

**CITY OF SAMMAMISH
WASHINGTON
RESOLUTION NO. R2010-431**

**A RESOLUTION OF THE CITY OF SAMMAMISH,
WASHINGTON, ADOPTING INTERIM STREET
STANDARDS FOR SAMMAMISH TOWN CENTER**

WHEREAS, , the City Council adopted the Town Center Subarea Plan on June 9, 2008, as an amendment to, and element of the Sammamish Comprehensive Plan; and

WHEREAS, the Town Center Subarea Plan established the policy basis for the development of the Town Center, and provided specific direction regarding the Town Center Street Standards; and

WHEREAS, the Town Center Development Regulations will authorize development consistent with the policy direction of the adopted Town Center Plan and specific regulatory provisions and references “Interim City of Sammamish Town Center Street Design Standards, (dated July 7, 2010)”; and

WHEREAS, the Planning Commission has reviewed the street standards contained in “Interim City of Sammamish Town Center Street Design Standards, (dated July 7, 2010)” and recommended adoption of the standards on July 15, 2010; and

WHEREAS, the City Council has reviewed the standards contained in “Interim City of Sammamish Town Center Street Design Standards, (dated July 7, 2010)”; and


NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO RESOLVE AS FOLLOWS:

Section 1. Adoption of the “Interim City of Sammamish Town Center Street Design Standards”, (dated July 7, 2010): The City Council hereby adopts “Interim City of Sammamish Town Center Street Design Standards, (dated July 7, 2010)”, attached hereto as Attachment “A” and incorporated herein by reference.

Section 2. Severability: Should any section, paragraph, sentence, clause or phrase of this Resolution, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Resolution be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Resolution or its application to other persons or circumstances.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF
ON THE 19th TH DAY OF OCTOBER 2010.**

CITY OF SAMMAMISH



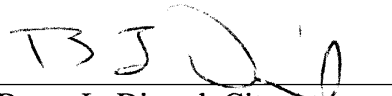
Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:



Melonie Anderson, City Clerk

Approved as to form:



Bruce L. Disend, City Attorney

Filed with the City Clerk: September 7, 2010
Passed by the City Council: October 19, 2010
Resolution No.: R2010-431

Interim Town Center Street Design Standards (July 7, 2010)

Article X. Town Center Supplement

PWS.15.040 TC	Street Design Standards
PWS.15.260 TC	Sidewalks, Curbs and Gutters – Sidewalks
PWS.15.260 TC	Sidewalks, Curbs and Gutters – Curb and Gutter
PWS.15.320 TC	Bikeways – General
PWS.15.330 TC	Illumination – General
PWS.15.380 TC	Signals – Design Standards
PWS.15.440 TC	Roadside Features – Design Standards
PWS.15.570 TC	Roundabouts – Design Standards

PWS.15.040 TC Street Design Standards

Roadways within the Town Center shall be designed with a priority to encourage non-motorized traffic (pedestrians and bicycles). The street layout in the Town Center shall be encouraged to reduce the length and of linear roadway segments to create a pedestrian friendly facility. Town Center roadway standards are based on a design speed of 25 miles per hour.

- A (TC). Alignment. Roadway alignments should efficiently maximize access to pedestrian areas and the Green Spine within the Town Center. Long tangents between blocks are discouraged from horizontal alignments. Horizontal tangents shall not exceed 660 feet. Horizontal deflections greater than 5° shall have a corresponding horizontal curve or be located at a stop-controlled intersection and must have a vehicle turning analysis performed to confirm that there is ample space for passing vehicles. It is recommended that intersecting roadway angles within the Town Center shall vary from 90 degrees; minimum angles are should be considered desirable. Vertical alignments shall be coordinated with adjacent development to ensure sidewalks are effective extensions of storefronts. Street Deflection criteria should follow those standards outlined in Table 1 of the Town Center Supplement for Public Street Design Standards.
- B (TC). Grade. Street grades within the Town Center vicinity should follow those standards outlined in Table 1 of the Town Center Supplement for Public Street Design Standards.
- C (TC). Roadway Width. The focus of roadway widths should be placed on improving pedestrian access and connectivity within Town Center. Therefore, 10-foot lane widths within the Town Center are recommended to help minimize crosswalk distances and reduce impervious areas within the right of way.
- D (TC). Street Width. Roadways within the Town Center shall be limited to a two-lane section and turn pockets are discouraged except on Minor Arterials. More than two lanes are allowed outside of the Town Center area; however, appropriate transitions to the internal roadway sections are required.
- F (TC). Parking. Parking shall focus on a "Park Early, Park Once" methodology where parking shall be provided on a shared basis throughout the Town Center. It is recommended that parking be provided on both sides of all Town Center streets. Parallel, angled, or a mix of parking styles is suggested; each side of the street may offer a different style of parking. Angled parking shall be

back-in parking. Features in planter strips should be planted to accommodate access to the rear of vehicles from the edge of the curb. Each block shall devote approximately 66% of its length to parking, the remainder to pedestrian crossings, bulb-outs, and other connective or traffic calming devices.

G (TC). Block length. The Town Center block length (intersection to intersection) shall be a maximum of 350 feet while the minimum distance is 250 feet. Any block extending more than 250 feet shall have a mid-block pedestrian crossing. The total street deflection shall vary from 15 to 30 degrees.

PWS.15.260 TC Sidewalks, Curbs and Gutters – Sidewalks

Sidewalks shall be required on both sides of all roadways within the Town Center. The design and construction of all cement concrete sidewalks, curbs, and gutters shall follow minimum and maximums identified in the following standards: Sidewalks in residential areas within the Town Center have a minimum width of 6 feet, office areas must have a minimum of 10 foot sidewalks, and retail or commercial areas must have sidewalks of 15 feet or greater. Grades greater than 2% should be avoided if outdoor seating is anticipated on the adjacent sidewalks; steeper grades may be allowable in residential or office areas. Construction of the sidewalks within the Town Center should use impervious material in adjacent to retail and office uses. Planter strips adjacent to sidewalks shall be constructed of hard pervious materials where appropriate. The use of pervious concrete sidewalks should be considered where the sidewalk is not directly adjacent to building structures, where appropriate and as consistent with current building codes.

At selected locations along a block, retail and restaurant/café uses of the Town Center are encouraged to utilize the allowable (15-foot maximum) setback and up to ½ of the sidewalk (within the right-of-way) to provide for outdoor seating, sales and display, and/or outdoor commerce.

At mid-block or intersection pedestrian crossing locations, raised crosswalks shall be considered to ensure pedestrian primacy and connectivity to surrounding Town Center areas and features. It is recommended that all sidewalks within the Town Center incorporate texture, color, or scale-giving features or patterns to provide visual interest.

PWS.15.260 TC Sidewalks, Curbs and Gutters – Curb and Gutter

Raised or flat cement concrete curb and gutter are allowed for all street edges in the Town Center. Flat curbs may require the use of vertical elements such as bollards, planters, or other devices to create penetrable separation between vehicles, parking, and pedestrian zones.

PWS.15.320 TC Bikeways – General

Incorporation of dedicated bike lanes may be required outside of the Town Center for continuity to other adjacent developments. Dedicated bike lanes within the Town Center are not recommended; allowances for travel by bicyclists should be incorporated into the street section traffic lanes and designated with sharrow pavement markings. Sharrows are not to be used on Local Road Minor and Alleys

PWS.15.330 TC Illumination – General

Street lighting within the Town Center should be consistent in character, appropriate to the district, and coordinated with other City fixtures used in pedestrian environments. Street lighting shall be designed to meet the latest iE8 guidelines and include full-cutoff luminaires. All lamp posts should incorporate attachment points for banners that accommodate 90 mph wind-loads, hanging planters, or other scale-

giving objects. Lamp posts shall have 120v electrical outlets installed. All supplemental low-level lighting within the Town Center is encouraged to effectively illuminate the walking surface while reducing the brilliance of overhead fixtures.

PWS.15.380 TC Signals – Design Standards

If approved for use within the Town Center, traffic signals should be consistent in character, appropriate to the district, and coordinated with other City fixtures and signal utilities used in pedestrian environments. All overhead traffic signals shall be mast arm mounted. All signal poles should incorporate attachment points for banners that accommodate 90 mph wind-loads, hanging planters, or other scale-giving objects.

PWS.15.440 TC Roadside Features – Design Standards

Additional roadside features may, may be required within the Town Center. Roadside features utilized may include but not be limited to: bollards, fences, awnings, movable planters, signs, way-finding kiosks, and other devices. These features should be used to delineate areas or zones of use along the sidewalk for outdoor commerce, public seating, planting, movement, and other pedestrian activities. Planters shall be located along the street edges, however positioned in a discontinuous fashion to promote pedestrian access to on street parking and to maximize the sidewalk areas for pedestrians and retail purposes.

Plantings within the Town Center should be done in accordance with PWS.15.520 Street Trees. Trees and low-level shrubs may be clustered at intersections or other points of significance.

PWS.15.570 TC Roundabouts – Design Standards

Roundabouts design and construction should be consistent with the Federal Highway Administration (FHWA) Roundabout Guidelines and the Washington Department of Transportation (WSDOT) Design Manual (latest editions, respectively). Roundabouts shall be designed as urban compact roundabouts able to accommodate a WB 40 design vehicle for turns and a WB 67 design vehicle for arterial through movements. Roundabouts should be used at the entry points to the Town Center on SE 4th Street.

Table 1
Interim Town Center Street Design Standards (July 7, 2010)
 Supplement to Public Street Design Standards

Design Standards	Minor Arterial	Collector Arterial	Local Road Feeder	Local Road Minor	Alley / Service
Right-of-Way	TBD	TBD	TBD	TBD	TBD
AA DT	TBD	TBD	TBD	TBD	TBD
Parking Lane	Both sides, 8' wide	Both sides, 8' wide	Both sides, 8' wide	Both sides, 8' wide	N/A
Grade (Minimum/Maximum)	Minimum: 2% Maximum: 15% for lengths less than 100'				
Cross Slope	2% at all locations				
Curb and Gutter	Cement concrete curb or curb and gutter on both sides; raised or flat				
Sidewalks (Minimum)	Both sides. Retail area: 15', Non-retail: 10', Residential: 6' Note: Setback varies 0'-12'; Retail areas may allow 1/2 of sidewalk width for dedicated commerce				
Planter Strip	No continuous planter strips. Incorporate 6' minimum width discontinuous planters or tree wells with ADA-compliant covers	No continuous planter strips. Incorporate 6' minimum width discontinuous planters or tree wells with ADA-compliant covers	No continuous planter strips. Incorporate 6' minimum width discontinuous planters or tree wells with ADA-compliant covers	No continuous planter strips. Incorporate 6' minimum width discontinuous planters or tree wells with ADA-compliant covers	None
Bike Lanes	No separate on-street bike lane. Incorporate sharrows in traffic lane of street section	No separate on-street bike lane. Incorporate sharrows in traffic lane of street section	No separate on-street bike lane. Incorporate sharrows in traffic lane of street section	No separate on-street bike lane	None
Cul-De-Sac (a) Radius (pavement width) (b) maximum length	N/A	N/A	N/A	45' Paved Radius (residential) 350'	N/A
Intersection Curb Radius	35' with 6' curb bulb extension	30' with 6' curb bulb extension	25' minimum 30' w/ curb bulb extension	25' minimum 30' w/ curb bulb extension	25' minimum
Centerline Radius for Normal Crown	Curves requiring superelevation are not permitted. Stopping distance requirements must be met for a line of sight that does not pass through a parking lane Curves in the same direction shall have a minimum tangent length in between equal to 2x the radius				
Raised Landscape Median	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
Travel Lane	10' wide	10' wide	10' wide	10' wide	TBD
Design Speed	25 mph	25 mph	25 mph	25 mph	20 mph
Maximum Street Length	1320 feet	1320 feet	1320 feet	1320 feet	N/A
Intersection Spacing	250' Minimum 350' Maximum If greater than 250', consider mid-block crossing in retail areas with high pedestrian volumes	250' Minimum 350' Maximum If greater than 250', consider mid-block crossing in retail areas with high pedestrian volumes	250' Minimum 350' Maximum	250' Minimum 350' Maximum	
Street Deflection	5° Maximum for through intersections; > 5° allowable only at stop-controlled intersections w/ vehicle turning analysis				