

*Town Center Plan & Code Amendment Project*

# FINAL SEIS PROGRESS BRIEFING

September 9, 2025

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*Department of Community Development*

*Planning Consultants:  
Framework with Kidder Mathews*



# Meeting Agenda

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## Primary Topics

- Process Overview – How did we get here?
- Final SEIS Updates
- Next Steps

## Questions & Comments

Purpose:  
**Information**



# Process Overview – How Did We Get Here?

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- Housing crisis
- Lack of development in existing Town Center Subarea
- Lack of diversity in housing being built
- Lack of affordability in housing being built
- State and regional emphasis on housing
- Update of Comprehensive Plan
- Focus on future growth in centers
- Start with Town Center Subarea

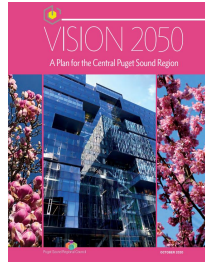
# Process Overview – How Did We Get Here?

Washington  
State  
Legislature



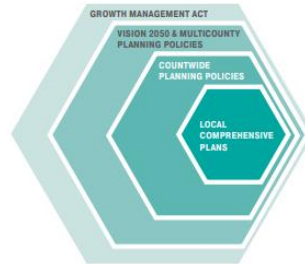
Ongoing

PSRC  
Vision 2050



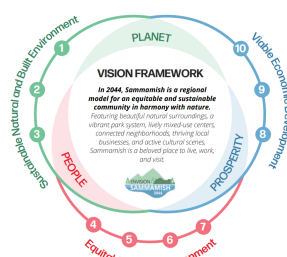
2020

Countywide  
Planning  
Policies



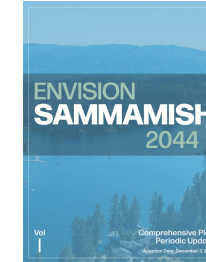
2022/2023

Community  
Vision



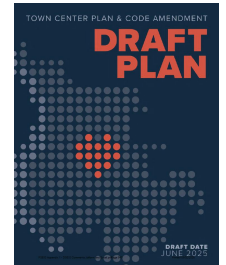
2023

2024  
Comprehensive  
Plan



2024

Update Town  
Center Subarea  
Plan



↓  
Town Center  
Subarea Planning  
Update Process

# State Law and Legislative Priorities

- Focus on housing
- Changes to State Law
- Requires cities plan for and accommodate diverse and affordable housing
- Sets broader framework for delivery of housing





WASHINGTON STATE  
LEGISLATURE

[Bills, meetings, and session](#)
[State laws and rules](#)
[Learn and participate](#)
[Legislative committees](#)

[RCWs > Title 36 > Chapter 36.70A > Section 36.70A.070](#)

[36.70A.067](#) << [36.70A.070](#) >> [36.70A.080](#)

PDF

RCW 36.70A.070

### Comprehensive plans—Mandatory elements.

The comprehensive plan of a county or city that is required or chooses to plan under RCW 36.70A.040 shall consist of a map or maps, and descriptive text covering the plan shall be an internally consistent document and all elements shall be consistent with the future land use map. A comprehensive plan shall be adopted and amended. The plan shall include a plan, scheme, or design for each of the following:

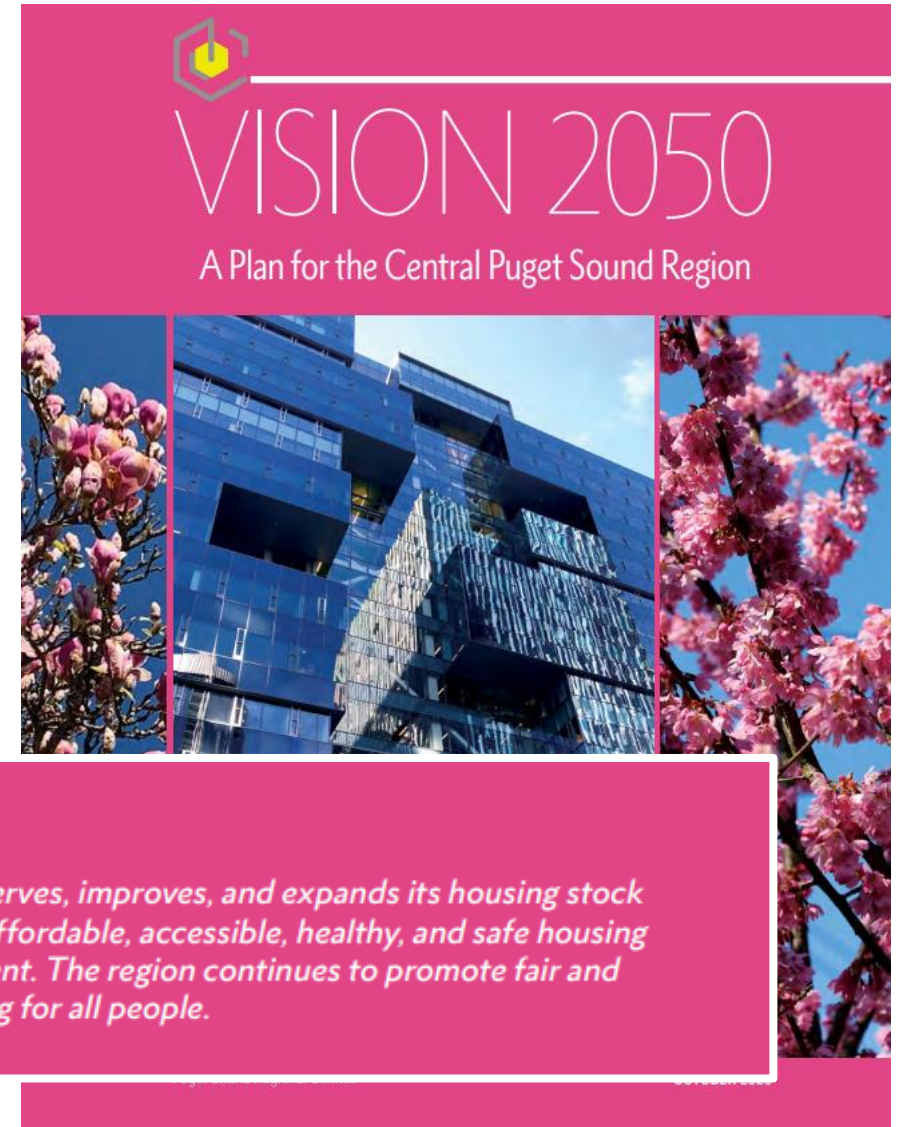
- (1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber, parks, open spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. The land use element shall provide for policies, including efforts to avoid creating or worsening environmental health disparities. Wherever possible, the land use element should consider utilizing urban planning tools, including but not limited to, adoption of portions or all of the wildland urban interface code developed by the International Association of Fire Chiefs, and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound. The land use element shall provide for wildfire risks by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the International Association of Fire Chiefs, and consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and to landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.
- (2) A housing element ensuring the vitality and character of established residential neighborhoods that:
  - (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;
  - (i) Units for moderate, low, very low, and extremely low-income households; and
  - (ii) Emergency housing, emergency shelters, and permanent supportive housing;
  - (b) Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family housing options including, but not limited to, duplexes, triplexes, and townhomes;
  - (c) Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes;
  - (d) Makes adequate provisions for existing and projected needs of all economic segments of the community, including:
    - (i) Incorporating consideration for low, very low, extremely low, and moderate-income households;
    - (ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other factors;
    - (iii) Consideration of housing locations in relation to employment location; and
    - (iv) Consideration of the role of accessory dwelling units in meeting housing needs;
  - (e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:
    - (i) Zoning that may have a discriminatory effect;
    - (ii) Disinvestment; and



# PSRC Vision 2050

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- Plan for regional growth
- Distributes expected 1.5 million population growth across regional cities and counties
- Sammamish included in Cities & Towns category
- Aims to address regional housing crisis



# King County CPPs

- Break down regional growth at county-level
- Negotiated growth targets set for county urban geography groups
- MPPs established in Vision 2050 are implemented through CPPs through a county-specific context
- Sammamish growth target set at 2,100 units of new housing by 2044

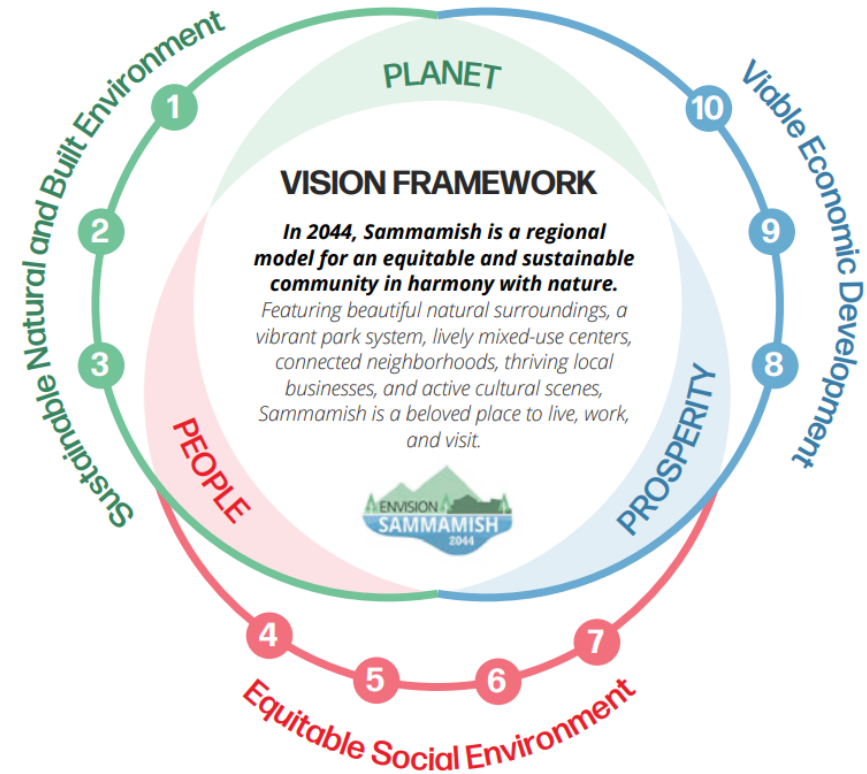


**Overarching Goal:** Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to:

- preserve, improve, and expand their housing stock;
- promote fair and equitable access to housing for all people; and
- take actions that eliminate race-, place-, ability-, and income-based housing disparities.

# Sammamish Community Vision

- Completed to guide 2024 Comprehensive Plan update
- Established community priorities for update process
- Identified the need for a variety of housing at a range of incomes
- Prioritizes the Town Center as an option for housing, retail, services and amenities

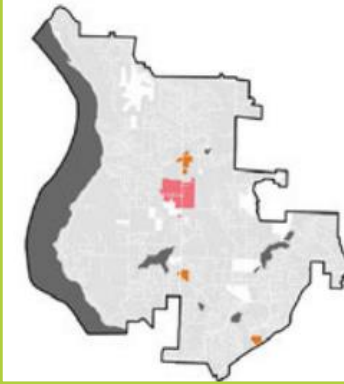


- 5 Provide a Variety of Housing Choices and Support a Wide Array of Lifestyles.** Expand the range of available housing options to provide affordable and appropriate housing for individuals based on their needs and income.
- 8 Build Thriving Town Center and Mixed-use Districts.** The City will support the development of the Town Center that reflects Sammamish's identity and encourage redevelopment of walkable mixed-use districts for more housing, retail, services and amenities.



# 2024 Comprehensive Plan

- Based on 2,100-unit growth target
- Provides a vision and implementation plan for growth in the City
- Navigates the intertwined topics of capacity, growth targets, housing allocations, and implementation
- Focuses future growth in centers



## Town Center & Mixed Use Centers

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

## ENVISION SAMMAMISH 2044

### Key Takeaways

- The FLUM combines higher intensity uses like multi-family housing, public, educational, and institutional assets, and city-serving commercial uses to create an active and walkable **Town Center** and Mixed-Use Centers like Inglewood, Pine Lake, and Klahanie.

Comprehensive Plan  
Periodic Update

Adoption Date: December 3, 2024

# 2024 Comprehensive Plan

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## Important Vocabulary

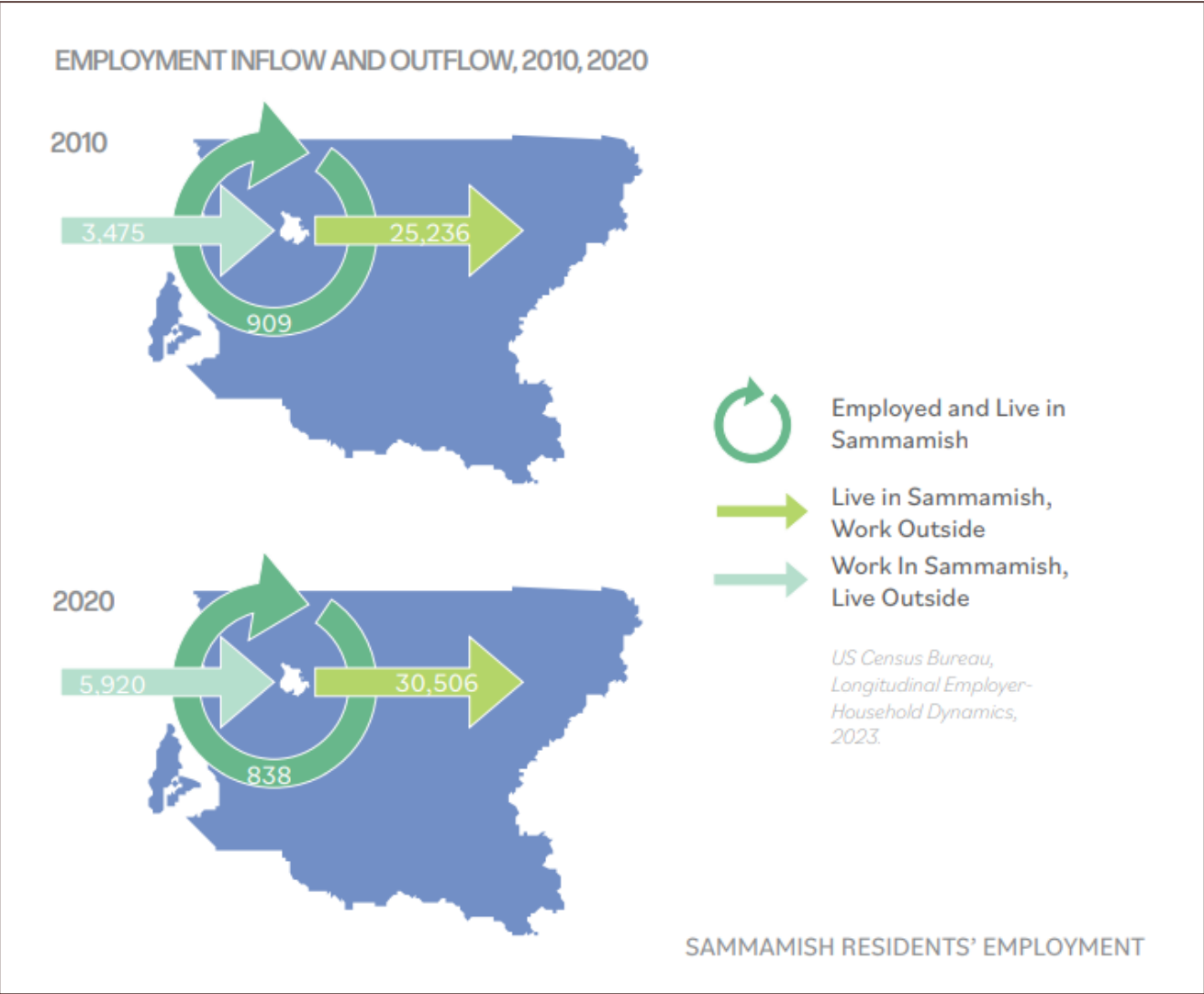
**Land Capacity.** Land capacity is a measure of how much future growth the City can accommodate under current zoning, adjusted with a market factor.

**Growth Target.** Set through regional negotiation and embedded in the King County Countywide Planning Policies, Sammamish's growth target for the 2024–2044 period is 2,100 housing units. This target is not a cap or a mandate - it's a planning benchmark used to anticipate needs for infrastructure and services. Growth can vary above or below this number without violating policy. Amendments to the Town Center Plan to increase capacity does not change the City's Growth Target.

**Housing Allocation.** Under State Law, Sammamish has also been assigned a housing allocation of 2,100 affordable units, with an emphasis on deeper affordability. Because the city primarily consists of large single-family homes serving high-income households, the goal is to expand housing diversity - primarily via mixed-use, mid-rise, and low-rise development in designated subareas. Increasing capacity in the Town Center does not change the City's Housing Allocation, however it does increase the likelihood that we will see meaningful delivery of diverse and affordable housing types.

**Implementation.** This is where policy meets reality. While Sammamish's 2024 Comprehensive Plan and updated zoning laws provide enough capacity showing policy compliance on paper, actual construction of affordable and diverse housing types depends on collaboration with developers. Subarea planning - focused planning for specific parts of the city - is essential to turn policy into on-the-ground results. Without it, goals outlined in the Vision Statement and Comprehensive Plan will remain theoretical.

# 2024 Comprehensive Plan



As Sammamish has grown so has the number of local workforce jobs that support the population.

In 2020, ~6,000 workers commuted into the City daily for work.

The cost of housing in Sammamish and on the Eastside results in workers having to commute significant distances.

# 2024 Comprehensive Plan

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

Many of the jobs in the City fall within the 40-60% AMI range.

There is a need for local housing to support the City's workforce.

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

<sup>1</sup> City of Sammamish 2025 Salary Schedule

<sup>2</sup> Indeed

<sup>3</sup> Lake Washington School District and Issaquah School District 2024-25 Salary Schedule



# State Housing Guidance/Direction

**Exhibit 13. Example of relating zone categories to housing types and income levels served in higher-cost communities**

Zone category	Typical housing types allowed	Lowest potential income level served		Assumed affordability level for capacity analysis
		Market rate	With subsidies and/or incentives	
Low Density	Detached single family homes	Higher income (>120% AMI)	Not feasible at scale*	Higher income (>120% AMI)
Moderate Density	Townhomes, duplex, triplex, quadplex	Higher income (>120% AMI)	Not typically feasible at scale*	Higher income (>120% AMI)
Low-Rise Multifamily	Walk-up apartments, condominiums (2-3-floors)	Moderate income (>80-120% AMI)	Extremely low, Very low, and Low-income (0-80% AMI)	Low income (0-80% AMI) and PSH
Mid-Rise Multifamily	Apartments, condominiums	Moderate income (>80-120% AMI)	Extremely low, Very low, and Low-income (0-80% AMI)	Low income (0-80% AMI) and PSH
High-Rise/Tower	Apartments, condominiums	Higher income (>120% AMI)	Moderate income (>80-120% AMI)	Moderate income (>80-120% AMI)
ADUs (all zones)	ADUs on developed residential lots	Moderate income (>80-120% AMI)	N/A	Moderate income (>80-120% AMI)

\* See discussion in 3.2 below.





# 2025/2026 City Council Workplan



## 2025-2026 Work Plan

**Goal 5: Housing** | Facilitate housing options that meet a diverse range of incomes and needs.

**Definition of Success 5.1: Encourage and Incentivize Diverse Housing Types and Track Success** | Encourage and incentivize diverse housing options by implementing policies and programs to meet the needs of Sammamish residents regardless of income, stage of life, and household structure.

**Definition of Success 5.2: Transfer of Development Rights (TDR) Program** | Develop and implement an in-city TDR program that aggregates density in Town Center and Neighborhood Commercial Nodes while further preserving environmentally critical areas.

**Definition of Success 5.3: Update and Operationalize Town Center Plan** | Update the Town Center Plan with strategies, incentives, and programs that accelerate the development of low- and moderate-income housing within the Town Center area while increasing opportunities for commercial, civic, and open space amenities to better enhance the community.

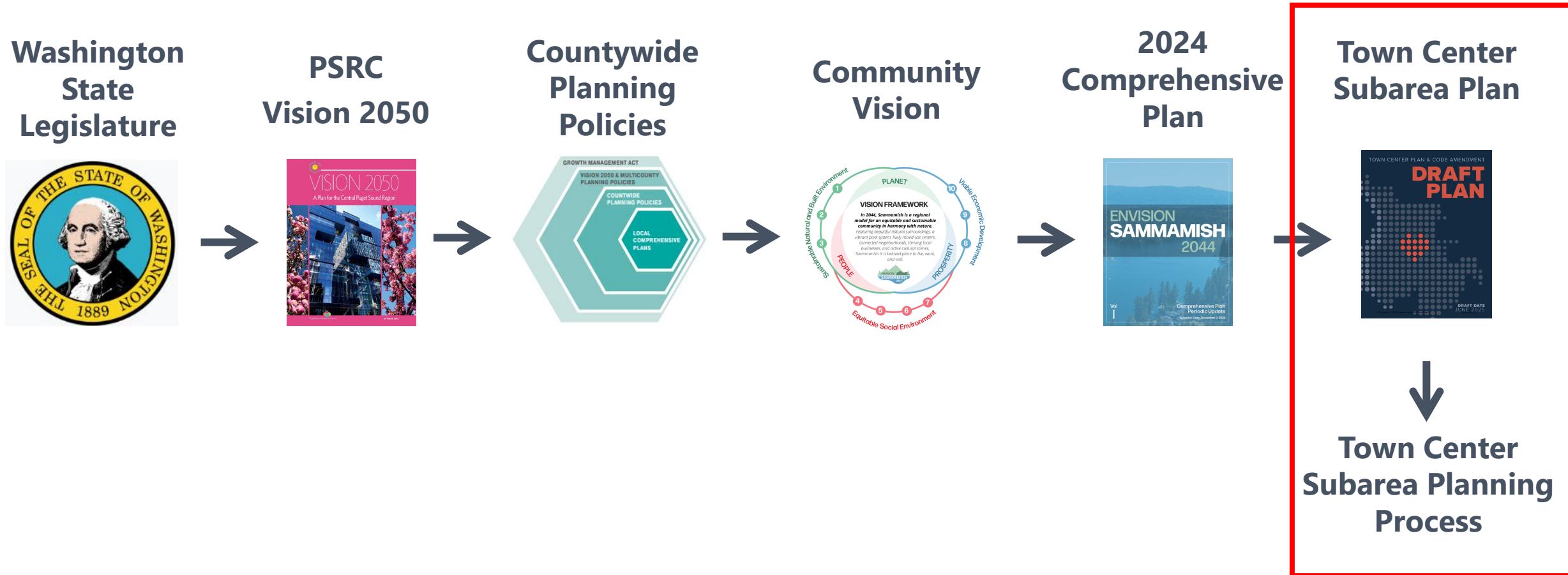
ID	Description	Lead	Critical	Start	End
H1	<b>Town Center Plan &amp; Code Amendment Project</b> Concluding the work started in 2024 to update the Town Center Plan and related development regulations.	DCD	X	Q1 2025	Q3 2025
H2	<b>Neighborhood Centers Plan</b> Creates the foundational components to establish new neighborhood centers and potentially complete more detailed assessments of specific centers that present near-term opportunities.	DCD		Q2 2025	Q4 2026
H3	<b>Comprehensive Plan and Development Regulation Amendments - 2025 &amp; 2026 Dockets</b> Complete Planning Commission and City Council review, recommendation, and adoption of annual amendment requests submitted to the City.	DCD	M	Q2 2025	Q4 2026
H4	<b>Centers and Corridors Plan</b> Consolidated subarea planning for the Inglewood and Pine Lake areas with a holistic approach to addressing the traffic needs on 228th Ave SE.	DCD		Q1 2026	Q2 2028

Updating the Town Center Plan is part of implementing the 2024 Comprehensive Plan.

This work is central to success under City Council Goal 5: Housing.

The primary project objective is to encourage diverse and affordable housing types.

# Process Overview – How Did We Get Here?



# Process Overview – Town Center Planning Process

## Town Center Subarea Plan

The Town Center Subarea is an existing subarea that was established in 2008.



# Process Overview – Town Center Planning Process

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## Understanding your 2024 Comprehensive Plan

What is a Subarea Plan?

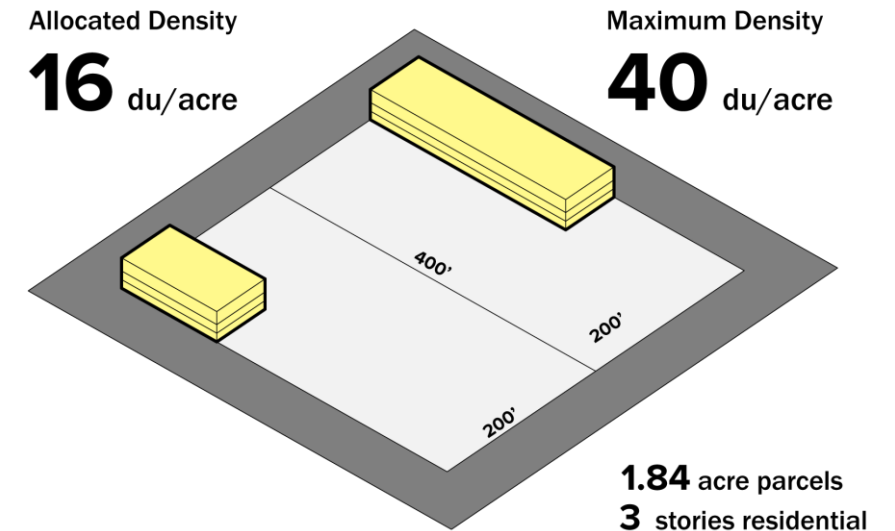
Why is it important to implementation of the Comprehensive Plan?

Why start with the existing 2008 Town Center Subarea Plan?

# Town Center Plan Process Overview

**Plan & Code Audit** → SEIS Scoping → Environmental Review (SEIS) → Plan Update → Code Update

- Existing code and plan deficiencies are barriers to desired outcomes
- Existing code does not allow densities to achieve plan's goals
- Low-rise and mid-rise building types infeasible
- Current plan and code are misaligned
- Code creates permit barriers and unnecessary complexity
- No affordable housing incentives remain





# Town Center Plan Process Overview

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Plan & Code Audit → **SEIS Scoping** → Environmental Review (SEIS) → Plan Update → Code Update

- Optional public process to hear from community about areas of concern
- 200+ comments received and analyzed
- Key areas of concern:
  - Traffic and Transportation Impacts
  - School and Public Services Capacity
  - Environmental and Stormwater Concerns
  - Height and Aesthetic Considerations

# What is not proposed to change?

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## City-wide Codes and Standards do not change:

- Comprehensive Plan Adopted Levels of Service.
- Critical Areas Regulations.
- Stormwater Regulations and Standards.
- Clearing and Grading Regulations.
- Building Regulations.
- Traffic Concurrency Requirements.
- School Concurrency Requirements.
- Water and Sewer Concurrency Requirements.

# Town Center Plan Process Overview

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Plan & Code Audit → SEIS Scoping → **Environmental Review (SEIS)** → Plan Update → Code Update

- Purpose is to understand the environmental impacts of proposed project
- Supplements the findings of the original EIS conducted in 2007
- Presents alternatives to be studied



# Final SEIS Updates

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Plan & Code Audit → SEIS Scoping → **Environmental Review (SEIS)** → Plan Update → Code Update

## Overview

- Decision-making tool
- Purpose of the FSEIS is to respond to comments and update any information, analysis, and mitigation.
- Selection of preferred alternative is not required.



# Final SEIS Updates

Plan & Code Audit → SEIS Scoping → **Environmental Review (SEIS)** → Plan Update → Code Update

## Preferred Alternative

- DSEIS Action Alternative adopted as the **FSEIS Preferred Alternative** by City Council.
- Clarified that the City will pursue an **infill exemption** for residential projects, still need more detailed analyses for commercial.
- Transportation Update: Includes **mitigation analysis** for 212<sup>th</sup> Ave SE & SE 8<sup>th</sup> St
- Minor clarifications and updates





# Final SEIS Updates

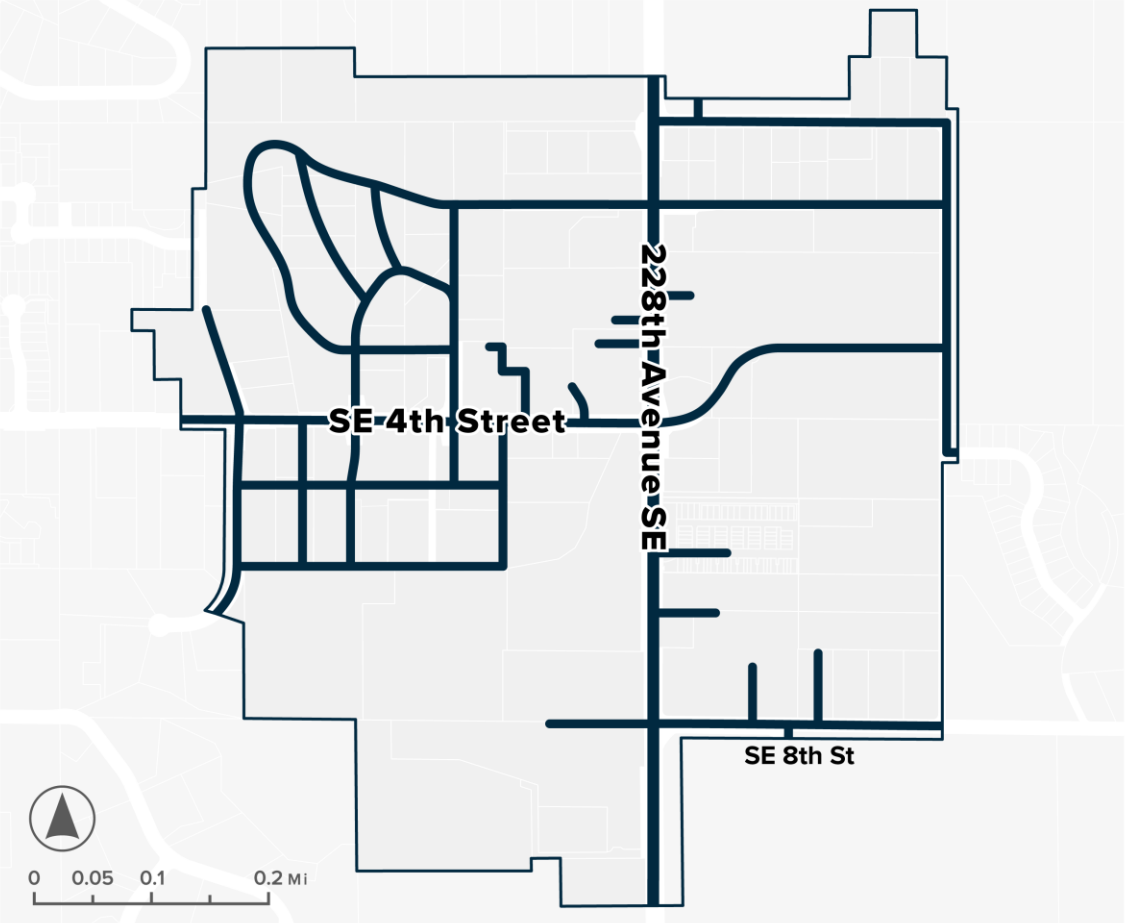
Plan & Code Audit → SEIS Scoping → **Environmental Review (SEIS)** → Plan Update → Code Update

## Comments & Responses

- DSEIS Comment themes identified, and responses provided. Themes include:
  - Aesthetics & Building Height
  - Noise
  - Affordable Housing
  - Traffic & Roads
  - Transit Needs
  - Parking
  - Ecology & Wildlife
  - Stormwater
  - School Capacity
  - Emergency Services & Evacuation
- Lake Washington School District Response
  - No other public agencies provided formal comment

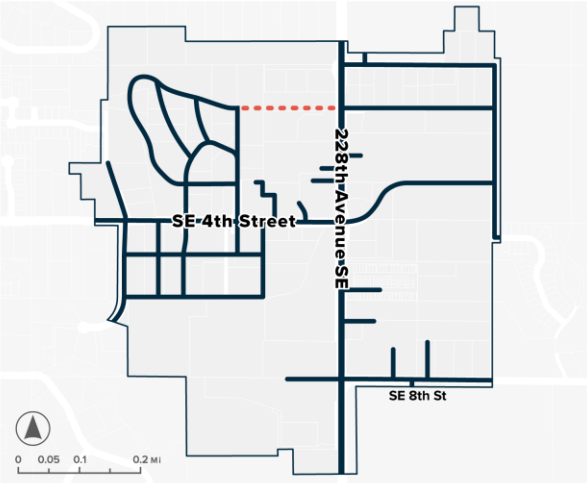


# Transportation



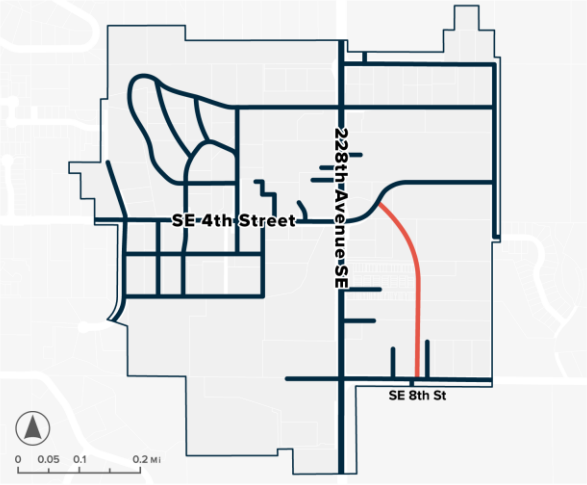
**Network Version A**

— Town Center Roadway



**Network Version B**

— Town Center Roadway    - - - - - Removed Roadway Segment



**Network Version C**

— Town Center Roadway    — Added Roadway Segment

# Transportation

## Issaquah Traffic Modeling Results Referenced In Public Comment

- Based on 2017 Data
- Behavior/Patterns Different
- Network Improvements Implemented
- Not comparable to Sammamish TMP (2023 Data)

Table A-1. 2040 Level of Service Results						
N-S Road	E-W Road	Control	LOS	Delay	Total Entering Volume	V/C
Issaquah-Pine Lake Road SE/Highlands Drive NE	SE Issaquah-Fall City Road	Signalized	F	100	5770	1.13
E Lake Sammamish Pkwy SE	SE 43 <sup>rd</sup> Way	Roundabout	A	9	3450	0.79

Source: Data from the Concurrency Model Update, 2017.

Source: [https://www.issaquahwa.gov/DocumentCenter/View/7364/MAP\\_Appendicies?bidId=](https://www.issaquahwa.gov/DocumentCenter/View/7364/MAP_Appendicies?bidId=)

### FEHR & PEERS

Date: February 26, 2020  
To: Stephen Padua, City of Issaquah  
From: Briana Calhoun, Sarah Peters, and Kendra Breiland, Fehr & Peers  
Subject: Issaquah Mobility Master Plan: Future Needs Summary

SE19-0654

The City of Issaquah is crafting its first Mobility Master Plan (MMP) to provide a framework for transportation investments that improve mobility and quality of life over the next 20-30 years. The Planning Context Report summarized the existing condition of the transportation system, highlighted key priorities and policies for transportation planning in Issaquah, and identified where improvements are needed to meet the City's goals.

This future needs assessment examines the forecasted condition of the transportation network in the year 2040 and summarizes transportation needs and tradeoffs to plan an efficient 2040 transportation system.

This report includes the following sections:

- Land Use
- Local Transportation Investments
  - 2017 Concurrency Model Update
  - Other Planned Projects
- Regional Transportation Investments
  - I-90 Front Street Project
  - Sound Transit's Link Light Rail
  - Metro Connects
- Future System Needs
  - Identified System Needs
  - Guiding Principles
  - Project List Evaluation
- Next Steps

# Transportation

## WSDOT SR 202 Traffic Modeling Results Referenced In Public Comment

- Based on 2018 Data
- Behavior/Patterns Different
- Network Improvements Implemented
- Not comparable to Sammamish TMP (2023 Data)

### 5 Existing Conditions

SR 202 is classified under FHWA's functional classification system as an Urban Minor Arterial from the SR 202 / East Lake Sammamish Parkway intersection in Redmond to the SR 202 / 244th Avenue NE intersection.

The corridor has two through travel-lanes in each direction of travel from the East Lake Sammamish Parkway intersection in Redmond to the Sahalee Way Intersection, immediately north of Sammamish. The corridor also includes turning lanes and turn pockets at several key intersections. East of the SR 202 / Sahalee Way intersection, SR 202 narrows down to one through travel-lane in each direction with some intersection channelization (turn pockets/turn lanes) at key intersections.

The right-of-way (ROW) width varies 90 feet on the urban sections in Redmond to approximately 30-35 feet on the more rural sections of SR 202 east of the Sahalee Way intersection. The posted speed limits are 35 miles-per hour (MPH) on the urban portion through Redmond up to 55 MPH on the more rural segment east of the SR 202 / 188th intersection.

#### 5.1 Corridor Traffic Volumes

The existing conditions traffic analysis for the corridor established a baseline year for analysis of 2018. The future forecast years for this study are 2025 (near-term/interim) and 2045 (long-term). SR 202 between Redmond and Sammamish has very pronounced directional peak travel movements in the morning and evening peaks. In the morning peak period, is heaviest in the westbound direction and during the afternoon/evening peak period, travel is heaviest in the eastbound direction.

The following figures summarize the existing AM and PM peak hour traffic volumes along the study corridor. The AM and PM peak hour traffic volumes analyzed are 7-8 AM and 5-6 PM. While these hours may not be representative of peak congestion, they do capture the hour with the greatest number of vehicles traveling through the intersections.

### SR 202 CORRIDOR STUDY

EAST LAKE SAMMAMISH PARKWAY TO 244TH AVE NE

MP 8.22 TO MP 13.00



JUNE 30, 2019  
Management of Mobility Division  
Seattle, WA 98104

LEAP Transportation Document 2017-2 ALL PROJECTS as developed April 30, 2017 2017-19 Biennium Project L1000183

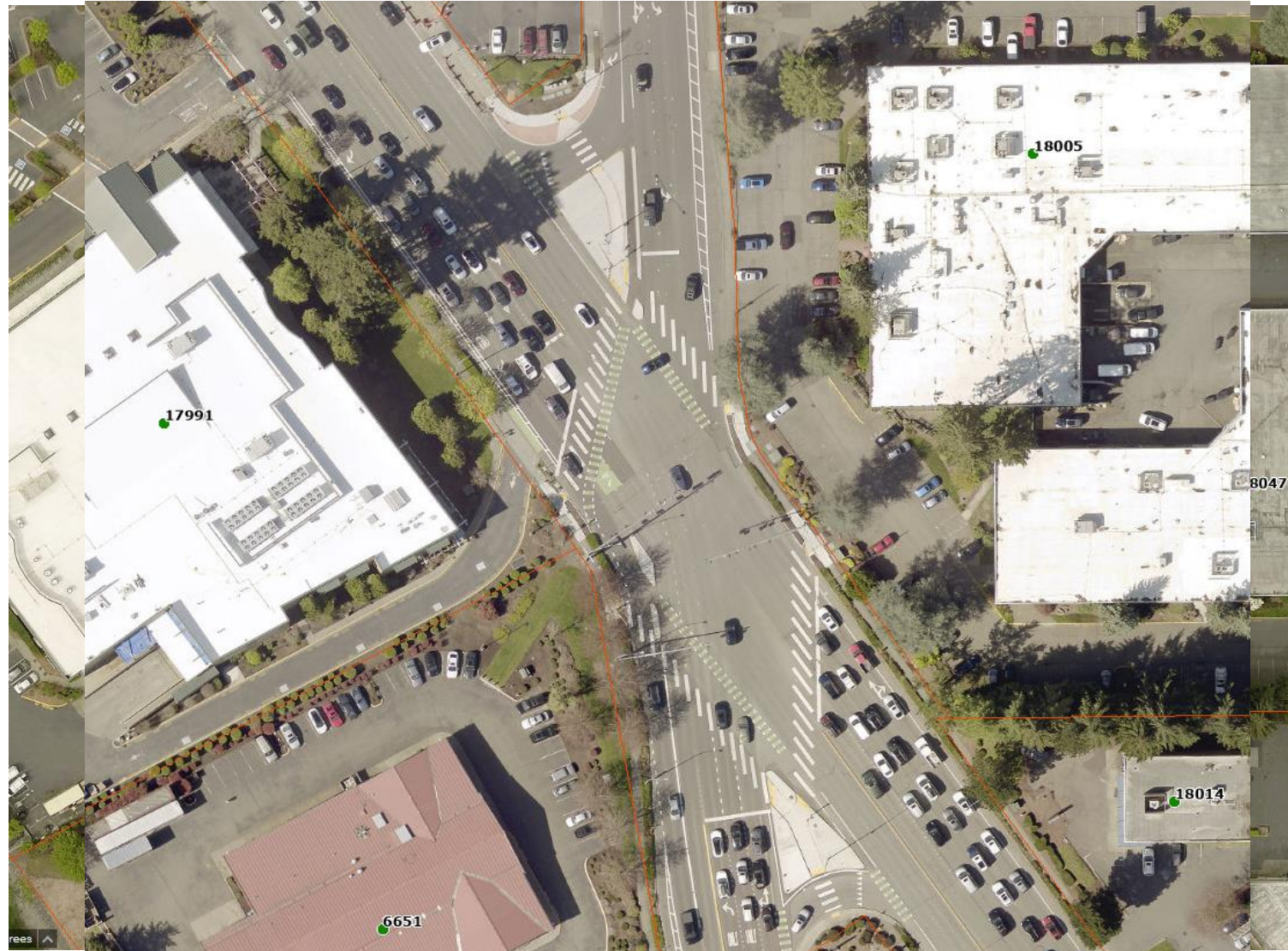
Source: <https://wsdot.wa.gov/sites/default/files/2021-03/SR202-report-CorridorStudy-Final%20Report%20%282019%29.pdf>



# Transportation

## Network Improvements Example

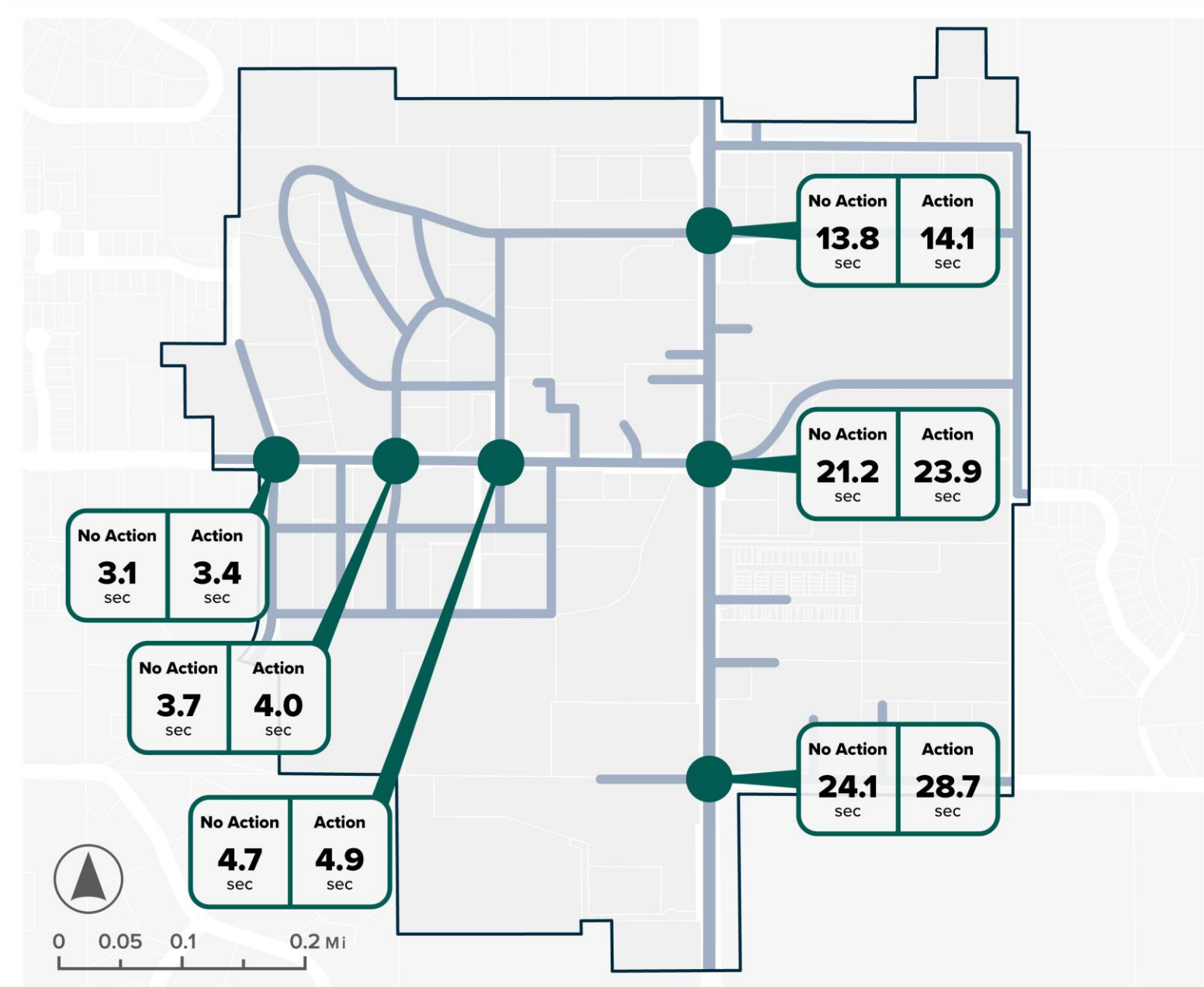
2019 > 2023



# Transportation

## Traffic Modeling Results

- No LOS failures for any intersections in Town Center under Action Alt.
  - 212<sup>th</sup> and 8<sup>th</sup> fails under both Action and No Action Alts.
- Modeling included additional pipeline development without LOS failures





# Transportation Planning: Travel Demand Models

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- Often referred to as the travel demand forecast model
- Used in comprehensive plan development and long-range planning efforts
- A tool utilized to predict future travel patterns and traffic volumes
- Inputs include land use, existing travel patterns, transportation network
- Baseline model, reflecting existing traffic conditions, is developed which is the foundation for future travel demand modeling
- Often utilized in long-range planning efforts
  - Corridor Studies/Plans
  - Subarea Plans
- Utilized in conjunction with operational analysis
- Different than traffic operational analysis tools

# Sammamish Travel Demand Model

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- Developed in 2023 - 2024 for Transportation Master Plan & Comprehensive Plan by City's Traffic Engineering Team, several transportation and traffic engineering consulting firms
- Follows and applies state and national industry standards and best practices
- Meticulously updated, calibrated, and validated:
  - Calibrated incorporating:
    - Baseline land use
    - Street network (intersection geometry and control, road characteristics)
    - Actual trip generation rates surveyed from 23 developments in addition to rates included in the Institute of Transportation Engineers Trip Generation Manual
    - Traffic counts
  - Validated: Compared model's output traffic volume with actual traffic volume
  - Accuracy Measurement: the "goodness of fit" (how well a statistical model matches observed data)
    - Statistic of 0.98; acceptable values are at least 0.88

# Transportation Planning – Travel Demand Model vs. Operational Analysis Tools

	Travel Demand Forecast Model	Traffic Operational Analysis Tools
<b>Often Referred to As</b>	<ul style="list-style-type: none"> <li>• Future travel demand model</li> <li>• Travel demand forecast model</li> </ul>	<ul style="list-style-type: none"> <li>• Operational Analysis tools</li> <li>• LOS analysis Tools</li> </ul>
<b>Purpose</b>	To forecast future travel patterns and evaluate the effects of growth, land use changes, and transportation projects on road network	To analyze the level of service at critical intersections
<b>Focus</b>	Long-term planning, particularly evaluating major infrastructure projects and land use changes.	System performance optimization; daily operations, monitor performance, and determine required mitigations to maintain acceptable LOS
<b>Analysis Timeframe</b>	20+ years.	Not specific to a year. The analysis is done based on input volume for a specific timeframe; existing analysis is based on traffic counts, future analysis is based on travel demand model volumes for specific future year.
<b>Methodologies</b>	Often utilized for an entire jurisdiction or region. Evaluation is looked at holistically and at an aggregate level (i.e. transportation analysis zones).	Often utilized to monitor current performance of critical intersections and support near-term projects. Evaluation or analysis is very granular – often at an individual intersection, driveway, or vehicle.
<b>Tools</b>	Visum (widely used nationally and internationally)	Synchro and Sidra (widely used and well-established operational analysis tools in the industry)
<b>Examples</b>	Sammamish Transportation Master Plan	Sammamish Transportation Master Plan

# Town Center Plan Process Overview

Plan & Code Audit → SEIS Scoping → Environmental Review (SEIS) → **Plan Update** → Code Update

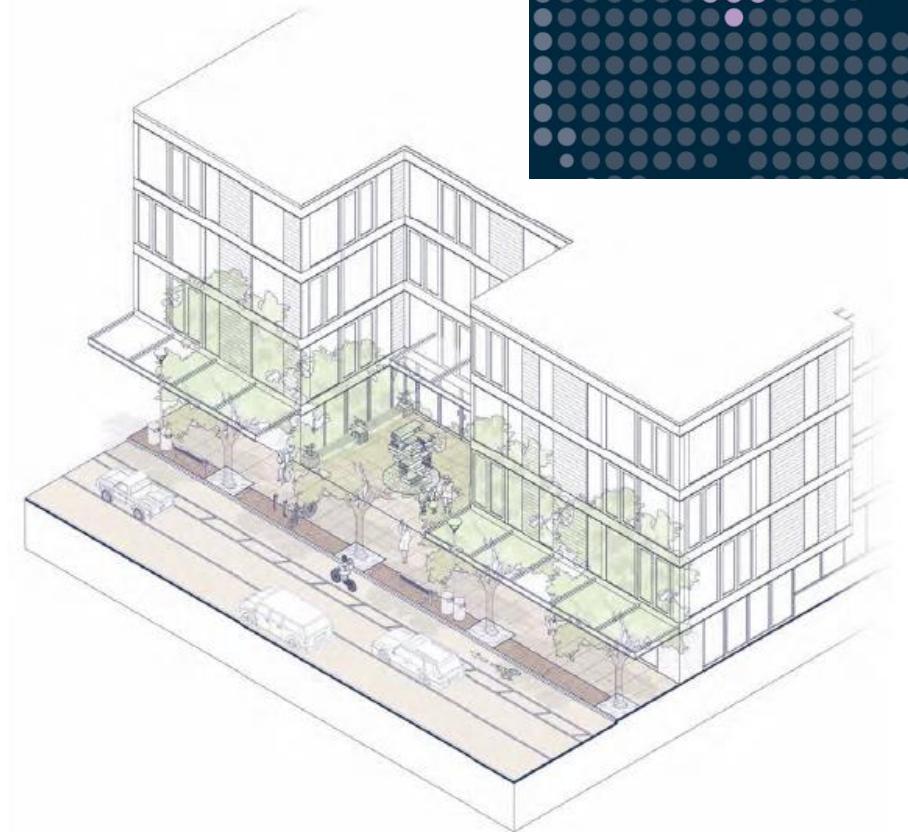
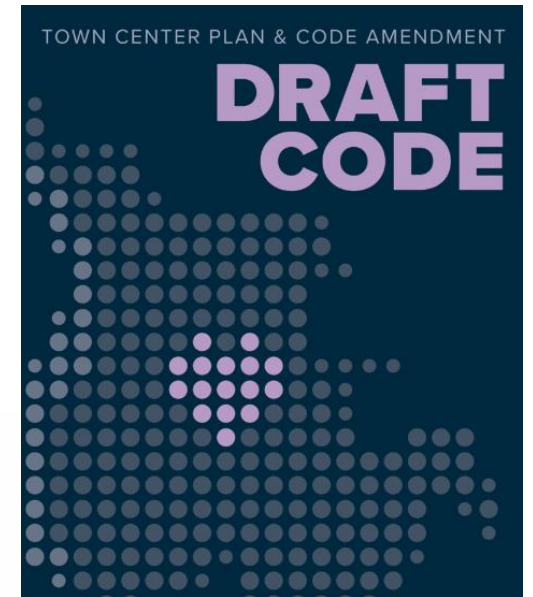
- Plan's goals and policies to be refined to reflect community feedback and City Council Direction
- List of 'Things to get right' (highlights)
  - Diverse and Affordable Housing
  - Traffic & Transportation
  - School Capacity
  - Public Safety & Emergency Preparedness
  - Sustainability
  - Utility Infrastructure



# Town Center Plan Process Overview

Plan & Code Audit → SEIS Scoping → Environmental Review (SEIS) → Plan Update → **Code Update**

- Code implements the goals and policies of the plan
- Sets specific standards for zones
- Establishes specific affordability requirements
- Form-based approach to provide flexibility, simplify permitting, and move away from unit counts



# Updated Meeting List

## 1. Town Center Subarea Plan

Fall 2025 through Spring 2026

- Planning Commission Review – Sept 18, 2025
- Planning Commission Review
- City Council Check-In
- Planning Commission Final Review
- Planning Commission Public Hearing
- City Council Review
- City Council Final Review
- City Council Public Hearing

## 2. Town Center Code

Winter 2026 through Summer 2026

- Planning Commission Review
- Planning Commission Review
- City Council Check-In
- Planning Commission Final Review
- Planning Commission Public Hearing
- City Council Review
- City Council Final Review
- City Council Public Hearing



# Next Steps

- 1 Final SEIS Noticing & Release (9/12)
- 2 Updated Town Center Plan Draft (Planning Commission 9/18 meeting)
- 3 Updated Town Center Code (Resume in Winter 2026)

