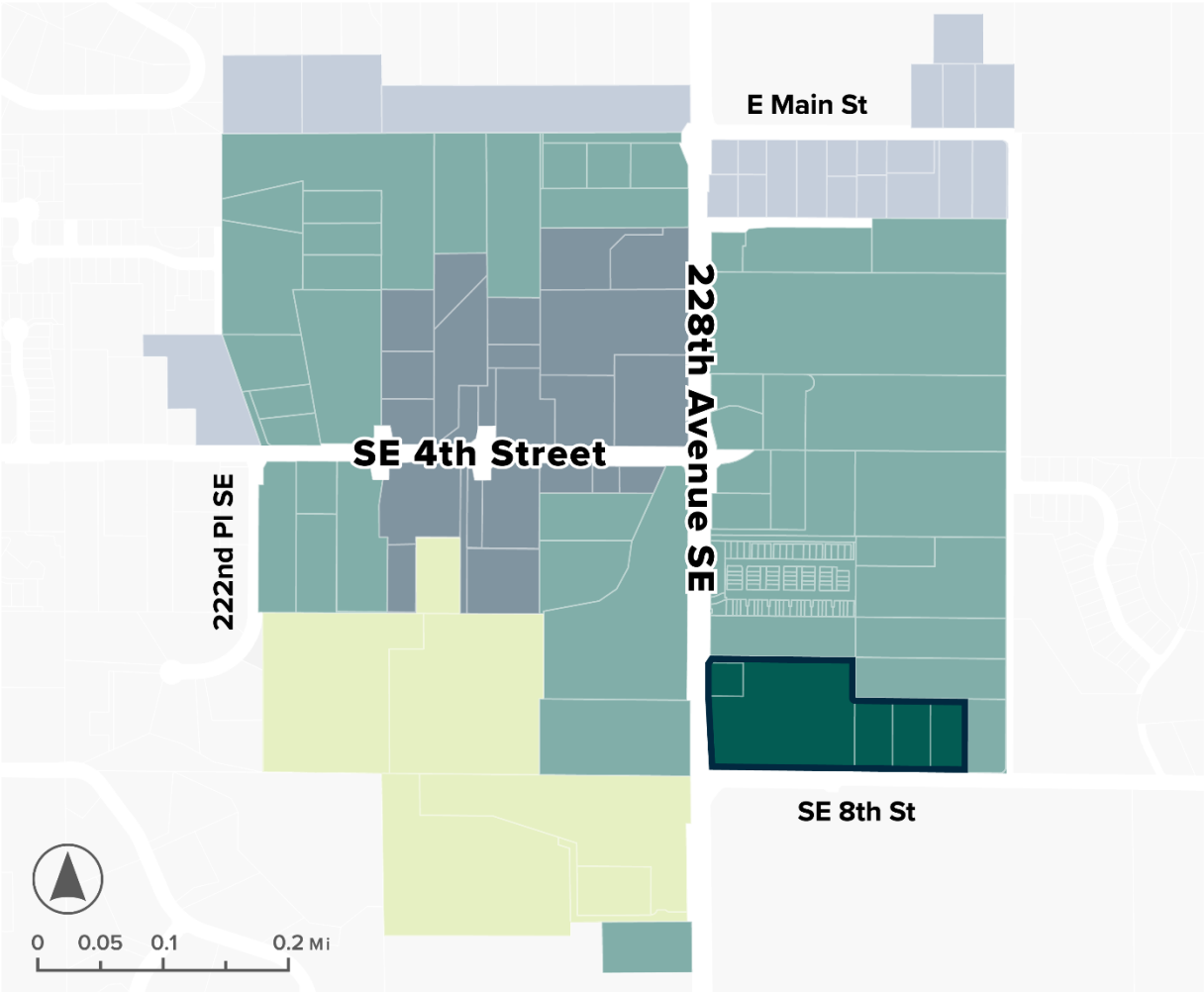





-  TC-D Zone
-  Urban Core
-  Urban Mixed
-  Garden Mixed
-  Civic

Figure 24. TC-E - Current vs Proposed Zoning



Current vs Proposed Zoning

Town Center

-  TC-E Zone
-  Urban Core
-  Urban Mixed
-  Garden Mixed
-  Civic

Diverse and Affordable Housing

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

Aesthetics

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

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

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

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

3.4 Mitigation Measures

Plan Features

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

Other Proposed Mitigation Measures

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

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

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

3.5 Significant Unavoidable Adverse Impacts

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

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

4. Transportation

4.1 Overview

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

4.2 Affected Environment

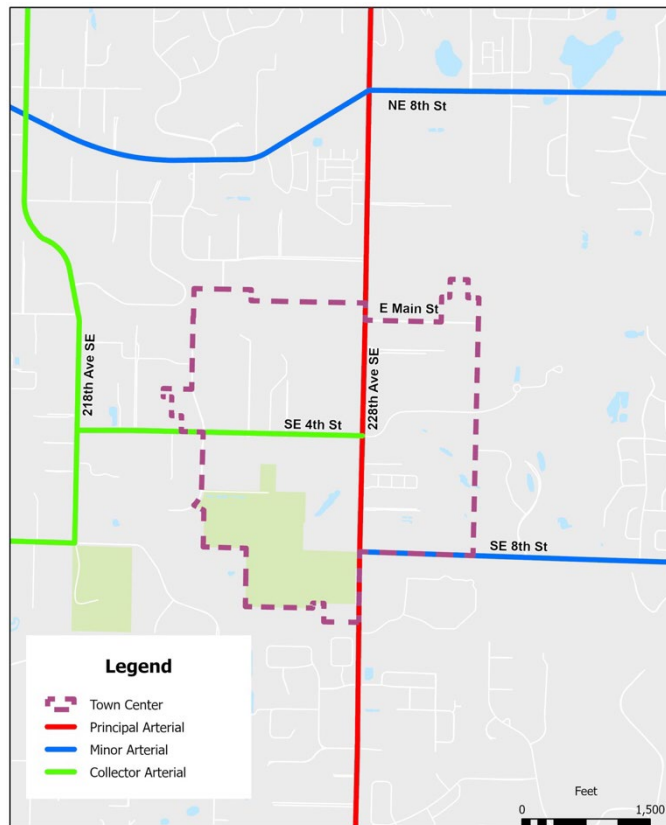
Current Street Network

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

Street Classifications

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

Figure 25. Town Center Street Functional Classification



City of Sammamish, DKS Associates, 2025

Intersection Level of Service

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

Table 4. Town Center Intersection LOS

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

City of Sammamish, DKS Associates, 2025

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

Transit

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

Table 5. Town Center Fixed-Route Transit Service

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

City of Sammamish, DKS Associates, 2025

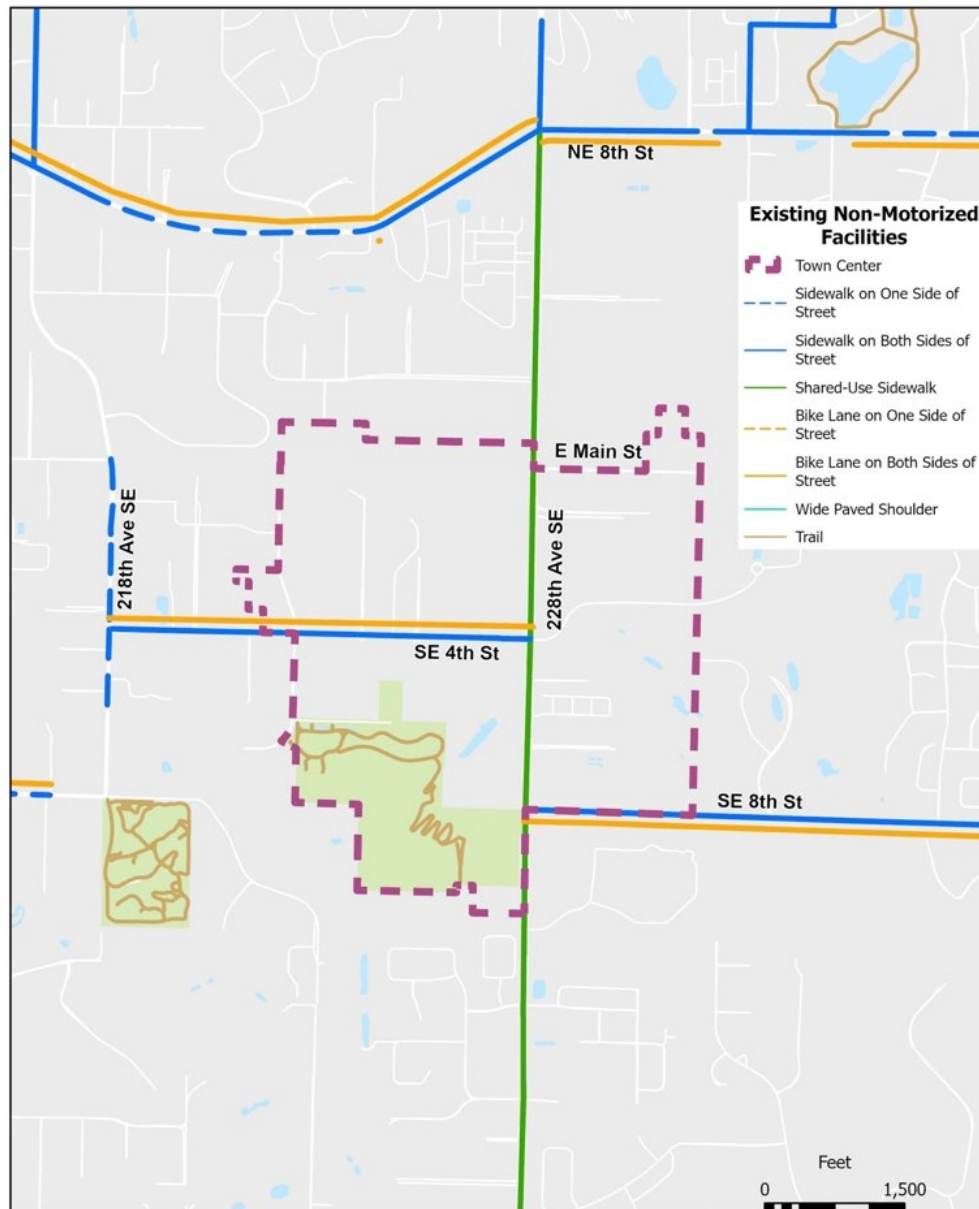
In addition to the fixed-route transit services described above, King County Metro operates Metro Flex, an on-demand neighborhood transit service, within a defined geographic area in the city that includes Town Center. The service runs from 7 AM to 6 PM on weekdays and from 9 AM to 6 PM on Saturdays.

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

Multimodal Network

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

Figure 26. Town Center Non-Motorized Facilities



City of Sammamish, DKS Associates, 2025

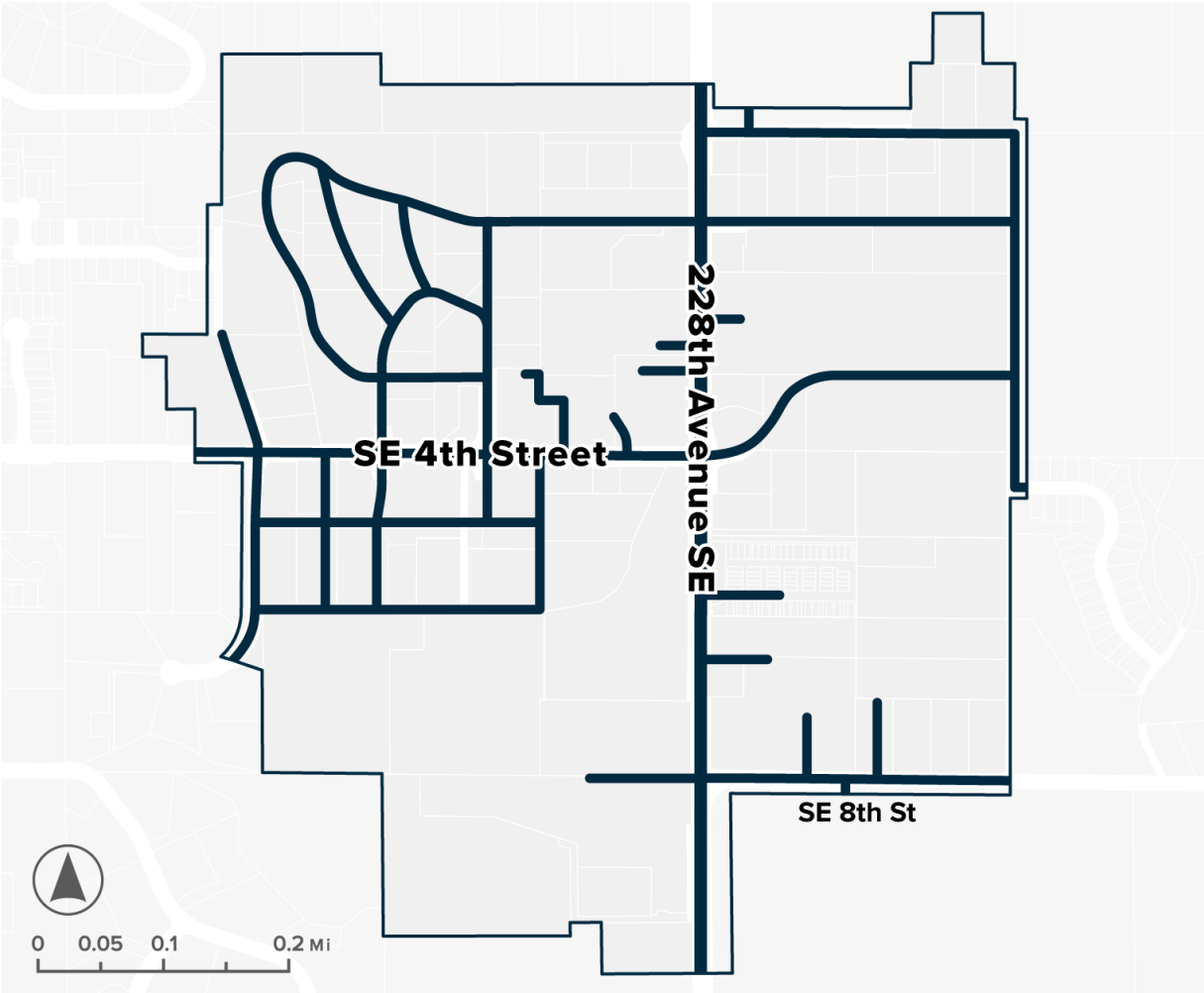
Bicycle facilities are similarly fragmented, with painted bike lanes along certain stretches of 228th Avenue Southeast, but no fully protected lanes or buffered cycle tracks. The City's 2022 Trails, Bikeways, & Pathways Plan references expansions within Town Center, including safer cross-arterial connections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

4.3 Impacts

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

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

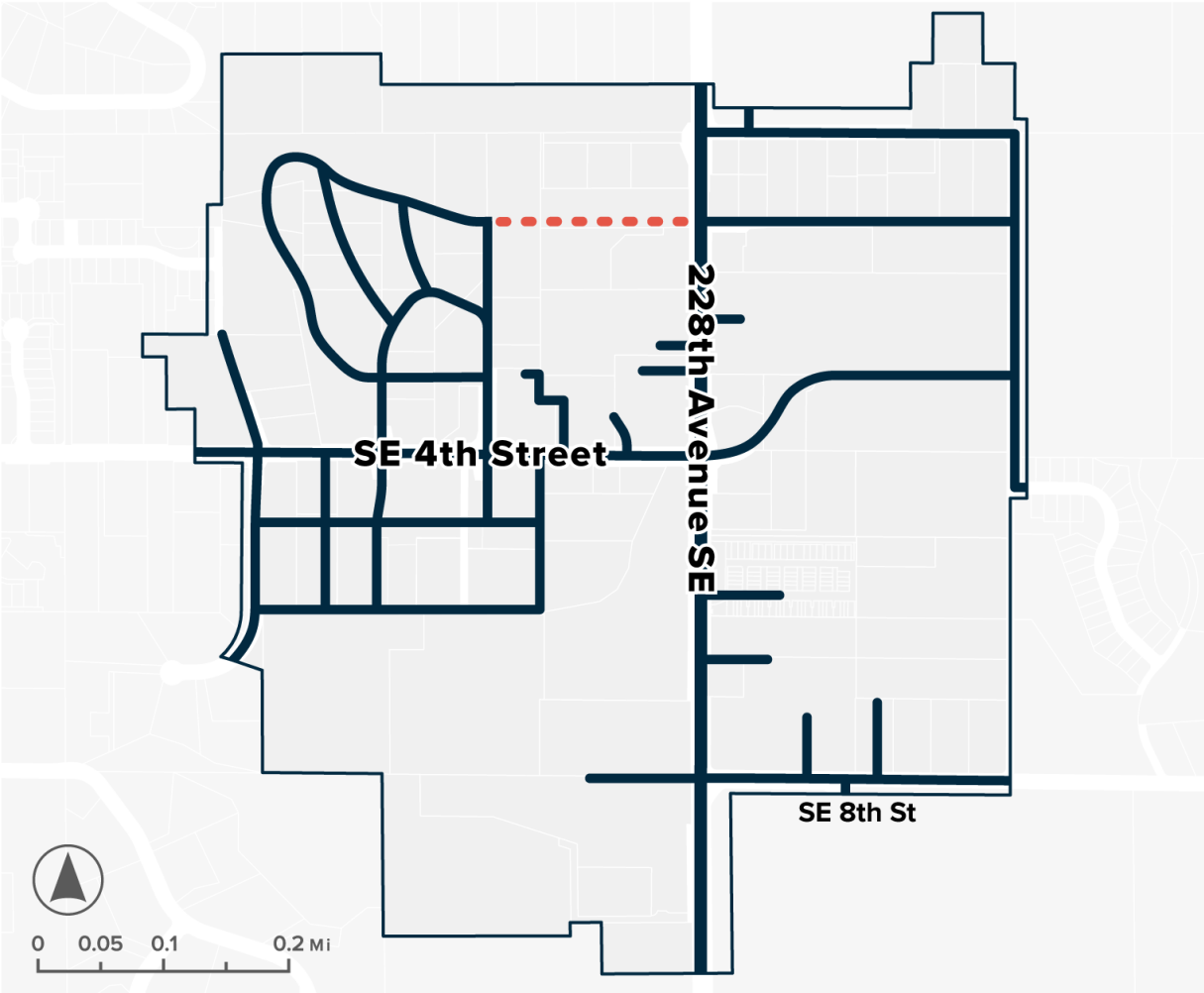
Figure 27. Town Center Road Network Version A



Network Version A

— Town Center Roadway

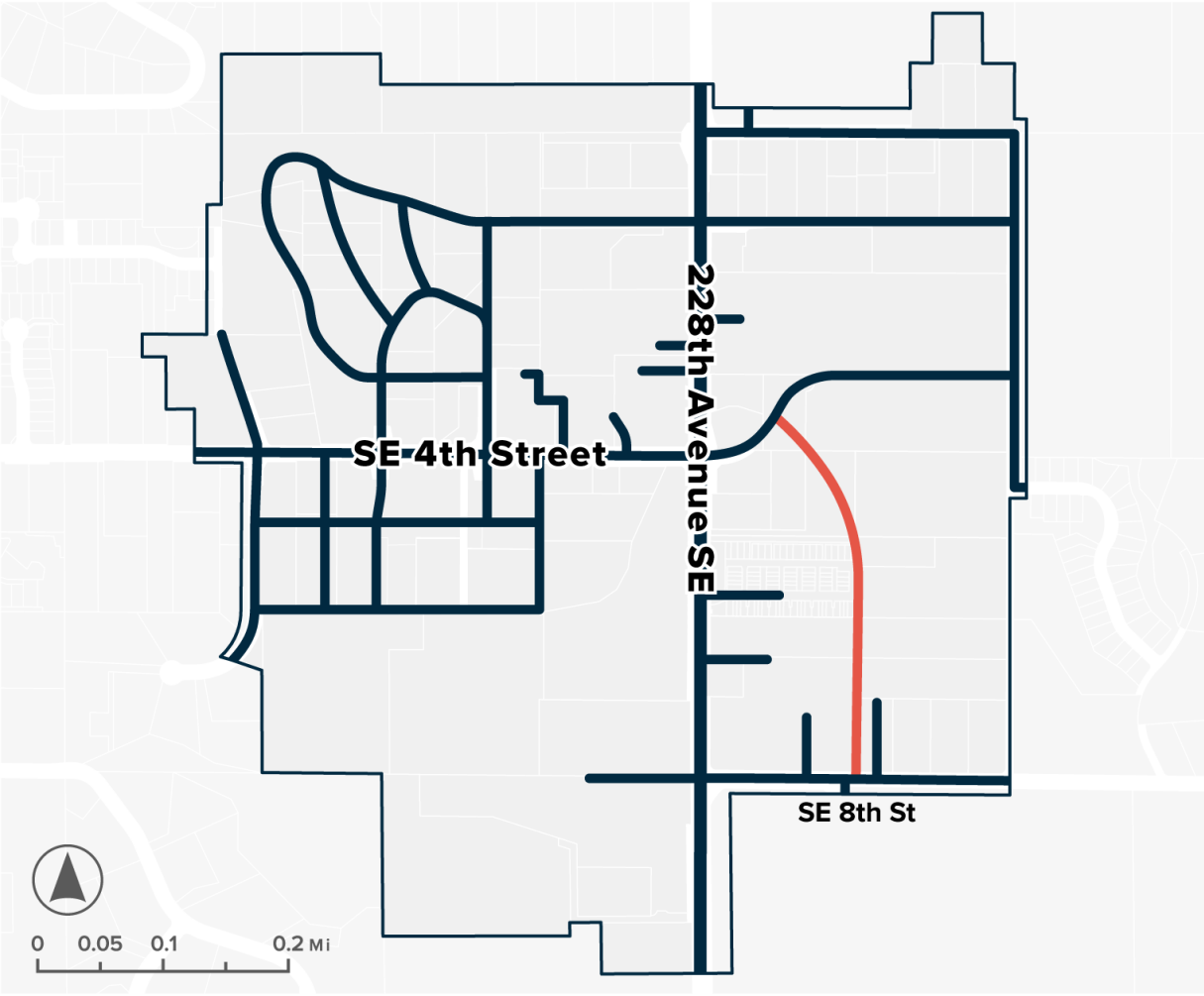
Figure 28. Town Center Road Network Version B



Network Version B

— Town Center Roadway Removed Roadway Segment

Figure 29. Town Center Road Network Version C



Network Version C

— Town Center Roadway — Added Roadway Segment

TAZ Boundary Adjustment

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

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

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

Figure 30. Original TAZ Boundaries and STC Boundary

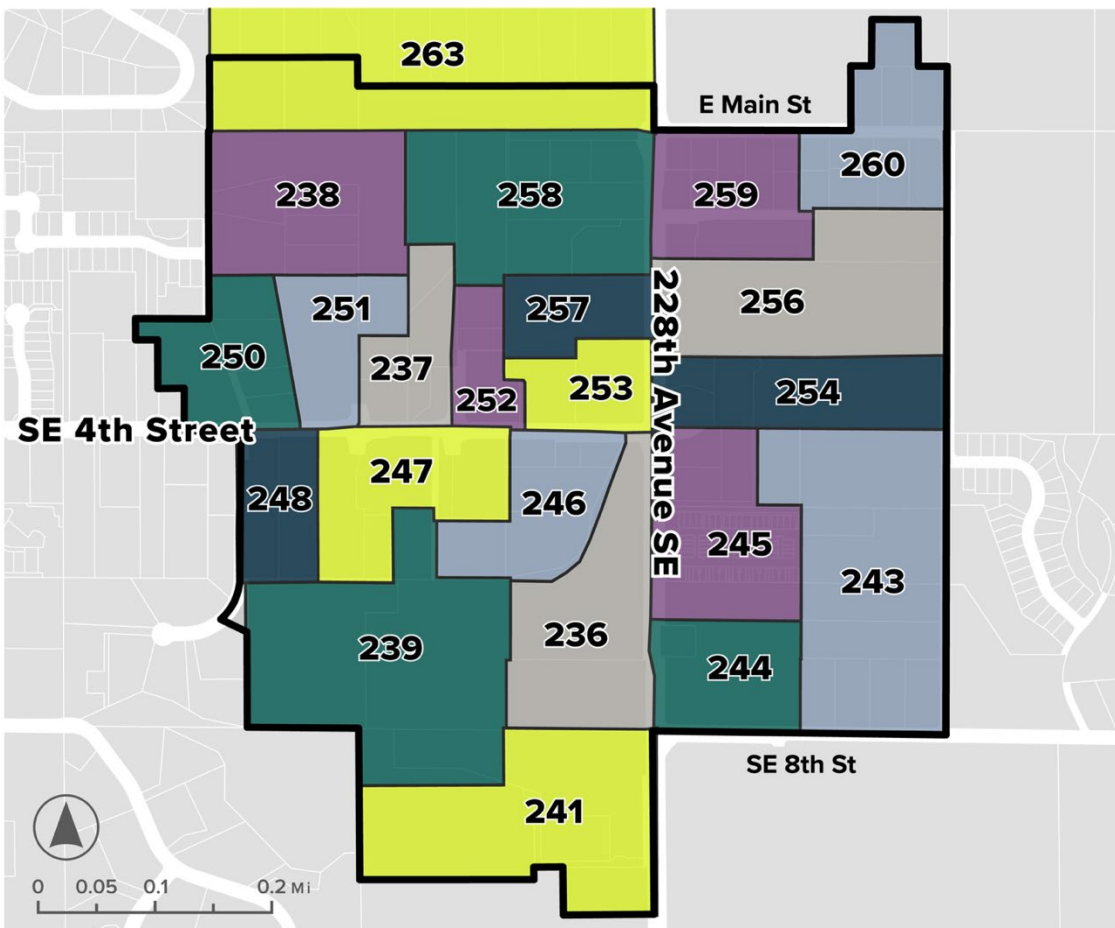
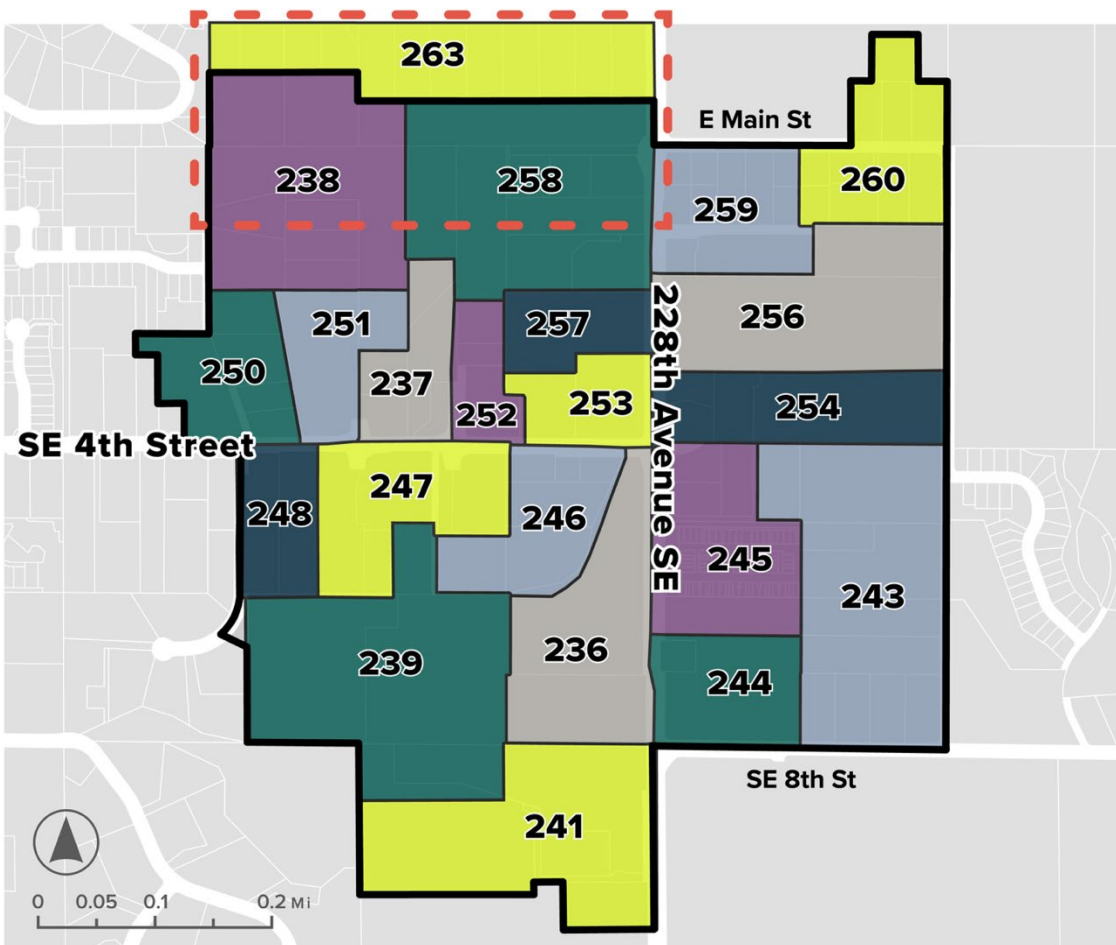


Figure 31. Updated TAZ Boundaries and STC Boundary



City of Sammamish, DKS Associates, 2025

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

Impacts of the No Action Alternative

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

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

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

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

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

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

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

Impacts of the Action Alternative

Level of Service

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 10. Scenario Delay Comparisons

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

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

Future Transit

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

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

Future Bicycle and Pedestrian Facilities

The City of Sammamish TIP⁶ is updated and adopted annually to include recently identified and prioritized projects. These updates ensure alignment with the City's transportation vision, improved safety, mobility options, and the region's growth. The City of Sammamish Bicycle and Pedestrian Mobility Plan will identify and prioritize pedestrian and bicycle projects that will be added to the City's TIP.

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

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

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

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

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

Future Multimodal Level of Service

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

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

Figure 32. Future Pedestrian Level of Traffic Stress

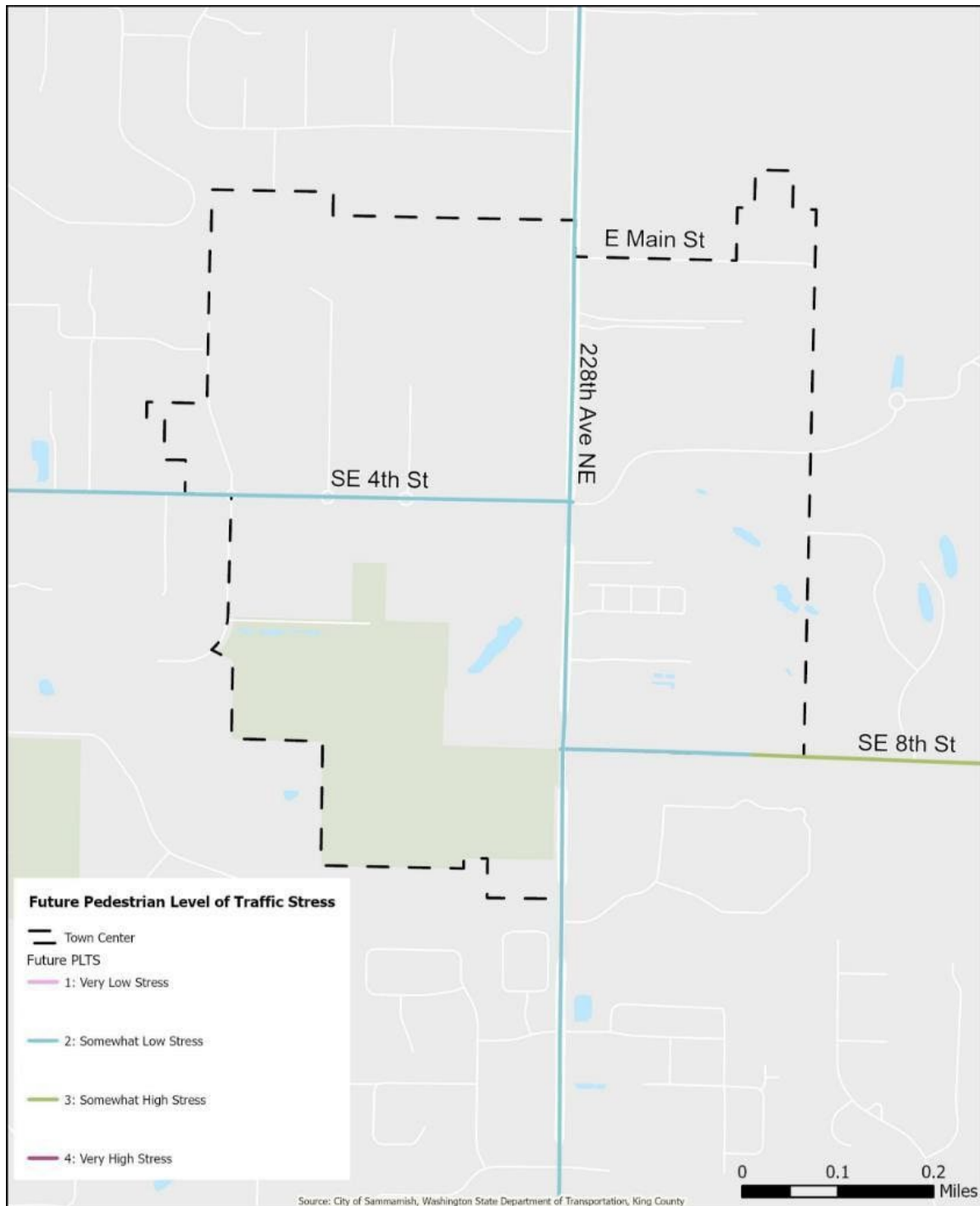


Figure 33. Future Bicycle Level of Traffic Stress

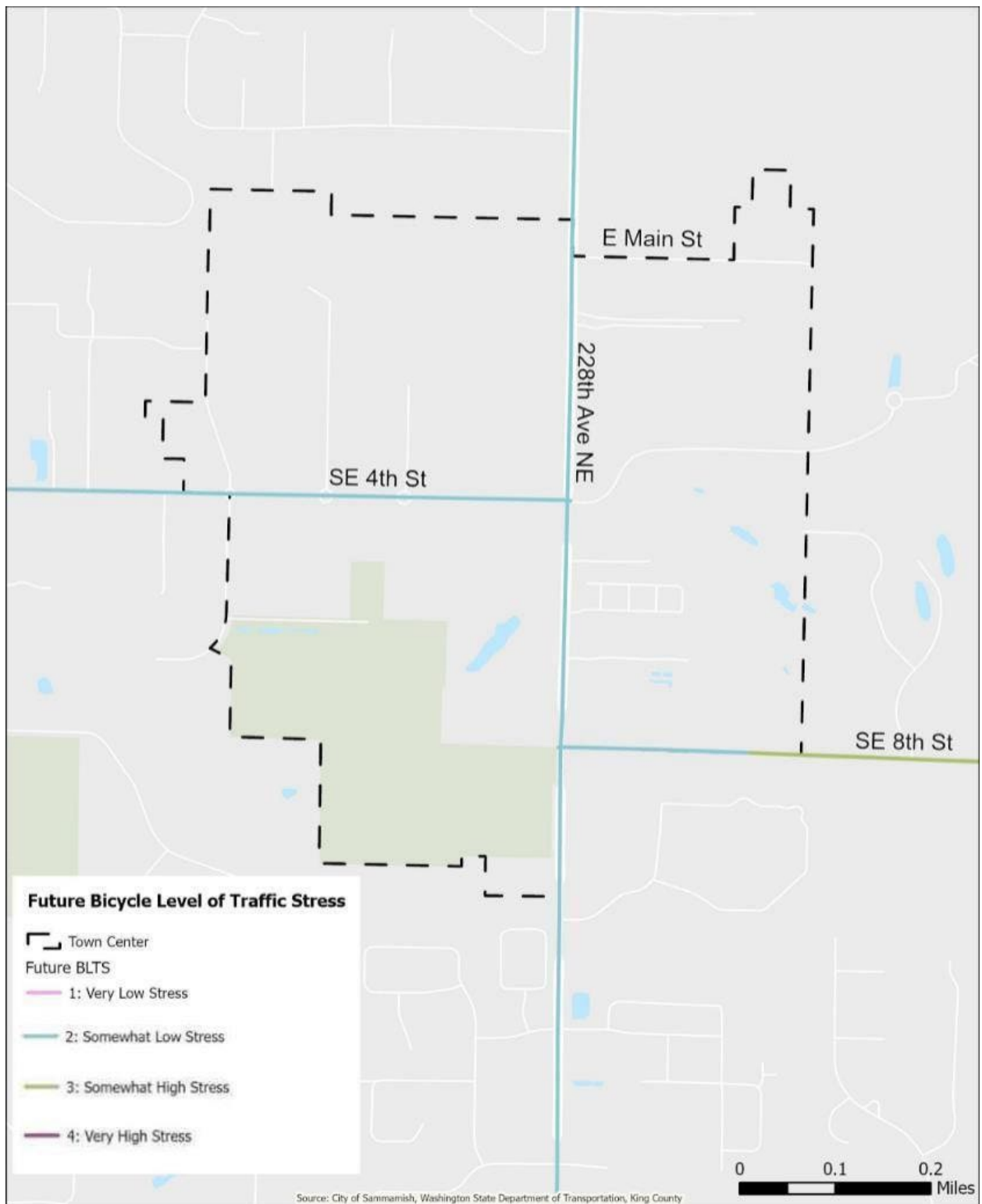


Figure 34. Future Pedestrian Level of Service

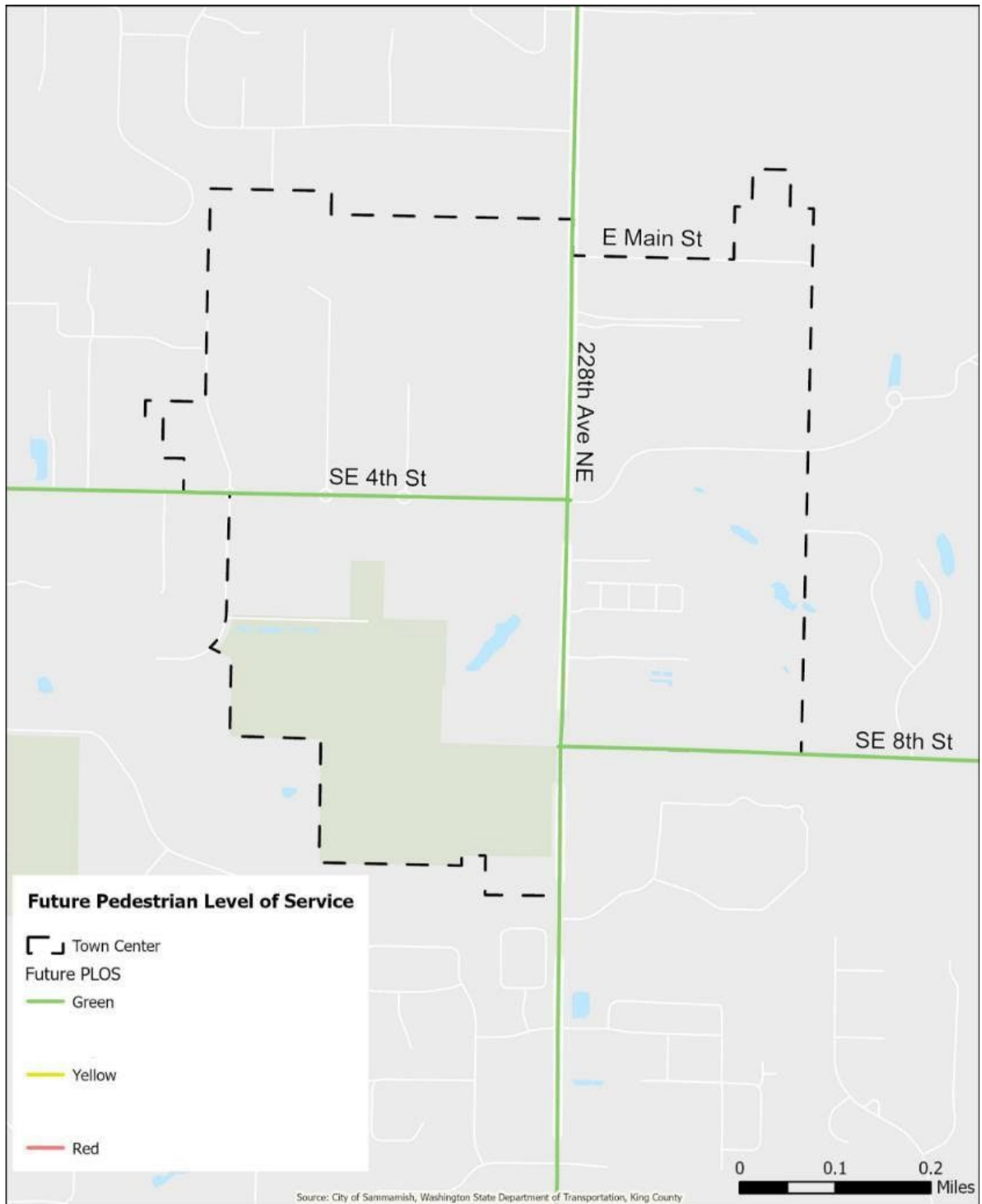
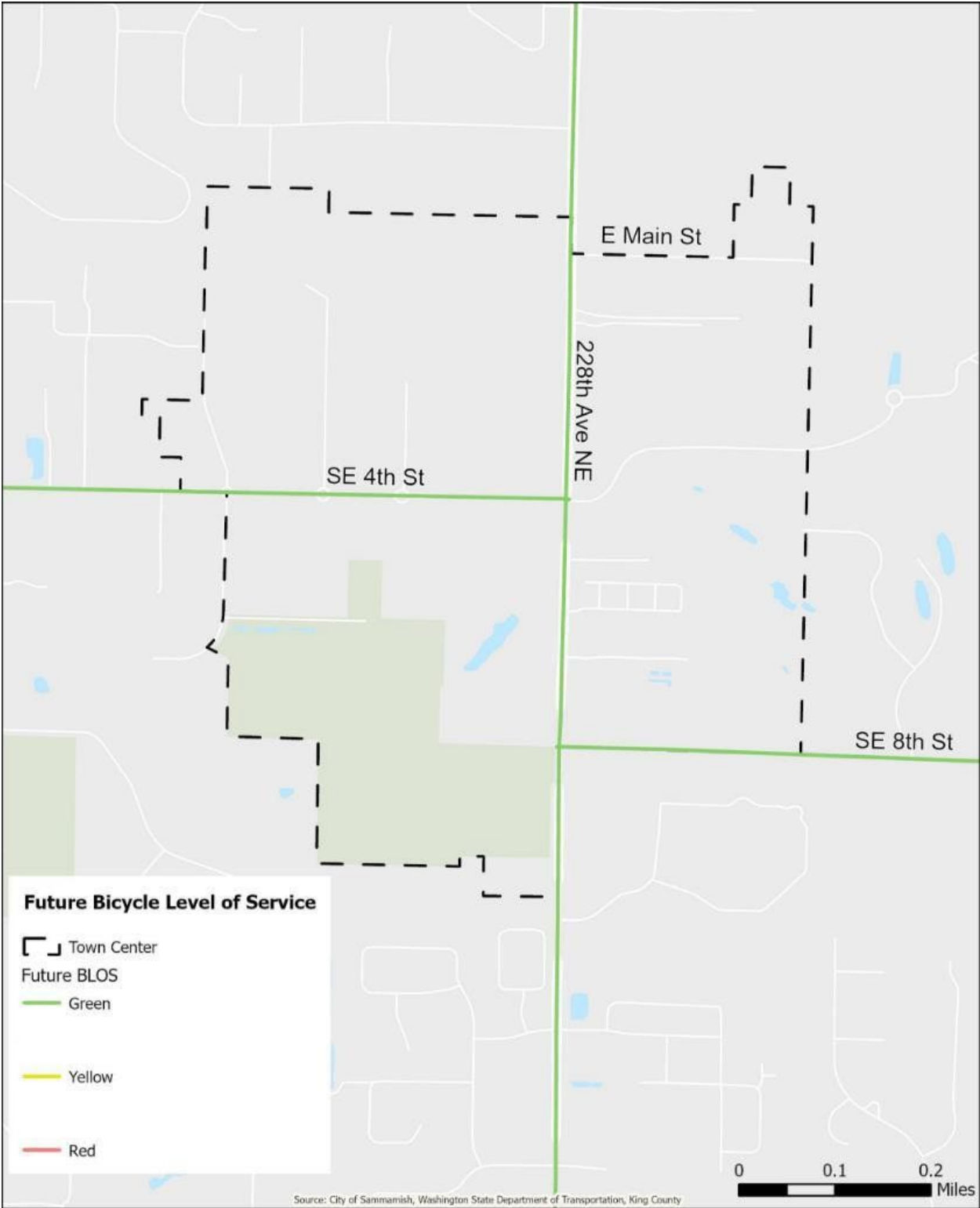


Figure 35. Future Bicycle Level of Service



Conclusion

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

4.4 Mitigation Measures

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

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

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

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

5. Distribution List

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

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

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

Appendices and Supporting Documentation

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